To access the Agenda and Backup Materials electronically, go to the City of Grand Junction Website. To participate or watch the meeting virtually register for the GoToWebinar.

CITY COUNCIL AGENDA
WEDNESDAY, OCTOBER 16, 2024
250 NORTH 5TH STREET - AUDITORIUM
5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Appointments

To the Grand Junction Housing Authority Board

To the Visit Grand Junction Board

Public Comments

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

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, October 16, 2024 or 4) submitting comments online until noon on Wednesday, October 16, 2024 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

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

1. Approval of Minutes

a. Minutes of the September 23, 2024, Special Meeting

b. Summary of the September 30, 2024, Workshop

c. Minutes of the October 2, 2024, Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan and Setting a Public Hearing for November 6, 2024

3. Procurements

a. Authorization for Juniata Dam Outlet Replacement Design Services Contract

4. Resolutions

a. A Resolution Authorizing the City Manager to Submit a Grant Request to the US Department of Justice (DOJ) FY 2024 Edward Byrne Memorial Justice Assistance Grant (JAG)

b. A Resolution to Vacate Part of the Public Trail Easement Located at 347 and 348 Eddy Drive

5. Other Action Items

a. Accept a Dedication of 4.89 Acres of Land from The Eddy at Grand Junction, LLC, along with a 50' Public Trail Easement Dedication

REGULAR AGENDA

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

6. Public Hearings

a. Legislative

i. An Ordinance Regarding the City of Grand Junction Procurement Policy

ii. An Ordinance Concerning the Salary of the City Manager, and if the Ordinance is Adopted and Approved, Consideration of a Resolution Appointing Michael P. Bennett as City Manager

b. Quasi-judicial

i. A Resolution Accepting the Petition for Annexation of 6.43 Acres of Land and Ordinances Annexing and Zoning the Gutierrez Annexation to RM-8 (Residential Medium - 8), Located on an Unaddressed Property that Lies Between and Abuts 3070 I-70 Business Loop on the East and 3064 I-70 Frontage Road on the West and Lies South of E 1/4 Road and North of I-70 Business Frontage Road

7. Resolutions

a. A Resolution Adopting the 2024 Updated Housing Strategy

8. Non-Scheduled Comments

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

9. Other Business

10. Adjournment

Grand Junction City Council

Regular Session

Item #

Meeting Date: October 16, 2024

Presented By: Selestina Sandoval, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Grand Junction Housing Authority Board

RECOMMENDATION:

To appoint the interview committee's recommendation to the Grand Junction Housing Authority Board.

EXECUTIVE SUMMARY:

There is one full-term vacancy on the Grand Junction Housing Authority Board.

BACKGROUND OR DETAILED INFORMATION:

William Johnson's term expires October 31, 2024.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (appoint/not appoint) the interview committee's recommendation to the Grand Junction Housing Authority Board.

Attachments

None

Grand Junction City Council

Regular Session

Item #

Meeting Date: October 16, 2024

Presented By: Selestina Sandoval, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Visit Grand Junction Board

RECOMMENDATION:

To appoint the interview committee's recommendation to the Visit Grand Junction Board.

EXECUTIVE SUMMARY:

There are four vacancies on the Visit Grand Junction Board.

BACKGROUND OR DETAILED INFORMATION:

Brenda Greene, Mikhail Blosser, Elizabeth Fortushniak, and Pat Nichols-Perrin have terms expiring December 31, 2024.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

To (reappoint/not reappoint) and (appoint/not appoint) the interview committee's recommendation to Visit Grand Junction.

Attachments

None

GRAND JUNCTION CITY COUNCIL
Minutes of the Special Meeting
September 23, 2024

Call to Order:

The Special Meeting of the City Council was convened at 5:03 p.m. in-person at City Hall, 250 N. 5th Street and live-streamed via GoTo Webinar.

Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Dennis Simpson, Anna Stout, Council President Pro Tem Randall Reitz, and Council President Abram Herman were in attendance.

Also present were City Attorney John Shaver, Interim City Manager Andrea Phillips, Deputy City Clerk Krystle Koehler, and Deputy City Clerk Misty Williams.

Council President Pro Tem Reitz led the Pledge of Allegiance, followed by a moment of silence.

REGULAR AGENDA

1. **Resolutions**

   a. A Resolution Authorizing the Interim City Manager to Execute a Contingent Contract for the Purchase of Real Property Located at 450 28 Road, Grand Junction, Colorado for the Future Development of Affordable and Attainable Housing Units

Ashley Chambers, Community Development Housing Manager and Tamra Allen, Community Development Director provided a presentation detailing the contingent contract that has been prepared to purchase property from EN-SIM QOF, LLC (Enstrom's). The contract outlines the proposed terms and conditions for the City's purchase of approximately 21.45-acre property at 450 28 Road, now known as Lot 4 of the Grand View Commons Subdivision. The property is currently zoned R-24 and is not intended to be purchased for "governmental purposes" but is intended for the future lease or sale for the development of no less than 324 affordable housing units. The purchase price is $3.2 million. The City has been selected to receive a grant from the Colorado Housing and Finance Authority (CHFA) to assist in the purchase of this property in the amount of $2.2 million; however, the grant funds have not been paid to the City and are subject to the finalization of a grant agreement. Receipt of those funds is one of the contingencies in the property purchase contract. The purchase of the property utilizing CHFA funding commits the City to facilitate the development of the property with no less than 324 units, of which 70 percent would serve 60 percent AMI. The City is currently awaiting the final grant agreement documentation from CHFA/OEDIT, and a contract closing date will need to be set after the execution of the grant agreement.

Interim Finance Director Jodi Welch provided additional information on the financial aspects of this contract and the grant funding.

The purchase of this property will address 13 strategies that were adopted in October 2021, to provide both affordable and attainable housing options. Affordable housing for the City has been defined as rental housing for households making less than 60 percent or for-sale units for households earning

less than 100 percent AMI. Attainable housing is defined by the City as rental housing for households making between 60 percent AMI and 80 percent AMI and for-sale units for households earning between 60 percent and 120 percent AMI. As part of the strategies, the City adopted Strategy 6 which would "Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing." This strategy was intended to assist in meeting the shortage of affordable/attainable housing and to promote more opportunities for housing choices that meet the needs of people of all ages, abilities and incomes.

The project includes the acquisition of approximately 21.45 acres for future development by the City of Grand Junction and other non-profit and for-profit affordable/attainable housing providers. The project is located at 450 28 Road in the central part of the city along 28 Road between 1-70 Business Loop Rd and North Avenue, which is a mixed-use central area of the city. The site is near major employers along the North Ave corridor including Walmart, restaurants, medical facilities, Colorado Mesa University, and the sports complex. The property is zoned R-24 that requires a minimum density of 16 dwelling units per acre and has no density maximum. The zoning requires that no less than 324 units be constructed on the property and the City is targeting between 324 and 550 mixed-income affordable and attainable units be developed on the property. The City anticipates future subdivision of the property as well as the construction of multiple housing types, including rental and homeownership, through the collaboration of multiple non-profit and housing developers through the City proposal process.

The City anticipates building the site over multiple phases over the next 10 years. The majority of the site would be used to provide affordable units, while up to 30 percent may be used for attainable and market-rate housing, which will help fill additional gaps in the local market.

The property purchase contract was available for review.

The public comment opened at 6:06 pm.

No comments were heard.

The public comment closed at 6:06 pm.

Councilmembers had a brief discussion regarding the contract.

Councilmember Kennedy moved to adopt Resolution No. 67-24 (removing paragraph 1.E, and any specificity to construction of 28 1/4 Road improvements south of the new Grand Avenue), a resolution amending Resolution 23-24 regarding the letter of intent for the possible acquisition of real property located near 450 28 Road from EN-SIM QOF, LLC, seconded by Council President Pro Tem Reitz.
Motion carried 5-2 by split roll call with Councilmembers Simpson and Stout voting no.

Councilmember Kennedy moved to adopt Resolution No. 62-24, a resolution ratifying the Interim City Manager's actions in entering into a contract to purchase real property located at or near 450 28 Road, Grand Junction, Colorado, and authorizing the Interim City Manager to execute all documents necessary to complete the transaction, seconded by Councilmember Nguyen.
Motion carried a unanimous 7-0 by roll call vote.

2. Adjournment

The Special Meeting adjourned at 6:16 p.m.

_____

Misty Williams

Deputy City Clerk

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
September 30, 2024

Meeting Convened: 5:30 p.m. The meeting was in-person at the Fire Department Training Room, 625 Ute Avenue, and live-streamed via GoTo Webinar.

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

Staff present: Interim City Manager Andrea Phillips, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Interim Finance Director Jodi Welch, Community Development Director Tamra Allen, Utilities Director Randi Kim, Transportation and Engineering Director Trent Prall, Parks and Recreation Director Ken Sherbenou, General Services Director Jay Valentine, Deputy City Clerk Misty Williams, and City Clerk Selestina Sandoval.

1. Discussion Topics

a. 2025 Budget Workshop Introduction

Interim City Manager Andrea Phillips introduced the topic, acknowledging the work of the budget team, including Jody Welch (Interim Finance Director), Matt Martinez (Budget Coordinator), and others. She outlined the budget process, noting staffing changes, upgrades to financial and HR systems, and a new ERP system. She emphasized that the budget process has been ongoing for months, involving discussions on capital projects, labor projections, nonprofit funding, and revenue balancing.

The schedule includes three budget workshops, with the first on economic development, the second on the 2025 recommended budget (operating budgets, funds, etc.), and the third on the Downtown Development Authority, Business Improvement Districts, and nonprofit funding policy. Public hearings on the budget are planned for November and December.

Key budget priorities identified by the community include housing, homelessness, transit options, bike paths, and public safety. The city is working on road maintenance, trail infrastructure improvements, and expanding affordable housing.

Economic development is supported through core services (police, fire, transportation), partnerships with development entities, and funding for business expansion and tourism promotion. Specific funding for partners, such as the Business Incubator Center, Colorado Mesa University (CMU), and Grand Valley Transit, was highlighted. The lodging tax supports air service and sports tourism. Presentations from partners followed this overview.

b. Grand Junction Sports Commission

Ben Snyder, from the Greater Grand Junction Sports Commission, presented an update to the City Council. He explained that the commission, while officially named the Greater Grand Junction Sports Commission, is branding itself as the Grand Junction Sports Commission for simplicity. The

commission is part of the National Sports Events and Tourism Association and has focused on the recovery of sports tourism post-COVID.

Mr. Snyder shared national data showing the significant economic impact of sports tourism, which generated over $52 billion in direct spending in 2023, and noted how critical transportation and lodging are for the industry. Locally, the commission relies on lodging tax for 65% of its budget, aiming to generate more revenue through events.

The commission is working on a strategic plan, with a draft received in early 2024, focused on improving local sports facilities, especially the need for turf fields to host large-scale events. Some recent highlights include their involvement with key events like the JUCO World Series, which had a $4.6 million economic impact, and Rides and Vibes, which generated almost $1 million in direct spending. Snyder also mentioned future events such as the USA Cycling Road National Championships and the World Wakeboarding Championships.

The council had questions about the funding breakdown, particularly how much goes to salaries versus event support. Snyder explained that around 30% of their budget is spent on operational costs, with most going toward event recruitment and spending. Councilmembers also inquired about the inclusion of adaptive sports, to which Snyder noted the commission’s efforts in promoting adaptive activities at various events.

Finally, Councilmembers encouraged the commission to present more detailed economic impact data and suggested developing a quarterly report or dashboard to provide a clearer picture of the overall impact of sports tourism on the community.

c. Grand Junction Area Chamber of Commerce

Candace Carnahan, President and CEO of the Grand Junction Chamber of Commerce, presented on three areas: the Chamber's Business Retention and Expansion Program, Industrial Development Incorporated, and the Air Alliance. The focus was on collaborative economic development efforts that leverage community resources and maintain accountability to ensure impact. The Chamber primarily works on retaining and expanding local businesses by addressing issues such as workforce gaps, skills development, and business assistance.

Key challenges include a shortage of skilled workers and concerns about essential skills in the workforce. To address this, the Chamber introduced the West Slope Works Program, which emphasizes work-based learning and incentivizes employers to engage in internships, apprenticeships, and job shadowing. The program distributed over $120,000 in grants to local businesses. The Chamber is also involved in workforce development initiatives with School District 51 and the Workforce Center.

Ms. Carnahan emphasized the Chamber’s role as an advocate for local businesses, working to reduce regulatory burdens and lobbying on behalf of industries such as construction, healthcare, and tourism. The Chamber also works closely with the state’s Office of Apprenticeships and other regional organizations to ensure alignment between local and state workforce goals.

During the council discussion, there were questions about the Chamber’s relationship with the city, particularly regarding the City’s involvement on the Chamber's board. Councilmembers expressed

concerns about the Chamber's decision not to include a city liaison on its board, in contrast to other economic development partners. Ms. Carnahan assured the council that the Chamber remains committed to maintaining a strong relationship with the City despite the absence of a formal liaison, but Councilmembers suggested that such a liaison might improve communication and prevent conflicts. The discussion ended with some Councilmembers advocating for more consistency in the Chamber's approach to collaboration with City entities.

d. Industrial Development Inc. (IDI)

Candace Carnahan provided an overview of Industrial Developments Incorporated (IDI), a nonprofit administered by the Grand Junction Chamber of Commerce. Originally, IDI served as the precursor to the Grand Junction Economic Partnership (GJEP), with a mission focused on managing and developing land to promote business growth and job creation. Over the years, IDI has evolved to also manage incentive funds that match those offered by GJEP to attract and retain businesses in the area.

IDI has been involved in significant projects, including the development of business parks like Foresight Park and Book Cliff Tech Park. In partnership with the city, county, and state, IDI helped bring infrastructure to the area, offering properties at below-market rates to attract business. Recent efforts included working on incentives for Westar Aviation and recruiting companies like Goose Gear to the area.

While IDI and GJEP often collaborate on incentive packages, IDI maintains an independent role, offering a flexible approach, particularly in supporting existing businesses with expansion efforts. Ms. Carnahan noted that IDI aims to rebuild its land portfolio and continues to work with partners to expand development opportunities. She emphasized the importance of collaboration between the two organizations, ensuring checks and balances in economic development decisions.

In response to council questions, Ms. Carnahan clarified that IDI operates without dedicated staff, with the Chamber of Commerce managing its operations, and that the two organizations work closely to ensure effective use of incentive dollars.

e. Air Service Alliance

Candace Carnahan and Curtis Englehart provided an update on the Grand Junction Regional Air Service Alliance. The Alliance's mission is to increase and retain air service in the Grand Valley, focusing on affordable air service, frequency, and connectivity. The Air Service Alliance was formed to handle roles that the Grand Junction Airport cannot due to federal rules and to build confidential relationships with airlines. This public-private partnership includes support from city, county, and business leaders.

Despite challenges, such as airline consolidation and a shift to larger planes, Grand Junction's airport has retained and even added destinations. The airport's capacity is growing faster than the national average for similar-sized airports, with new services like Breeze Airways, which connects to Orange County, San Francisco, and soon Las Vegas. The Alliance plays a key role in retaining existing air services and preventing "leakage" of passengers to other airports like Denver and Montrose.

Key initiatives include targeted marketing campaigns to encourage local travel, such as discouraging people from driving to Denver and collaboration with airlines to maintain passenger volumes. The Alliance's efforts have reduced the number of travelers choosing surrounding airports, while overall passenger capacity continues to increase.

A Councilmember raised concerns about the confidentiality of the Alliance's financial data and the use of public funds, and it was clarified that some financial information is restricted due to contracts with airlines.

The presentation concluded with discussions on route performance, seasonality, and future projections, with the Alliance continuing to focus on strategic decisions that balance community needs with available resources. The Air Service Alliance is also working on a dashboard to provide data and updates to the City Council about its activities and finances.

f. Grand Junction Economic Partnership (GJEP)

Curtis Englehart, Executive Director of the Grand Junction Economic Partnership (GJEP), presented an update on the organization’s progress, successes, and goals. GJEP’s main strategic goals include creating primary jobs (those paying over $55,000 annually), promoting Mesa County’s business assets, assisting business relocations and expansions, and fostering collaboration with local, state, and federal partners.

In 2023, GJEP saw record achievements, including 10 business relocations or expansions, 161 net new primary jobs, and a total economic impact of over $52 million—double the 2022 impact. So far in 2024, GJEP has already seen 8 relocations or expansions and has a strong prospect pipeline.

Mr. Englehart highlighted key industry focus areas: aerospace and aviation, manufacturing, tech, healthcare, and outdoor recreation. Recent successes include Goose Gear, Grand Valley Ice, Oak Star Bank, and the nearing completion of an Amazon last-mile facility.

GJEP’s marketing efforts, including social media, print ads, and events like the Western Colorado Economic Summit, have increased engagement and raised awareness of the area's economic potential. GJEP is also celebrating its 40th anniversary and received a bronze award for its 2023 annual report from the International Economic Development Council.

In response to questions, Mr. Englehart noted that GJEP has made significant progress in reducing reliance on public funding, now obtaining about 60% of its funding from private sources and grants. He also emphasized the importance of public infrastructure in attracting businesses and praised the city’s support for economic development. Councilmembers commended Mr. Englehart for his leadership and the improvements in GJEP’s reporting and transparency, demonstrating a clear return on investment.

g. Business Incubator (BIC)

Dalida Sassoon Bollig, CEO of the Business Incubator Center (BIC), presented an update on the organization’s activities in Mesa County. Established in 1986, BIC supports entrepreneurs and small businesses through innovation, funding, tools, training, and mentoring programs. In 2023, BIC created 745 new jobs, hosted 73 businesses on campus, helped 18 businesses graduate, and provided 22 loans totaling $1.79 million, leveraging an additional $1.97 million through banks. The

center also serves over 500 businesses outside of its incubator, highlighting its broad community reach.

Several programs were spotlighted, including the Grand Junction SBDC, which assisted 570 clients and created 220 new jobs while helping raise $4.9 million in capital infusion. The Revolving Loan Fund provided $2.7 million in direct loans and leveraged $6.47 million, while the Grand Central Makerspace supported 148 users in prototyping and innovation. The Hi5 FIRST Robotics League expanded STEM training to 63 students, and the Workforce Innovation Project offered up-skill and re-skill programs, training 31 participants to date. BIC also launched initiatives like AgriWest, focused on sustainability and food security, and the Circular Economy Development Center, addressing recycling and reuse challenges in Western Colorado.

Additionally, BIC's Strategic Nonprofit Training Program assisted 21 nonprofits in boosting capacity, creating 26 jobs and generating $2.4 million in grants. BIC's work has earned it recognition as a leader in supporting small businesses, including being named runner-up for the best incubator in the world. Ms. Sassoon Bollig concluded by emphasizing BIC's long-term success, the vital partnership with the City of Grand Junction, and the need for planning the future of the incubator's campus as they explore expansion or retrofitting options.

h. Western Latino Chamber of Commerce

Jorge Pantoja, representing the Latino Chamber of Commerce, presented on the challenges and successes of 2023 for Spanish-speaking businesses in the community. The year began with struggles for employers facing rising costs, difficulties finding skilled workers, and issues related to the political and economic climate. However, the last six to eight months showed improvement, particularly in the food industry, with the rise of more food trucks. Mr. Pantoja noted the ease of obtaining permits and assistance from the health department in establishing food trucks, highlighting this as a growing trend within the Latino community.

The chamber mainly operates by responding to businesses that reach out to them, but a major challenge remains finding an effective way to proactively engage the minority community. In the construction sector, contractors are facing similar difficulties, particularly in finding skilled labor to take on larger projects. Mr. Pantoja emphasized the potential for partnerships with educational institutions like CMU to help bridge the skills gap.

Mr. Pantoja acknowledged the difficulty in quantifying the impact of the Latino Chamber's efforts, admitting that while they provide guidance and referrals to resources like lawyers and the Business Incubator, they lack a system to track long-term outcomes. He also addressed concerns from Councilmembers about the chamber's use of funds and lack of data-driven reporting. While the chamber received $23,000 from the city in the previous year, only around $10,000 has been spent, primarily on efforts to engage the community. Mr. Pantoja explained the difficulty in hiring a dedicated staff member to enhance operations, noting that much of the chamber's work is still carried out by volunteers.

The council raised concerns about the lack of data to demonstrate the chamber's return on investment (ROI) for taxpayer dollars, expressing a need for clear reporting on the number of businesses served, referrals made, and the overall economic impact of the chamber's efforts. They questioned the sustainability of funding a staff position that has gone unfilled for two years and urged the chamber to provide more concrete data and plans moving forward.

Mr. Pantoja acknowledged the need for improvement in reporting and expressed a commitment to better track their impact, while also emphasizing the unique challenges faced by the Latino community and the role the chamber plays in supporting long-term business development

i. Capital Budget Presentation

Interim City Manager Andrea Phillips highlighted $162.8 million allocated across various departments and projects. This marks a significant increase from previous years, with last year's budget at $141.5 million and $67 million in 2023. Key projects include the Community Recreation Center (CRC), the Phase 1 expansion of the Persigo Wastewater Treatment Plant, and several transportation initiatives.

The capital improvement plan outlined both new projects and ongoing maintenance, funded through user fees, taxes, restricted revenues, debt proceeds, and grants. Parks and Recreation received the largest portion of the budget, with major investments in the CRC. Other significant allocations include $53.8 million for utility sewer projects, $36 million for engineering and transportation, $6.4 million for city manager projects, and $2.9 million for community development. Public safety received $551,000, with a larger project, a $30 million police annex, slated for future funding. The grants team plays a crucial role in leveraging state and federal grants to support these projects. Additionally, the capital improvement plan includes four proposed self-performance projects, though no specific details were discussed in this meeting.

Utilities Director Randi Kim presented the 2025 Water Fund Capital Improvement budget, totaling $2.8 million. The focus is on maintaining infrastructure, planning for future growth, and supporting sustainability efforts. Key projects include $1.4 million to replace the aging Linden Avenue waterline and $450,000 for the Ouray Avenue waterline, which includes asbestos cement pipe and lead service line replacements. The city is also addressing lead service line replacements with a decade-long plan. Water supply projects include $320,000 for the Juniata enlarged ditch piping, $100,000 for potential agricultural water rights purchases, and $100,000 for sustainable agriculture initiatives. Additionally, $225,000 is allocated for the first phase of restoring the historic water treatment plant, contingent on securing a state grant. The presentation also touched on the impacts of climate change on water supply, with long-term planning in place to address future challenges.

Transportation and Engineering Director Trent Prall presented the City's 2025 capital improvement budget focusing on infrastructure maintenance and development. He emphasized maintaining the City's streets, noting an improvement in the Pavement Condition Index from 69 to 73 over six years. Major investments include $15 million for F ½ Parkway, $5 million for D ½ Road, 29 to 30 Road and $2.75 million for work on 26 ½ Road.

Additionally, projects include improvements to the Patterson Road access management plan, updates to Crosby Avenue for better bike and pedestrian access, and various Safe Routes to School initiatives. Mr. Prall also addressed questions about specific projects like levee renovations and trail improvements, noting the challenges of balancing grant funding, project timelines, and growing costs. He highlighted efforts to improve multimodal transport options, including pedestrian crossings and bike paths, to enhance city connectivity and safety.

Parks and Recreation Director Ken Sherbenou highlighted key projects including turf conversion, renovations at Whitman Park, and continued construction on the Community Recreation Center. The first focus is removing non-activated turf, such as in Lilac Park, to conserve water and reduce

aesthetic-only green spaces. The budget also allocates funds for Whitman Park, which underwent a year-long public consultation, with plans to continue its renovation in 2025, funded primarily through parkland dedication fees. The largest allocation, $56 million, is for the Community Recreation Center, focusing on major construction activities in 2025, with an additional $10 million projected for 2026. If successful, a GOCO grant could add $2.4 million for outdoor facilities alongside the center. The council also discussed potential revenue sources and considerations for broader projects such as turf conversion and Whitman Park's timeline in terms of funding and grant applications.

Community Development Director Tamra Allen shared the main points of the 2025 capital requests. One request is for $2.8 million for infrastructure at the Salt Flats project, which is part of a larger initiative to create affordable housing. The funds would be used for backbone infrastructure necessary for both the Salt Flats subdivision and future affordable housing developments. Additionally, $2.2 million is set aside for other housing-related projects, including supporting an accessory dwelling unit (ADU) production program, affordable housing incentives, and specific housing developments. These funds would be allocated to various projects such as Habitat for Humanity, Housing Resources of Western Colorado, and Liberty Apartments, among others. Another important consideration is the challenges faced at the Resource Center, where funding for its continued operation is debated due to issues such as safety and community impact. Councilmembers discussed concerns regarding drug-related arrests and the center's management, suggesting possible changes in operations or even closure if improvements are not made. Overall, the discussion highlighted the balance between investing in housing projects and addressing ongoing community challenges, particularly in how resources are managed and allocated.

2. Council Communication

Council member Stout suggested that the City of Grand Junction honor Mark Achen, a beloved former City Manager, who passed away on Friday. Mark Achen was well-regarded for his many years of public service to the City. The council agreed to explore options, such as a proclamation or a memorial bench and directed staff to determine an appropriate way to honor him.

3. Next Workshop Topics

Mayor Herman outlined future workshop items.

4. Other Business

There was none.

5. Adjournment

There being no further business, the Workshop adjourned at 9:27 p.m.

Grand Junction City Council

Minutes of the Regular Meeting

October 2, 2024

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 2nd day of October 2024, at 5:30 p.m. Those present were Councilmembers Scott Beilfuss, Jason Nguyen, Dennis Simpson, Cody Kennedy, Anna Stout, Council President Pro Tem Randall Reitz and Council President Abram Herman.

Also present were Interim City Manager Andrea Phillips, City Attorney John Shaver, Parks and Recreation Director Ken Sherbenou, City Clerk Selestina Sandoval, and Deputy City Clerk Misty Williams.

Council President Herman called the meeting to order. Student August Greenwood-Colvin led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming October as Arts and Humanities Month in the City of Grand Junction

Councilmember Beilfuss read the proclamation declaring October as Arts and Humanities Month in the City of Grand Junction. Chairman of the Commission on Arts and Culture Matt Janson and members of the board accepted the proclamation.

Proclaiming October 6-12, 2024 as Fire Prevention Week in the City of Grand Junction

Councilmember Stout read the proclamation declaring October 6-12, 2024, as Fire Prevention Week. Fire Chief Ken Watkins and members of the Grand Junction Fire Department accepted the proclamation.

Appointments

To the Forestry Board

Council President Pro Tem Reitz moved to appoint Tanya Travis and Earl Perry for full terms expiring November 30, 2027 and to reappoint Mollie Freilicher, Bill Cooper, and Dan Komlo for full terms expiring November 30, 2027, seconded by Councilmember Simpson. Motion carried by a unanimous voice vote.

To the Historic Preservation Board

Councilmember Kennedy moved to appoint Kevin Tinsley for a partial term expiring December 2026, seconded by Councilmember Nguyen. Motion carried by a unanimous voice vote.

Public Comments

Public comments were heard from Sean Jacobson, Tad Hatter, Brandon Towles, Daniel Watson, Jeremy Sheetz, Thomas McCloskey, and John Monette.

Interim City Manager Report

Interim City Manager Andrea Phillips did not have a report for Council.

Boards and Commission Liaison Reports

Councilmember Kennedy provided an update on the Grand Junction Regional Airport Authority, including Weststar improvements and progress on the restoration of the Salt Lake City flight schedule. He also reported on the Museums of Western Colorado receiving a presentation from the Downtown Development Authority (DDA) on the Terminal Project and various events at the museum.

Councilmember Stout provided updates on Colorado Municipal League's policy making schedule, the Opioid Settlement Governance Board, the Air Service Alliance and its marketing of Grand Junction, and a conference for the Council of Geographic Naming Committee.

Council President Pro Tem Reitz provided updates on the Porchella event this weekend.

Councilmember Beilfuss provided a report on the Commission on Arts and Culture Board selection of art in the roundabouts, as well as the selection of an artist for the bike racks and benches downtown. He attended the Basque Event as part of the Historic Preservation Board. He also gave updates on the Colorado Water Summit, and on the homeless population, regarding medical response calls and transport, and the Business Incubator.

Council President Herman reported on the Arts Festival this weekend, DDA's car show that was held on September 21st, an AI-driven chat for visitors to downtown, a grant for the Terminal Project, and the grand opening of the Asteria Theater.

CONSENT AGENDA

1. Approval of Minutes

a. Minutes of the September 16, 2024, Special Meeting

b. Summary of the September 16, 2024, Workshop

c. Minutes of the September 18, 2024, Regular Meeting

d. Minutes of the September 18, 2024, Special Meeting Executive Session

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Regarding the City of Grand Junction Procurement Policy and Setting a Public Hearing for October 16, 2024

ii. Introduction of an Ordinance Concerning the Salary of the City Manager and Setting a Public Hearing for October 16, 2024

3. Procurements

a. Sole Source Purchase Access Control (Security) Hardware Installation and Software Programming for Multiple City Buildings

4. Resolutions

a. A Resolution Authorizing an Easement on City-owned Property at 1351 Riverfront Loop (Las Colonias)

b. A Resolution Authorizing the Interim City Manager to Submit a Grant Request to the Colorado Department of Local Affairs (DOLA) for the Local Planning Capacity Grant Program

Councilmember Kennedy moved, and Councilmember Nguyen seconded to adopt Consent Agenda Items #1- #4. Motion carried by unanimous voice vote.

REGULAR AGENDA

5. Public Hearings

a. Legislative

i. An Ordinance for Supplemental Appropriations

Interim Finance Director Jodi Welch provided a brief presentation on the details of the Ordinance for Supplemental Appropriations.

This supplemental appropriation will provide necessary spending authority for additional funding for the contract with MA Construction for the emergency repair of the storm water conveyance infrastructure at 733 Horizon Drive, the Energov SAAS migration, Salt Flats infrastructure, and funding towards a property purchase near the intersection of Ute Avenue and 1st and 2nd streets.

Comments were heard from Councilmember Kennedy and Council President Pro Tem Reitz.

The public hearing was opened at 6:40 pm.

No comments were heard.

The public hearing was closed at 6:40 pm.

Councilmember Kennedy moved, seconded by Councilmember Nguyen to adopt Ordinance No. 5233 making the supplemental appropriations to the 2024 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2024, and ending December 31, 2024, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

6. Procurements

a. Discussion and Consideration of an Agreement for the Construction of a Materials Recovery Facility

Since additional information was received by staff that was not able to be reviewed prior to the City Council meeting, staff requested a continuance on this item. (TBD)

Councilmember Kennedy requested updates on incoming information, to keep Council abreast of any changes that may occur.

Councilmember Stout moved, seconded by Councilmember Nguyen, to continue item indefinitely, no specified meeting date at the moment. Motion carried by a unanimous roll call vote.

7. Other Business

a. Consideration of Lease Amendments, 2024 Rent Abatement and Approval for Additional 2025 Fireworks Displays

The Jackalopes have approached the City with several requests to continue their operation. Several conversations with the team owner, league president and team manager have occurred. The Jackalopes have indicated they are considering leaving Grand Junction since they have stated that they have had substantial and unsustainable financial losses during the 2024 season. As such, they have proposed several items for the City's consideration. In addition to some changes to their lease with the City, they are seeking abatement of 2024 rent and a renegotiation of the terms of their lease.

Interim City Manager Andrea Phillips presented information on this request.

Jackalopes Owner Mike Tomlin and Pioneer League President Mike Shapiro, gave a detailed background on the items requested. Parks and Recreation Director Ken Sherbenou provided information on the stadium lease and financial stats.

Comments were heard from Councilmembers Stout, Kennedy, Simpson, Beilfuss, and Council President Herman on the lease amendments and 2024 rent abatement requests.

Comments were heard from Councilmembers Stout, Council President Pro Tem Reitz and Council President Herman on the fireworks displays. Concerns were brought up about how the fireworks displays affect citizens and their pets, as well as citizens suffering from Post Traumatic Stress Disorder (PTSD).

The public comment was opened at 7:18 pm.

Comments were heard from Jack Delmore and Brian Rasmussen.

The public comment was closed at 7:24 pm.

Discussion was had by Council regarding the items requested. Councilmember Stout moved to deny the request for additional fireworks displays, 2024 rent abatement and consideration of lease amendments, seconded by Councilmember Simpson. Motion carried by a unanimous roll call vote.

8. Non-Scheduled Comments

Comment was heard Brian Rasmussen.
Comment was heard from Councilmembers Kennedy, Beilfuss, Nguyen, Stout, Council President Pro Tem Reitz, and Council President Herman.

9. Adjournment

The meeting adjourned at 7:47 pm.

_____

Selestina Sandoval, CMC

City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: October 16, 2024

Presented By: Timothy Lehrbach, Senior Planner, David Thornton, Principal Planner

Department: Community Development

Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan and Setting a Public Hearing for November 6, 2024

RECOMMENDATION:

At the September 24, 2024, regular meeting, the Planning Commission voted (7-0) to recommend approval.

EXECUTIVE SUMMARY:

This item is the second of two proposed minor amendments to the *Comprehensive Plan* intended to implement its direction to review and update subarea plans. The first proposed action resulted in the repeal of three subarea plans, with minor amendments to the *Comprehensive Plan*, including the *Grand Junction Circulation Plan*.

This second proposed action recommends amendments to the *Comprehensive Plan* and the Transportation Engineering Design Standards (TEDS) and the repeal of the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*. \The repeal of *H Road/Northwest Area Plan* would also include amending Title 22 as the H Road/Northwest Area Overlay.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Over the past several decades, the City, in some instances partnering with Mesa County, has completed several neighborhood, subarea, and corridor (collectively, “subarea(s)” hereafter) planning efforts. Results of the work were to adopt either a plan

for the subarea as an element of the extant comprehensive plan or an overlay zone for the subarea, or in some cases both a plan and an overlay zone.

The *One Grand Junction Comprehensive Plan* (*Comprehensive Plan*) elevates to a citywide vision many of the same principles which motivated the subarea plans. 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 implement this principle, goal, and strategy, staff reviewed the subarea plans, particularly studying whether the policies and guidance adopted in the subarea plans have since been adequately addressed (under a broad scope to achieve citywide effect or specifically pertaining to one or more subareas) in the *Comprehensive Plan* or other adopted planning or planning-related documents. As a result of this review, three subarea plans were retired by City Council on August 7, 2024. Four additional plans are being considered for retirement and are highlighted in the following table.

SUBAREA	SUBAREA PLAN ADOPTED/UPDATED
H Road/Northwest Area	2007
North Avenue	2007
North Avenue West	2011
Greater Downtown	2013
Orchard Mesa	Repealed 2024
Pear Park	Repealed 2024
Redlands	Repealed 2024

METHODOLOGY

Staff has continued the method used for review of the neighborhood plans (since repealed) into the review of the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*.

Staff created a matrix for each plan document, listing the policies within the plan. Each policy was then analyzed in the context of existing content or potential refinements that could be made to the *Comprehensive Plan* to address elements of the subarea policies. Where redundant content was identified in the *Comprehensive Plan*, or where a policy has been accomplished or implemented by another planning-related document, a citation is included in the matrix. The *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan* policy-by-policy analysis matrices are attached. A summary of findings is included in the analysis results sections below.

For any elements which are not already addressed in the *Comprehensive Plan*, staff

has made recommendations as to whether such elements need to be preserved and/or updated as subarea plans, or whether such elements of those documents should be relocated into the *Comprehensive Plan* document (Title 31 of the Grand Junction Municipal Code), the *Grand Junction Circulation Plan* (*Circulation Plan*, Chapter 31.08, Volume III of the *Comprehensive Plan*), or the *Transportation Engineering Design Standards* (*TEDS*, Title 29).

An important premise of this exercise is that staff is introducing 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. This approach does not entail that each policy element of each subarea plan must be explicitly included in the *Comprehensive Plan* and applied specifically to that subarea. Rather, staff finds that in most instances the *Comprehensive Plan* adequately supports the same or sufficiently similar policies as were adopted with the subarea plans, such that the continued implementation of these plans' visions is assured by the continued implementation of the *Comprehensive Plan*. This extends an original premise of the adoption of the *Comprehensive Plan*, which is to give deference to the *Comprehensive Plan* where redundancies or contradictions with subarea plans occur. Here, staff proposes going further to ensure that there are not similar but trivially distinct policies to navigate within multiple plans by retiring such subarea plan policies that are sufficiently established (citywide or area-specific), or in some cases updated, by the *Comprehensive Plan* or addressed in other adopted policy document.

Conversely, any substantial change to existing policy or introduction of new policy is a matter for City Council consideration as a *Comprehensive Update*, as contemplated by the *Comprehensive Plan*, Chapter 5, Implementation and Monitoring, following a thorough public engagement process. Such a process may be undertaken as part of a five to seven year update of the *Comprehensive Plan*. Any policies requiring additional public engagement will be deferred to a Comprehensive Update process.

GENERAL RESULTS OF SUBAREA PLAN ANALYSIS

Review and analysis of the subarea plans presently under consideration resulted in the following general findings:

- The City has accomplished most of the policies, goals, and strategies and implemented most of the recommended actions.
- Some of the policies have been incorporated in other planning efforts, including the adoption of citywide or area-specific (overlay) development regulations.
- The subarea plans and much of the content within them are obsolete and/or outdated due to the age of the document(s) and having been superseded by citywide policies in the *Comprehensive Plan*.
- The subarea plans include descriptive information and policies that are redundant with information now contained in the *Comprehensive Plan*.

- Minor amendments to the *Comprehensive Plan* and *TEDS* to relocate and preserve existing relevant policy framework, vision, and technical information from the subarea plans will sufficiently account for and replace any such relevant content remaining in the plans.
- Provided these amendments are adopted, the four subarea plans under review can be retired and repealed as elements of the *Comprehensive Plan*.

H ROAD/NORTHWEST AREA PLAN **ANALYSIS**

Accomplishments

- An overlay zone was adopted concurrent with the subarea plan.
- Updated Future Land Use Map of the 1996 Growth Plan.

Policies to be Preserved

- Preserve the overlay zone and all policies and performance standards pertaining to it by retaining the map of the overlay at Section 22.04.010 and the text of Chapter 22.12 Policies and Performance Standards in an amended Title 22.
- Relocate language supporting the overlay zone from Title 22, Chapters 22.04 and 22.08, to Chapter 4, Area-Specific Policies, within the *Comprehensive Plan*.

NORTH AVENUE CORRIDOR PLAN **AND** ***NORTH AVENUE WEST CORRIDOR PLAN*** **ANALYSIS**

Accomplishments

- North Avenue Owners Association formed (no longer active).
- North Avenue overlay zone adopted for entire corridor.
- North Avenue financial incentive program established (discontinued in 2019).
- Several businesses have utilized the opt-in overlay standards.
- Detached sidewalk/trail constructed from 12th Street to 23rd Street with federal grant.
- CDOT repaving and reconstruction of medians, reducing access/conflict points.
- Federal grant secured for construction of detached sidewalk/trail between 28½ Road and 29 ½ Road.

Policies to be Preserved

- Preserve the overlay zone by retaining the entirety of Title 23, North Avenue Overlay Zone District.
- Preserve the North Avenue minor arterial street section and plan by amending TEDS to include it.

- Amend the *Comprehensive Plan*, Chapter 4, Area-Specific Policies, to include language supporting the North Avenue overlay zone and a map of the affected area.

GREATER DOWNTOWN PLAN **ANALYSIS**

Accomplishments

- Greater Downtown overlay zone adopted, which includes guidelines and standards for the subareas and corridors within the plan area.
- Housing Strategy adopted.
- City supported the Downtown Development Authority's creation and adoption of the *Vibrant Together* plan for development.
- *Comprehensive Plan* and *Vibrant Together* address policies regarding vertical mixed use and building form.
- Circulation policies in the Rail District addressed in updated *Circulation Plan* and *TEDS*.
- City has adopted incentive areas.
- City has explored redevelopment opportunities for the Jarvis property in Dos Rios.

Policies to be Preserved

- Preserve the overlay zone by retaining the entirety of Title 24, Greater Downtown Overlay.
- Amend the *Comprehensive Plan*, Chapter 2, Plan Principle 4, Downtown and University Districts, and Appendix B: Technical Maps to include and update maps of the Greater Downtown subareas and corridors as defined in the overlay zone.

PROPOSED AMENDMENTS

The specific elements of Title 22, *TEDS*, and the *Comprehensive Plan* proposed to be amended are as follows:

Title 22 H Road/Northwest Area Plan (Resolution 58-07; Ordinance No. 4066)

- Repeal Res. 58-07, and amend Title 22 as follows:
    - Delete Chapters 22.04 and 22.08.
    - Preserve overlay map at Chapter 22.12.010 and the entirety of Chapter 22.12 Policies and Performance Standards.
    - Replace references to the *H Road/Northwest Area Plan* with references to the overlay.

Title 29 Transportation Engineering Design Standards – Appendix

- Add the North Avenue minor arterial street section after the G Road street section.

One Grand Junction Comprehensive Plan – Title 31, Chapter 31.04

- Chapter 2, Plan Principle 4: Downtown and University Districts
    - Modify reference on page 23 from “Greater Downtown Plan” to read “Greater Downtown Overlay.”
    - Add the Greater Downtown Overlay boundary to the Downtown and University Districts map.
    - Amend the Rail District boundary to correct an error and include the entire Rail District area.

- Chapter 2, Plan Principle 5: Strong Neighborhoods and Housing Choices
    - Update the list of Neighborhood and Subarea Plans in the box on page 29 to reflect the repeal of the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*.

- Chapter 4, Area-Specific Policies
    - Add language on page 68 explaining the North Avenue Corridor to the section addressing Commercial Areas following the subsection on Commercial Corridor.
    - Revise the map on page 69 to include the North Avenue Overlay boundary.
    - Add language on page 74 explaining the H Road/Northwest Area to the section addressing Industrial Areas following the subsection on Rail.
    - Revise the map on page 75 to add the H Road/Northwest Overlay boundary.

- Appendix A: Issues and Opportunities Report

    - Add language on pages 92 and 93 to reflect that the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* are repealed.

- Appendix B: Technical Maps

- Relocate the Greater Downtown subareas and corridors maps from the *Greater Downtown Plan* to follow the Neighborhood Planning Area Map.

PROPOSED RETIREMENT OF SUBAREA PLANS

Provided the elements from the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan* described above are retained and relocated within Title 22, *TEDS*, and *Comprehensive Plan*, staff proposes that these subarea plans be retired.

Formally, the retirement of these plans constitutes the repeal of their adopting resolutions (*H Road/Northwest Area Plan*, Res. 58-07, adopted April 18, 2007; *North Avenue Corridor Plan*, Res. 147-07, adopted December 3, 2007) and ordinances (*North Avenue West Corridor Plan*, Ord. 4486, adopted November 2, 2011; *Greater Downtown Plan*, Ord. 4571, adopted March 20, 2013) and any amendments thereto. These repeals are included in the proposed ordinance.

ZONING AND DEVELOPMENT CODE ANALYSIS

Notification Requirements

Procedures pertaining to public notice for applications requiring a public hearing are set forth in Section 21.02.030(g)(3) of the Zoning and Development Code. Public notice of the proposed Comprehensive Plan Amendment was published in the *Grand Junction Daily Sentinel* on September 15, 2024, satisfying the requirement for 7 days notice provided in ZDC Table 21.02-4. As the proposal affects more than five percent of the city, no property sign or mailed notice are required. The Planning Commission considered the item following a regular public hearing at the September 24, 2024, regular meeting. The agenda for this meeting was published more than 48 hours prior to the meeting.

Title 22 H Road/Northwest Area Plan Amendment

Revise Title 22 with the H Road Northwest Area Zoning Overlay. The criteria for Code Text Amendment review are set forth in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code, which provides that an application for a Code Text Amendment has the burden of producing evidence that proves each of the following criteria:

(A) Consistency with Comprehensive Plan

The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed amendment to Title 22 H Road/Northwest Area Plan has the effect of removing the Background Information, Planning Process, Public Comments, Plan Adoption, Future Land Use Map, and Grand Junction Circulation Plan Map Amendment sections comprising Chapters 22.04 and 22.08. Each of these sections has been reviewed and determined to be obsolete and redundant because of subsequent plan adoptions. The 2018 *Grand Junction Circulation Plan* incorporated and/or updated applicable information contained within Title 22. The

2020 *Comprehensive Plan* adopted Area-Specific Policies pertaining to Industrial areas, including the H Road/Northwest Area. Provided that language and a map update are adopted to describe the H Road/Northwest Area and support the continued implementation of the H Road/Northwest Area Overlay, then Chapter 4, Area-Specific Policies will fully account for any relevant text deleted from Title 22. Likewise, if the *Comprehensive Plan* is so amended to support the map and text to be retained in Title 22 (i.e., the map at 22.12.010 and the entirety of 22.12 Policies and Performance Standards), then the resulting amended Title 22 will remain consistent with the Area-Specific Policies pertaining to Industrial areas generally and H Road/Northwest Area in particular.

Therefore, staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards
The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The proposed amendment to Title 22 H Road/Northwest Area Plan has the effect of removing the Background Information, Planning Process, Public Comments, Plan Adoption, Future Land Use Map, and Grand Junction Circulation Plan Map Amendment sections comprising Chapters 22.04 and 22.08. Each of these sections, except for the map at 22.04.010 (which is proposed to be preserved in the amended Title 22), pertains to the H Road/Northwest Area Plan, especially the process by which it was developed, reviewed, and adopted. By retaining the map of the affected area from 22.04.010 in 22.12.010 and the entirety of 22.12 Policies and Performance Standards, the regulatory provisions of Title 22 remain intact, and their relationship to other provisions of the Zoning and Development Code are unaffected. Staff has reviewed Title 22.12 and finds no conflicts or contradictions with other provisions of the Zoning and Development Code.

Therefore, staff finds that this criterion is met.

(C) Specific Reasons
The proposed Code Text Amendment shall meet at least one of the following specific reasons:
a. To address trends in development or regulatory practices;
b. To expand, modify, or add requirements for development in general or to address specific development issues;
c. To add, modify, or expand zone districts; or
d. To clarify or modify procedures for processing development applications.

The proposed amendment to Title 22 H Road/Northwest Area Plan addresses the trend in the City's regulatory practice to review and update the subarea plans as necessary in accordance with the *Comprehensive Plan*. The proposed amendment removes subarea plan information, reorganizes the title, and replaces references to the plan with references to the overlay. Although the amendment does not have any change in regulatory effect on the subject area, it eliminates

descriptive information and policies that are redundant with information contained in the *Comprehensive Plan*, improving efficiencies with having only one document, the *Comprehensive Plan*, needing to be reviewed to implement the vision for the H Road/Northwest Area. Specific reason a. is therefore met.

Therefore, staff finds that this criterion is met.

Title 29 Transportation Engineering Design Standards Amendment

Preserve the North Avenue minor arterial street section from the *North Avenue Corridor Plan* by amending *TEDS* to include it. The criteria for Code Text Amendment review are set forth in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code, which provides that an application for a Code Text Amendment has the burden of producing evidence that proves each of the following criteria:

(A) Consistency with Comprehensive Plan

The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* has the effect of relocating the "Overlay District Street Section View" and "Overlay District Street Plan View" drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. The standards, which already apply to improvements in the North Avenue right-of-way through implementing the *North Avenue Corridor Plan*, will continue to apply to improvements on North Avenue through implementing *TEDS*. Whereas the *North Avenue Corridor Plan* is an element of the *Comprehensive Plan*, *TEDS* is an element of the Zoning and Development Code. However, the continued implementation of the North Avenue street section and plan through application of TEDS to North Avenue development, capital projects, or Colorado Department of Transportation improvements ensures continued consistency with the *Comprehensive Plan*.

Therefore, staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards

The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* has the effect of relocating the "Overlay District Street Section View" and "Overlay District Street Plan View" drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. *TEDS* already contemplates that special street sections and plans may apply to streets throughout the city, which deviate from standard sections and plans. For example, a segment of G Road is included in the Appendix and has a section and plan distinct from those of a standard minor arterial or major collector. Similarly, the North Avenue street section and plan will continue to be implemented upon its relocation from the *North Avenue Corridor Plan* into the Appendix of *TEDS*. There is, therefore, no change to the relationship between this section and plan and other provisions of the Zoning and

Development Code. Staff has reviewed the section and plan and finds no conflicts or contradictions with other provisions of the Zoning and Development Code.

Therefore, staff finds that this criterion is met.

(C) Specific Reasons
The proposed Code Text Amendment shall meet at least one of the following specific reasons:
a. To address trends in development or regulatory practices;
b. To expand, modify, or add requirements for development in general or to address specific development issues;
c. To add, modify, or expand zone districts; or
d. To clarify or modify procedures for processing development applications.

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* addresses a trend in the City's regulatory practice to review and update the subarea plans as necessary in accordance with the *Comprehensive Plan*. It has the effect of relocating the "Overlay District Street Section View" and "Overlay District Street Plan View" drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. This information originated with the *North Avenue Corridor Plan* in recognizing how North Avenue differs from other minor arterials and the need for some differences; however, as mentioned, *TEDS* is where street section information is otherwise found. Combining this information with the updated changes in *TEDS* is efficient and more effective for use by the public, the development community, decision-makers, and City staff. Specific reason a. is therefore met.

Therefore, staff finds that this criterion is met.

Comprehensive Plan Amendment
Repeal the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*; make minor amendments to preserve text and maps, and remove references to subarea plans. The criteria for Comprehensive Plan Amendment review are set forth in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code, which provides that the Planning Commission and City Council shall review a Comprehensive Plan Amendment request in light of the following criteria:

(A) The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and
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." Neighborhood and Subarea Plans, as identified in the table on page 29 of the *Comprehensive Plan*, are related

elements of the *Comprehensive Plan*. Staff has reviewed the subarea plans and proposes actions concerning four of the plans at this time. Any implementing action of such review, which updates or otherwise affects subarea plans (as is the case with this proposal), requires amending the *Comprehensive Plan*.

Staff proposes retiring four subarea plans: *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*. Staff has found that the majority of content within these plans has been implemented or is already accounted for by the *Comprehensive Plan* and that the *Comprehensive Plan* was adopted with the same or similar principles, goals, and strategies as these subarea plans, applied citywide or specifically to the subject subareas. Staff further finds that the redundancy and obsolescence of the plans are compelling reasons for their retirement and repeal, so that the currency and cohesiveness of the *Comprehensive Plan*, including its related elements, are ensured.

However, there are limited elements within each plan which require relocation from the subarea plans into the text and appendices of the *Comprehensive Plan* and *TEDS* as a prerequisite to retiring the subarea plans. This must be done for this process to neither create new policy nor delete any policies which remain applicable to each subarea and are consistent with the *Comprehensive Plan*. With the proposed amendments adopted as part of the *Comprehensive Plan* and *TEDS*, these four subarea plans will no longer be needed and can be retired.

Therefore, staff finds that this criterion is met.

(B) The community or area will derive benefits from the proposed amendment; and/or

The Grand Junction community benefits from the continued implementation of the *Comprehensive Plan*. The successful implementation of the *Comprehensive Plan* is enhanced by the removal of obsolete or redundant language in the subarea plans proposed for retirement and by the consolidation of those plans' elements that remain relevant in the text and appendices of the *Comprehensive Plan* and *TEDS*. Relocating information from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* simplifies implementation by making such information readily available for review and consideration by City staff, decision makers, and the public.

Therefore, staff finds that this criterion is met.

(C) The amendment will be consistent with the vision, goals, principles, and policies of the Comprehensive Plan and the elements thereof.

Relocating information from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* into the text and appendices of the *Comprehensive Plan* and *TEDS*, and then repealing the four plans, adds no new policies and constitutes no substantive

change to city policy.

Repeal of the subarea plans is consistent with the *Comprehensive Plan* insofar as the plans' policies and implementation strategies have largely been achieved or are superseded by compatible language within the *Comprehensive Plan*.

The proposed amendment will preserve those elements of the four subarea plans proposed for repeal which are not already accomplished or accounted for in the text and appendices of the *Comprehensive Plan*, so that the repeal of such plans will not affect city policy. All information relocated within the *Comprehensive Plan*, including text and maps, is substantively the same as that which was included in the four subarea plans. The information's purpose and relationship to the rest of the *Comprehensive Plan* is clarified by inclusion in the text and appendices of the *Comprehensive Plan*.

Therefore, staff finds that this criterion is met.

FINDINGS OF FACT AND RECOMMENDATION

After reviewing the proposed amendment to Title 22 *H Road/Northwest Area Plan*, Title 29 *Transportation Engineering Design Standards*, and Title 31 *One Grand Junction Comprehensive Plan*, the following findings of fact have been made:

1. The proposed amendment to Title 22 satisfies the review criteria for a Code Text Amendment provided in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code.
2. The proposed amendment to Title 29 *Transportation Engineering Design Standards* satisfies the review criteria for a Code Text Amendment provided in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code.
3. The proposed amendment to the *Comprehensive Plan* satisfies the review criteria for an administrative application provided in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code.

Therefore, staff recommends approval.

At the September 24, 2024, regular meeting, the Planning Commission voted (7-0) to recommend approval.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

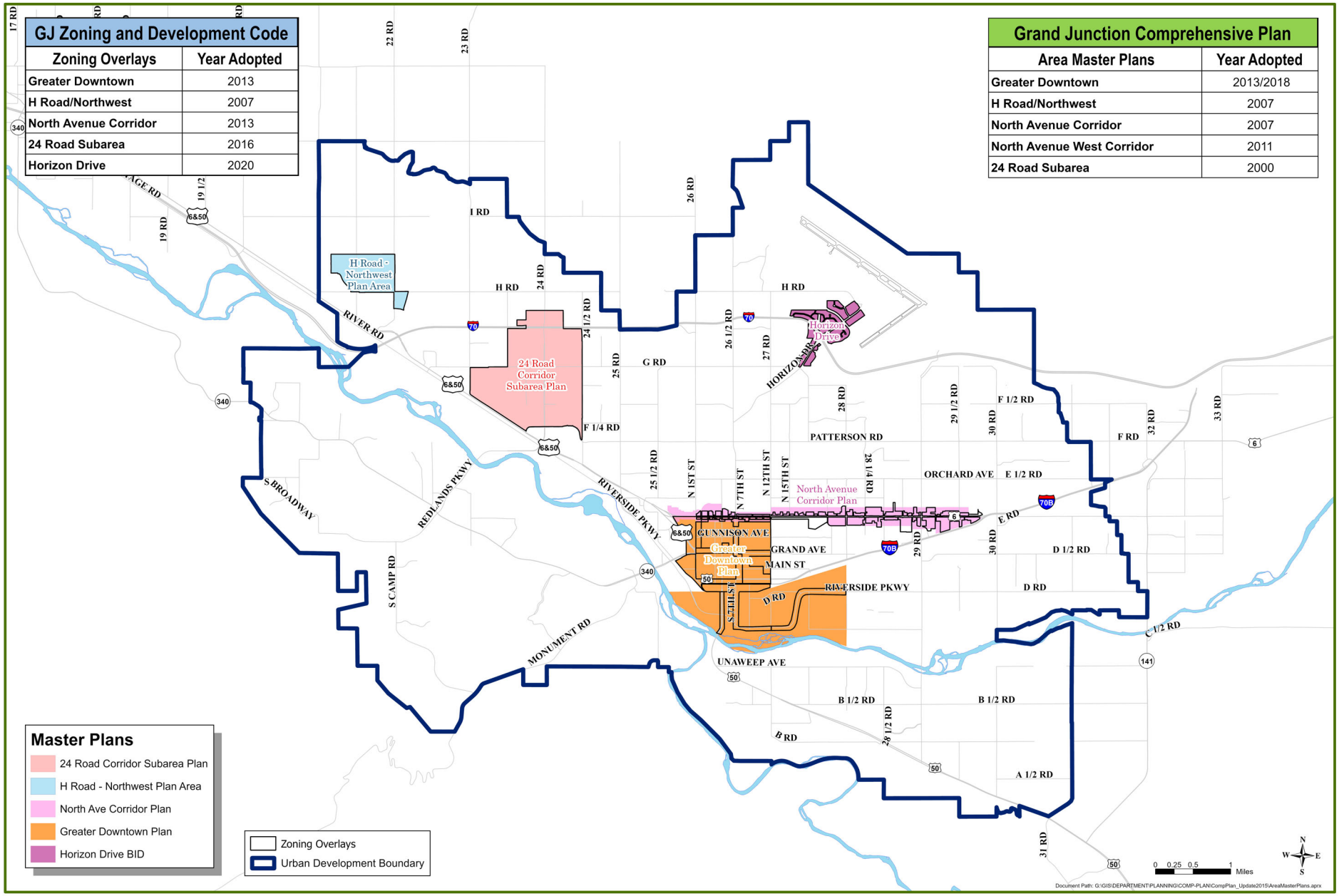
SUGGESTED MOTION:

I move to introduce an ordinance amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and repealing the

H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan and set a public hearing for November 6, 2024.

Attachments

1. Exhibit 1. Subarea Plans Map
2. Exhibit 2. Legend to Abbreviations in Plan Matrices
3. Exhibit 3. H Road Northwest Area Plan - Tracking Matrix
4. Exhibit 4. North Avenue Corridor Plan - Tracking Matrix
5. Exhibit 5. North Avenue West Corridor Plan - Tracking Matrix
6. Exhibit 6. Greater Downtown Plan - Tracking Matrix
7. Exhibit 7. Resolution No. 58-07
8. Exhibit 8. Resolution No. 174-07
9. Exhibit 9. Ordinance No. 4486
10. Exhibit 10. Ordinance No. 4571
11. Exhibit 12. Planning Commission Minutes - 2024 - September 24 - DRAFT
12. ORD-Comp Plan Amend 20241003


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
24 Road Subarea | 2000
H Road - Northwest Plan Area
24 Road Corridor Subarea Plan
North Avenue Corridor Plan
Greater Downtown Plan
Horizon Drive
Horizon Drive BID
Master Plans
24 Road Corridor Subarea Plan
H Road - Northwest Plan Area
North Ave Corridor Plan
Greater Downtown Plan
Horizon Drive BID
Zoning Overlays
Urban Development Boundary
I RD
H RD
G RD
F 1/4 RD
F 1/2 RD
F RD
PATTERSON RD
ORCHARD AVE
E 1/2 RD
E RD
D 1/2 RD
D RD
C 1/2 RD
B 1/2 RD
B RD
A 1/2 RD
RIVER RD
RIVERSIDE PKWY
REDLANDS PKWY
S BROADWAY
S CAMP RD
MONUMENT RD
HORIZON DR
GUNNISON AVE
GRAND AVE
MAIN ST
UNAWEEP AVE
N 1ST ST
N 7TH ST
N 12TH ST
N 15TH ST
S 7TH ST
17 RD
19 RD
19 1/2 RD
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Legend to Abbreviations in Plan Matrices

Comprehensive Plan
C – Chapter
PP – Plan Principle
G – Goal
S – Strategy
p. – page

Other Documents
IGA – Intergovernmental Agreement
PROS – Parks, Recreation, and Open Space Plan
TEDS – Transportation Engineering Development Standards
ZDC – Zoning and Development Code

Other Abbreviations
GIS – Geographic Information Systems

H Road / Northwest Overlay Zone Policies and Performance Standards			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
FUTURE LAND USE MAP PLAN ADOPTION		Contains language regarding amendment of City and County's Future Land Use Map and previous version of the Grand Valley Circulation Plan - both are now obsolete with recent adoption of Grand Junction Circulation Plan and the 2020 Comprehensive Plan.	No	Not applicable, references obsolete planning documents.	Repeal Plan but retain overlay
		Contains map that shows previous Future Land Use Map that is now obsolete with recent adoption of the 2020 Comprehensive Plan which has new/different land use categories.	No	Not applicable, references obsolete planning documents.	Repeal Plan but retain overlay
POLICIES	22.12.010	Affected area. The following performance standards shall affect the entire H Road/Northwest Area Plan.	No	Completed, included in overlay ZDC 22.12.010.	
	22.12.020	Site design shall direct truck (operations) traffic to the 21 1/2 Road Corridor. All other traffic including customer or light vehicle traffic may also use 22 Road and H 1/2 Road.	No	Completed, included in overlay ZDC 22.12.020.	
	22.12.030	All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Plan boundaries.	No	Completed, included in overlay ZDC 22.12.030.	
ARDS	22.12.040	Development on all parcels abutting the west side of 22 Road from H Road to H 1/2 Road and the south side of H 1/2 Road from 21 Road to 22 Road shall be required to meet the following performance standards.	No	Completed, included in overlay ZDC 22.12.040.	
	22.12.050	All property frontages along these corridors shall provide at a minimum: (a) A 25-foot-wide landscaping strip the entire length of the frontage (excluding driveways). (b) A berm the entire length of the frontage with a minimum of 36 inches in height. Fencing shall not be allowed within the 25-foot landscape strip with the exception of split rail fences with up to three rails and not more than four feet in height.	No	Completed, included in overlay ZDC 22.12.050.	With future Code recommend update to amend H-1/2 corridor to only include 21-1/2 to 22 Road
	22.12.060	All loading docks and fleet/equipment parking shall be located in the rear half of the lot or behind the principal structure (i.e., south side of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road).	No	Completed, included in overlay ZDC 22.12.060.	
	22.12.070	Outdoor storage areas shall be: (a) Adequately screened so as not to be visible from adjacent public roads (i.e., H 1/2 Road and 22 Road); (b) In the rear half of the lot or behind the principal structure (i.e., south of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road); (c) Trash dumpsters shall be fully screened and located in the rear half of the lot or behind the principal structure.	No	Completed, included in overlay ZDC 22.12.070.	

PERFORMANCE STANDA	22.12.080	All parking lots located within the front half of the parcel or front of the principal structure (adjacent to 22 Road and H 1/2 Road rights-of-way) shall only be used for customer parking.	No	Completed, included in overlay ZDC 22.12.080.	
	22.12.090	Applies only to building facades facing the 22 Road and H 1/2 Road rights-of-way. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, special functional areas, rooflines, and other features, including the following requirements: (a) Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated. (b) Large monolithic expanses of uninterrupted facades (greater than 50 feet) are not allowed. Pilasters, texture transitions, windows and stepping of the wall plane are required. (c) Buildings with flat roofs shall provide a parapet with an articulated cornice. (d) All primary buildings shall use materials that are durable, economically maintained, and of quality that will retain their appearance over time including but not limited to stone, brick, stucco, and pre-cast concretes.	No	Completed, included in overlay ZDC 22.12.090.	
	22.12.100	Only monument style signs at a maximum of eight feet in height with a maximum total of 64 square feet per sign face shall be allowed. Signs shall not be internally illuminated. External illumination is allowed.	No	Completed, included in overlay ZDC 22.12.100.	
	22.12.110	The following are adequately addressed under existing development codes and City of Grand Junction and Mesa County regulations and therefore conformance must be met through the development process under then-existing code requirements: (a) Retail sales/wholesale sales area; (b) Odors; (c) Glare; (d) Parking lots; (e) Lighting standards; (f) Noise (regulated in § 25-12-103, C.R.S., maximum permissible noise levels, and GJMC 8.16.010).	No	Completed, included in overlay ZDC 22.12.110.	

North Avenue Preferred Alternative		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
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. It is also in Ch 2, pp 4 Downtown and University Districts as part of the University District Area and much of it also in the Mixed Use area on the map found in Ch 4. p. 73 Mixed Use Area-Specific Policies.	Previous visioning and planning for the North Avenue Corridor has identified the 4-mile corridor into separate subdistricts. These subdistricts include a student and entertainment district in proximity to Mesa College where student housing, after five activities and the opportunity for a quality Hotel to serve the area would enhance and revitalize the corridor. A Neighborhood Center where Senior Housing located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood is visioned for the area between 23rd Street and 28 ¼ Road. A multi-family and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south is identified. for the corridor between 28 ¼ Road and 28 ¾ Road. A mixed-use area with residential over retail incorporated with the governmental functions and potential public plazas for the area from 28 ¾ Road to just east of 29 Road is envisioned. This can create a gateway for the 29 Rd. intersection that blends into a regional retail area to anchor the east end of the corridor.	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
b	A neighborhood center where senior housing is located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood.				
c	A multifamily and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south.		Ch 4. p. 69 Commercial Area-Specific Policies and		
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.		Ch 4. p. 69 Commercial Area-Specific Policies and		
e	Regional retail to anchor the east end of the corridor.		Ch 4. p. 69 Commercial Area-Specific Policies and		

North Avenue Key Projects		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
a	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.	No	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)	Civic space/infrastructure enhancements created in 2022 with the Stocker Stadium project at 12th/North.
b	Improvements to the streetscape are another key project that would further promote the revitalization of this corridor. A pedestrian-friendly environment using native, xeric plant materials that are easily maintained while yet providing an appealing and beautiful streetscape are important to attract pedestrian traffic. Median cuts and numerous parking lot accesses will be consolidated. Traffic level of service and access will not be impacted. Intersections and medians would be improved while a cohesive kit-of-parts would bring character to the corridor. Improved sidewalks, lighting, street furniture and signage will improve the pedestrian, bike and vehicular access, allowing for retail and commercial to thrive in a safe environment.	Yes	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 inprovements 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. Additional imporvemetns have been funded and will be completed in 2025/26	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
c	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.	No	Mixed Use Areas: Neighborhood Center - Mix and Relationship of Uses, Building Form and Character (p. 70)	

North Avenue Phasing Concept	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
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:	No	Commercial Areas: Commercial Corridor - Building Form and Character (p. 68)	

North Avenue Transportation		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps
a	There are 25 intersections within the North Avenue study area, not including driveways to abutting property. Sixty percent are T-intersections (a three-leg intersection) and 40 percent are cross-intersections (a four-leg intersection). Intersections, by their very nature, create numerous conflicts between vehicles, bicycles, and pedestrians. For instance, there are 32 vehicle/vehicle conflict points and 16 vehicle/pedestrian conflict points at every four-leg intersection.	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	
b	The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities (2004). (1) Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross; (2) Predictability – Drivers know where to expect pedestrians; (3) Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists; (4) Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections; (5) Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street; (6) Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and (7) Clear Crossing – Eliminating barriers and ensuring accessibility for all users.	No	Pedestrian and Bicycle Plan (See Bicycle Crossing Guidance, p. 54 and Pedestrian Crossing Guidance, p. 66)	
c	Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these signals are located at one-quarter-mile intervals. The most notable exception is between 12th Street and 23rd Street, where there is no signalized intersection for approximately three-quarters of a mile. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at midblock crossings.	No	Pedestrian and Bicycle Plan (See Safe Objectives p.20 that includes safety at intersections and along high injury areas such as North Avenue, and connectivity objectives)	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
The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	Consider adding different amenities/treatments to p.68 Commercial Corridor - Access and Streetscape (2025 refresh?)

North Avenue Streetscape		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
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.		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)	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Drainage Way Adjacent to Street. In areas where there are open concrete channels adjacent to the street, suggested improvements include the creation of a generous vegetated swale to collect, filter, and distribute stormwater, as well as provide an irrigation source for planted trees. The addition of an attached walk, defined curb cut entrances, and pedestrian light fixtures will also enhance and define the street edge. An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this runoff for future plantings.	No		2024-2025 CIP sidewalk/streetscape installation will complete implementation
b	Building Adjacent to Street. In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to walks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. This makes the buildings easier to see and identify from North Avenue. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	No	Mixed Use Areas: University District - Building Form and Character	Implemented in 2023 ZDC. Include description of overlay standards in write-up
c	Parking Lot Adjacent to Street. In areas where parking lots front the street, suggested improvements include defined curb cut entrances, added sidewalks, and additional plantings to define parking lot circulation and enhance way finding. Tree plantings can be added to existing parking lots by removing asphalt at the end of the parking bays, defining an entrance into the lot (Option B). Another option is to include planted islands between parking bays, which is especially effective in reducing the expanse of paved areas and urban heat islands often found in large parking lots (Option A). Attached or detached sidewalks can be added adjacent to North Avenue, depending on the specific condition and width of the right-of-way. Fencing, 42 inches tall, can also add positive streetscape character. The fencing should be steel and open, and may be an opportunity to incorporate art, static or kinetic, and color.	No		Include description of overlay standards in write-up

North Avenue Streetscape		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
d	Curb Cut Consolidation. Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk.	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
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.		Yes		Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Residential. Clustered townhome developments adjacent to North Avenue will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single-family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.	No	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)	"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. "Green corridor" to be implemented through adoption of North Avenue street section in TEDS.
b	Commercial/Retail. New commercial/retail uses along North Avenue are located close to the street, which helps to activate the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses is provided on the interior side, providing easy access from nearby parking, with back door service access provided along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC	Infrastructure implemented through adoption of North Avenue street section in TEDS. 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.

North Avenue Streetscape New Development		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
c	Regional Store. New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian-scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC	Addressed in ZDC for big box development

North Avenue Signage	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
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.	Yes	North Avenue Corridor Zoning Overlay District	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage

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
Summaries of particular sections from the Grand Junction sign code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:						
a	Sign Location (GJMC 21.36.070(c)(3)).					
	1	Code Summary. Grand Junction's current sign regulation allows signs most anywhere on the property being advertised, and the total square footage allowed for a single sign is not to exceed 300 square feet.				
	2	Recommended Improvements.				
		i	No signs permitted at the right-of-way.			
		ii	Establish setbacks from the right-of-way.			
		iii	Limit square footage of signs based upon to-be-established criteria.			
b	Building Mounted Signage (GJMC 21.36.070(c)(5)).					
	1	Code Summary. There is no overall maximum square footage for wall-mounted signs, although the formula is similar to other sign code regulations. Each building will have its own maximum square footage, rather than a universal not-to-exceed size. The language also allows for wall-mounted signs on any side of the building facing a street, thus a corner lot could have two signs, each with a different sign allowance. The regulation allows for roof signs, up to 40 feet above grade in height. In addition, the regulation permits more than one building-mounted sign (wall-mounted, roof sign, or projecting) per structure as long as the maximum square footage is not exceeded.				
	2	Recommended Improvements.				
		i	Limit square footage for building-mounted signs based upon to-be-established criteria.			
		ii	Limit number of signs to one per building or tenant.			
		iii	Prohibit roof signs.			
c	Projecting Signage (GJMC 21.36.070(c)(6)).					
	1	Code Summary. A minimum size (12 square feet) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.				
	2	Recommended Improvement.				
		i	Limit square footage of projecting signs based upon to-be-established criteria.			
d	Freestanding Signage (GJMC 21.36.070(c)(7)).					
	1	Code Summary. The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25 feet for two traffic lanes and 40 feet for four traffic lanes) and maximum square footage than other regulations. The sign square footage is also calculated based upon property frontage rather than building face frontage. Signs are allowed to be installed at the right-of-way, with no setback requirements.				
	2	Recommended Improvements.				
		i	Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.			
		ii	Lower heights of signs from what is now permitted.			
		iii	No signs permitted at the right-of-way.			
		iv	Sign design reflects the associated building architecture.			
		v	Signs shall be attached to the ground or with minimal space between the sign and the ground.			
e	Off-Premises Signage (GJMC 21.36.070(d)).					
	1	Code Summary. Off-premises signage (building-mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 square feet and 300 square feet. Some municipalities are not allowing any off-premises signs within the City limits.				
	2	Recommended Improvement.				
		i	Prohibit off-premises signage.			
f	Recommended Sign Implementation Measures from Other Municipal Sign Codes. The following are representative regulations found within the sign codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated, often based on a formula determined by the setback distance from the face of curb or edge of pavement and/or the linear feet of building facing the street. This summary does not provide that level of detail, but rather an overview of suggested strategies.					
	1	General				
		i	Existing on-premises signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.			The City has updated the Zoning and Development Code twice since this plan was adopted, once in 2010 following the adoption of the 2010 Comprehensive Plan and
		ii	All features of the sign, including illumination, sign cabinet, base, color, lettering, and materials shall match the primary finishes and colors of the associated building(s) which it serves.			
		iii	All signs which are greater than four square feet in area, except ground signs or signs that replicate a business logo, must be comprised only of individual letters or cabinets where only the letters are illuminated.			

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
		iv	Signs shall be professionally designed and fabricated from quality, durable materials.			in 2023 following the adoption of the 2020 Comprehensnve Plan. In both updates the sign code was not updated due to community input. For North Avenue the Zoning Overlay has encouraged monument signs over pole signs. City Incentive Grant program was successful in reducing the number of pole signs ad replacing them with monument signs.
		v	No roof signs.			
		vi	Lighting shall be indirect.			
	2	Maximum Size of Letters.		No.		
	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.			
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.					

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
	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. Will be incorporated in write-up; already implemented by MU-2 zoning.
	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
		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)	

North Avenue Implementation Strategies				Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
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		Completed - 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		Completed - 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

	North Avenue West Corridor Plan Vision	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
	We are planning North Avenue for people and places, a crossroads of Grand Junction, a corridor to the City Center (see graphic on following page). A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities. The North Avenue corridor is suffering with a higher vacancy rate, nearly double than the rest of the City combined. Major vacancies have occurred in the Eastgate and Teller Arms shopping centers in the recent past, both of which are located east of 12th Street outside of this planning area, but no less affect the West Corridor Study area. It is certainly understandable that the entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs to cross over both planning areas and must be planned together and either be the same or at the very least complement each other. The North Avenue West Corridor Plan includes an overall strategy to revitalize the corridor and support its continued growth in order to promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor. Specific strategies for the implementation of improvements have been identified and include the following:	Yes		Add the following narrative below to North Avenue Corridor Subarea narrative. "North Avenue is a corridor for people and places, a crossroads of Grand Junction, a corridor to the City Center and Colorado Mesa University. A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities. The entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs must be planned and complement private revitalization of adjacent properties and promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor."	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Create services at the neighborhood level and for the student population	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	Improve mobility for pedestrians, bicyclists and transit riders	No	Plan Principle 4: Downtown and University Districts - How We Will Get There 2.a Pedestrian and Bicycle Network (p. 24); Mixed Use Areas: University District - Circulation and Access (p. 71)		
c	Create a significant “neighborhood” of residential, retail, commercial, entertainment, educational and public activity areas.	No	Mixed Use Areas: University District - Mix and Relationship of Uses (p. 71)		

d	Designing the Public Realm. Develop guidelines for design that answer the questions: (1) What is the appropriate setback related to the public right-of-way? (2) What should happen between the street curb and the front of the building? (i) What is appropriate landscaping? Should it be a combination of landscaping and hardscape? (ii) Pedestrian amenities: what should they include? (3) Where should parking be located? How should it be accessed from the building(s)? (4) What is the function of public streets? (i) What role do alleys and neighborhood streets play in traffic circulation? (ii) What is the functionality of North Avenue and how does that interface with the street edges?	No	Mixed Use Areas: University District - Circulation and Access, Parking and Services, Streetscape (p. 71)	All of these questions were addressed with the adoption of the North Avenue Zoning Overlay	

			North Avenue West Corridor Plan Guiding Principles	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
SAFETY		a	Safe pedestrian access on North Avenue Corridor, along and across the corridor. Key crossings include 1st, 3rd, 5th, 7th, 10th and 12th.	No	Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70)	North Avenue Zoning Overlay provides requirements for an 8 ft. detached concrete trail with an 8 ft. parkstrip. The 1st Street, 5th Street, 7th Street, 10th Street and 12 Street pedstrian crossings all have a traffic signal and painted crosswalks. The 3rd Street crossing is for pedestrian and bicycles and unsignalized. CDOT in 2022 constructed a median refuge area for those crosssing North Avenue at 3rd Street to do so more safely.	
		b	Provide adequate lighting along the corridor.	No	TEDS standards for street lighting updated in 2023. ZDC updated in 2023 requires adequate onsite lighting for parking areas.	CDOT completed a capital project in 2022 reconstructing all North Avenue medians, eliminating vehicular access points and upgrading streetlights.	
		c	Provide access management by limiting the number of access points onto North Avenue and keep medians.	No	Plan Principle 6: Efficient and Connected Transportation - How We Will Get There 2.f. Access Management	Required by CDOT as part of Access Permits. North Avenue Zoning Overlay and TEDS manual require shared access and closing down duplicate access points.	
		d	Provide a safer environment for bicycle traffic.	No	Plan Principle 6: Efficient and Connected Transportation - How We Will Get There 4.e. Bicycle Facilities; Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70); Mixed Use Areas: University District - Circulation and Access (p. 71)	North Avenue Zoning Overlay provides requirements for an 8 ft. detached concrete trail with an 8 ft. parkstrip. Bicycles are allowed to use the trail. TEDS manual updated in 2023 requiring safer pedestrian and bicycle infrastruture.	
		e	Provide bus pull-outs at transit stops.	No	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70)	North Avenue Zoning Overlay's requirement for an 8 ft. wide parkstrip accomodates a pus pull out where appropriate. The Zoning Overlay also accomodates other transit amenities within the parkstrip.	
	Creating standards that support the vision and corridor as a destination and a crossroads. Create standards for:			No			
		a	Landscaping	No		See ZDC Section 21.07	

AESTHETICS	b	Signage	No		See ZDC Section 21.10	
	c	Way finding	No		See Pedestrian and Bicycle PlanGoal Multi-Modal Community, Objective M6 "Initiate a comprehensive wayfinding and signage study to create a cnossistent strategy for connectiing people walking , biking, and driving to downtwon and other key destinations.	
	d	Building architecture	No		See ZDC Section 21.05.060 and ZDC Section 21.05.070	
	e	Building location	No		Zoning Overlay incentivizes constructing buildings at a zero setback along North Avenue.	
	f	Lighting	No		See ZDC Section 21.11 for outdoor light. Also see TEDS manual for Pedestrian lighting requirements.	
	g	Entry features	No		C2, PP3, G7, p.21 strategy 7 -Continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties. B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city.	
	h	Banners (pedestrian scale)	No		Banners around the University have been installed.	
	i	Public spaces (medians, pocket parks and plazas)	No		See Parks, Recreation & Open Space Master Plan. Also, C2, PP3, G7, p.21 strategy 7 - B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city. And c. Streetscape - Continue to implement cost-effective improvements to the streetscape, including functional improvements to hardscape and green infrastructure as well as artistic and design elements.	

PLACEMAKING		Envisioning North Avenue holistically, a corridor that is a destination itself, not simply a street to travel through.	Yes		Added that this is a corridor that is a destination and not simply a street to travel through to the proposed narrative in Ch 4 Area Specific Policies under "Mix and Relationship of Uses".	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
	a	Establish an entrance; you have arrived; slow down.	No		C2, PP3, G7, p.21 strategy 7 -Continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties. B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city.	
	b	Establish three subareas or districts and create a vision for each. (1) Automotive Sales and Service District (I-70B to 1st Street). (2) Sherwood Park Mixed Use District (1st Street to 5th Street). (3) Educational/Student Commercial and Entertainment District (5th Street to 12th Street).	No		Although the Corridor Plan's concept for the long road corridor was to create separate named districts for the 4 mile corridor which has not occurred exaactly as planned there has been some establiohment of corridor areas. In the 2020 Comprehensive Plan the follwong was estalbished: 10 A mixed Use area between 1st Street and 12th Street on the north side of the corridor, 2) a mixed use corrridor bewteen I-70 on the west to 7th Street on the south side of the corridor, and 3)University Distrcit area that is adjacen to north Avenue on teh north side between 1st Street and 17th Street.	
	c	Create parking areas. Locate parking to the rear of businesses.	No		Zoning Overlay incentivizes constructing parking lots on the rear and side of the building promoting the building location to be along North Avenue.	
	d	Encourage outdoor spaces/uses (i.e., outdoor seating, plazas).	No		Permited and encouraged in North Avenue Zoning Overlay.	
	e	Create work/live opportunities (mixed use).	No	MU-2	Allowed within current Zoning of MU-2	
	f	Establish entertainment venues.	No	MU-2	Allowed within current Zoning of MU-2	
	g	There is a need for hotel(s).	No		This is market driven. CMU has constructed a Hotel on their Campus.	

NEIGHBORHOOD IMPACTS	Minimize impacts to existing neighborhoods as Neighborhood Centers are established on 3rd Street between North Avenue and Sherwood Park and in the vicinity of Colorado Mesa University. As future university expansion occurs west to 7th Street and subsequent university supportive development occurs north and south of North Avenue between 5th Street and 12th Street, mitigate potentially negative impacts on existing neighborhoods.		No		C2, PP4, p. 22-24	
	a	Establish 3rd Street as a mixed use center (increase density and intensity) and tie to Sherwood Park.	No		Comp Plan Land Use map establishes area as Mixed Use.	
	b	Allow for university expansion to 7th Street.	No		In Progress. Supported by C2, PP4 Downtown and Univeristy Districts	
	c	Minimize traffic impacts to existing and future residential areas.	No		North Avenue Overlay incentives and standards apply only to properties that abut North Avenue which encourages higher intensity development to occur along North Avenue. These standards do not apply to secondary streets and residential areas to the north and south of North Avenue.	
	d	Encourage the use of secondary streets for neighborhood traffic circulation and buffering from more intensive uses.	No		Required by TEDS that lower order streets are to provide for access into sites.	

North Avenue West Corridor Plan Recommended Street Cross-Section	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
The recommended street cross-section is Option 3. After taking into account the survey results, public comments received at open houses, focus group meetings, the work by the Technical Advisory Committee for this corridor plan, and the financial costs for construction, the street cross-section in Option 3 was selected. Option 3 incorporates the most features the public stated as being important. These features include creating an improved, more aesthetic and safer pedestrian corridor and include bike lanes. These features are also found in Option 4, but Option 3 is financially a better choice than Option 4. Option 4 would require reconstruction of the curb and gutter and adding additional pavement to the street while Option 3 works within the existing curb and gutter or street width. Both options will require 10 additional feet of right-of-way to improve the pedestrian and landscaping areas.	Yes		See TEDS Minor Arterial cross section 100 ROW width. Move sheet shown here to TEDS from North Avenue Plan.	Amend TEDS to include section for North Avenue

	North Avenue West Corridor Plan Elements		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
Creating a more unified street edge condition along North Avenue.	Creating a more unified street edge will improve the overall character of the corridor. This can be accomplished by:		Yes	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70), Mixed Use Areas: University District - Streetscape (p. 71)	There are many tools that can be used in design of a streetscape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. The creation of a unified street edge along North Avenue improves the overall character of the corridor that 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 lighting, trees, benches and other amenities creates a pedestrian environment and encourages walking and riding a bicycle. Improving signage by replacing pole-mounted signs with monument signs can reduce the visual clutter of the pole-mounted signs, and provide an opportunity for street trees and can be seen by pedestrians and passing traffic.	Add language to Mixed Use Corridor - Streetscape
		a				
		b Providing more definition to vehicular entryways.				
		c Adding sidewalks and plantings.				
		d Adding pedestrian scale street lights, trees, benches and other amenities.				
	These suggested changes to North Avenue will create a more pedestrian friendly environment and encourage local residents to walk. Most of these improvements can be made within the existing street right-of-way. East of 1st Street, the future overall width of the right-of-way will be 100 feet with right-of-way dedication needed up to 50 feet from each development on both sides of North Avenue.		No	Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70); Mixed Use Areas: University District - Circulation and Access (p. 71)		
ersections	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).		No			Outdated AASHTO
		a Clarity. Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;				
		b Predictability. Drivers know where to expect pedestrians;				
		c Visibility. Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;				
		d Short Wait. Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;				
		e Adequate Crossing Time. The appropriate signal timing for all types of users to cross the street;				

Designing Street Int	f	Limited Exposure. Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and				
	g	Clear Crossing. Eliminating barriers and ensuring accessibility for all users.				
	Signalized intersections typically have marked crosswalks, walk/don't walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The North Avenue West corridor currently has six signalized intersections. Most of these signals are located at approximately one-quarter-mile intervals. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are		No			This text is merely descriptive of typical treatments
North Avenue Streetscape	There are many tools that can be used in design of a streetscape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. Street furniture such as benches, art sculptures, plantings and trash cans dispersed within pedestrian ways and civic spaces encourages pedestrian use and provide a sense of belonging. Pedestrian lighting provides a safer environment in the evening encouraging businesses to stay open longer hours, providing a catalyst for activity and nightlife.		Yes		Included within proposed "Streetscape", see above	Add language to Mixed Use Corridor - Streetscape
	The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entryways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or ride a bicycle. Most of these improvements can be made within the existing street right-of-way.					

Building Adjacent to Street	In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. Building adjacent to the street makes the buildings easier to see and identify from North Avenue. A front door on North Avenue invites foot traffic to go from one business to another. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	Yes		Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Building construction and building signage located directly on the face of the building identifies businesses to those traveling on North Avenue. Front door access to retail/commercial uses should be provided with additional access from the interior side, providing easy access from nearby parking areas. Other improvements include civic spaces such as plazas, corridors, or pocket parks which create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. These improvements along with building adjacent to the street define curb cut entrances and relocate parking to areas to the side and behind buildings. Additional sidewalks an provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	Add language to Mixed -Use Corridor Building Form and Character
Curb Cut Consolidation	Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It will result in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Areas of potential redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. Redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new mixed use developments. In all cases, each project should provide connectivity to the pedestrian network and include public open space.	Yes		Reducing the quantity of curb cuts along North Avenue enhances the overall traffic safety and character of the corridor and improves vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses and where multiple access points are not needed. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It results in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Each new development project should provide connectivity to the pedestrian network.	Add language to Mixed Use Corridor - Circulation and Access

Residential Land Uses	Multifamily developments adjacent to North Avenue will provide a distinct living option for residents along the corridor. Multifamily development is currently needed by Colorado Mesa University students. That need for housing will continue to grow as the student population grows. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, multifamily development offers a very desirable alternative to single-family housing. One of the guiding principles includes minimizing neighborhood impacts to existing and future residential areas. Minimizing such impacts includes buffering between land uses with landscaping and berms, as well as providing good traffic circulation. Creating and enhancing a grid system of streets and corridors provides traffic a number of choices, thereby dispersing the traffic. A green corridor in a walking environment will create a pedestrian connection with existing neighborhoods and North Avenue providing convenient access to the street for existing residents. On-street parking along the side streets provides parking for visitors. On-site parking areas must provide buffering with residential areas through the use of berms and landscaping.	No	Mixed Use Areas: Mixed Use Corridor - Mix and Relationship of Uses, Circulation and Access (p. 70), Mixed Use Areas: University District - Mix and Relationship of Uses, Circulation and Access, Parking and Services (p. 71)		
Commercial/Retail Land Uses	Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses should be provided on North Avenue with additional access from the interior side, providing easy access from nearby parking. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. Parking lots must buffer themselves from	Yes	ZDC Section 21.07 Landscaping requirements for parking areas.	Included within proposed "Building Form and Character", see above	Add language to Mixed -Use Corridor Building Form and Character
Transit	North Avenue is the highest transit use area for Grand Valley Transit (GVT). All transit stops on North Avenue should be off-street pull-outs. Bus shelters should be incorporated at higher use transit stop locations.	No	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70)		No mention of pull-outs, nor mention of transit in University District write-up
Signage	Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs, and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. This philosophy supports a distinction of commercial areas as opposed to individual pad development. It encourages a walking environment and provides for a group of retailers to engage the property as a whole.	Yes		Included within proposed "Streetscape", see above	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
	Encouraging buildings to be constructed next to the street allows the building along with signs on the face of the building to advertise the business to passersby on North Avenue. In effect, the building becomes part of the sign advertising the business, helping the public identify the business.	Yes		Included within proposed "Building Form and Character", see above	

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

North Avenue West Corridor Plan Districts			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
The North Avenue West Corridor Plan is divided into three districts. Each district is unique and should transition from one to the next. The goal for each is to establish its own identity providing a sense of place. “Placemaking” is a process of creating a place that will attract people because the place is pleasurable or interesting and encourages people to come back again and again. Maintaining North Avenue as a destination is very important to its long term sustainability and for the City as a whole. Creating three districts along this section of North Avenue allows diversity and encourages a unique vision for each. (Additional maps are located in the Appendix.)						
Automotive Sales and Service District.	Located on the west end of North Avenue and comprising only seven properties, the plan is recommending little change for the Automotive Sales and Service District. This area has long been established as a commercial area with car sales and services. The area currently comprises a mix of automotive sales and service businesses, a furniture store and other retail and service businesses. The continued indoor and outdoor retail and service are appropriate and expected to continue for this area of the plan. The Automotive Sales and Service District serves as the west entrance to the four-mile-long North Avenue corridor. The large existing landscaped open space within the public right-of-way along the south side of the corridor is extremely important as an entry feature. It is important to maintain this feature into the future.		No	The 2020 One Grand Junction Comprehensive Plan Land Use Map establishes this area of North Avenue as a Mixed Use area and includes it within the Downtown and Univeristy District Plan Principle 4	With the Comprehensive Plan changes, this portion of the North Avnue West Corridor Plan is no longer valid and is superceded by the Comp Plan.	
	a	Vision. Continue to serve as an automotive and services center for the Grand Junction area.				
	b	Street Cross-Section. North Avenue (through this district) is a State Highway (U.S. Hwy 6) designed with a frontage road along the north side and an interchange using slip lanes at its intersection with I-70 Business Loop. The plan does not recommend any changes to this street section as it does for the other two districts, except for providing for future pedestrian and bicycle facilities. Pedestrians and bicycles are now left to their own to navigate this section of the corridor. It is recommended that off-street pedestrian and bike paths be constructed on both sides of the corridor. Along the south side of the corridor a future path should be located within the landscaped open space. On the north, a path should be constructed along the existing frontage road and any future frontage road that is built as part of redevelopment of that area.				
	c	Existing Traffic Issue. Vehicular traffic currently backs up along westbound North Avenue at the intersection of 1st Street. This traffic issue is the result of motorists’ need to get in the right lane prior to the left-turn lane for the Ed Bozarth car dealership. West of 1st Street the left through lane ends and requires a left-turn movement at Ed Bozarth; therefore, many motorists are queuing up in the right lane east of the traffic signal at 1st Street and North Avenue to avoid this conflict. This plan recommends that a dedicated left-turn lane be constructed at Ed Bozarth allowing both westbound lanes to be used by vehicular traffic heading west (see exhibit). This will allow for the motorist not to have to move over to the right lane east of 1st Street which often creates a back-up of traffic for a block or more.	No	This right lane traffic issue was solved by CDOT when widening occurred after the North Avenue West Plan was adopted.	Implementation Completed	
d-Use District.	The Sherwood Park Mixed-Use District comprising that area from 1st Street to 5th Street has many existing multifamily, office, retail and service businesses already. The Comprehensive Plan identifies this area as a Neighborhood Center and encourages infill and redevelopment, providing additional density and intensity. This plan recommends that the core area of the Neighborhood Center be established along 3rd Street from North Avenue to Sherwood Park. This location is ideal with its proximity to North Avenue, a major arterial street providing access to the core area and the park a couple of blocks to the north. Sherwood Park provides open space opportunities and public facilities for the Neighborhood Center. Parking for businesses should occur to the rear or side of businesses, and shared parking facilities are encouraged.			The 2020 One Grand Junction Comprehensive		

Sherwood Park Mixe	a	Vision. Establish a mixed-use center as identified in the Comprehensive Plan.	No	Plan Land Use Map establishes this area of North Avenue as a Mixed Use area.			
Educational/Student Commercial and Entertainment District.		Students define a large part of what is happening and what is expected to happen in this district. This plan encourages future business growth centered on the needs of the student population (both high school and college students) and the needs of a higher learning institution, in addition to the community at large. During the planning process both Colorado Mesa University students and Grand Junction High School students voiced their desire and need for more student-oriented services including food establishments and entertainment venues within this area of North Avenue from 5th Street to 12th Street. Apartment living already exists in this district and adjacent areas, many of which house college students. Colorado Mesa University added new on-campus housing over the past several years for nearly 1,000 students. As the student population grows additional housing for students will be needed. Students commuting to the university often park on the residential streets near the campus adding to the number of pedestrians using this corridor. With students comes the need for pedestrian access and amenities. Parking for businesses and students creates high demand for parking on neighborhood streets. Parking along Glenwood Avenue and Belford Avenue helps meet this parking demand; however, shared parking facilities need to be considered and planned for as the demand for parking continues to increase.	No	The 2020 One Grand Junction Comprehensive Plan Land Use Map establishes this area of North Avenue as a Mixed Use area and includes it within the Downtown and Univeristy District Plan Principle 4	With the Comprehensive Plan changes, this portion of the North Avnue West Corridor Plan is no longer valid and is superceded by the Comp Plan.	
	a	Vision. Provide appropriate housing, businesses and services for the student population and in support of the existing and future university educational facilities.					

North Avenue West Corridor Plan Implementation				Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
Creation of Overlay Districts	Create an overlay district for both the North Avenue West Corridor Plan (I-70B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70B). Include the following elements in the overlay district:			No	See Municipal Code Chapter 23.12 - Overlay Zone District Standards and Guidelines aadopted in 2013.	Complete	
	a	Establish a street cross-section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.					
	b	Create landscaping and setback standards for the corridor that will:					
		1	Incorporate design features found in the street cross-section.				
		2	Support the placement of buildings adjacent to the street.				
		3	Establish desired buffering and landscaping between residential and commercial uses and other plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.				
Establish Implementation Tools	The following are possible tools that can be considered within or without an overlay district. Some will require a change in current policy and will need to be formulated and approved by the Grand Junction City Council. Others will require existing property owners to join together to implement.						
	a	Form a Business Association. Businesses in a given area can come together voluntarily to create an association for the improvement and enhancement of their properties and businesses. This can include creation of covenants that run with the land and provide for assessments on the parcels of land subject to the covenants.		No		A North Avenue Buisness Associatioin formed in 2013, but are no longer together.	
	b	Require New Development to Build the Detached Sidewalk and Other Improvements. Construction of detached sidewalks can occur along any frontage with sufficient right-of-way, but requires the sidewalk to transition back to the existing attached sidewalk on both sides of the property being developed. Local examples of this can be found on other corridors as well as North Avenue. The picture taken of 12th Street north of Orchard Avenue (to the right) is an example of this concept of transitioning the sidewalk on both sides of the development.		No	See Municipal Code Chapter 23.12 - Overlay Zone District Standards and Guidelines aadopted in 2013.	Existing Policy	
	c	Modify the Transportation Capacity Payment (TCP) Fee for the Corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.		No	TCP have bee reduced		
	d	Define and Create a Business Improvement District (BID). Section 51-25-101 C.R.S et seq. authorizes the formation of business improvement districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the district and appoint a board of directors. Under the statute, the district is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the district. All property assessed in a BID must be commercial property. The tax or mil levy is set by the district up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the district. The Mesa County Assessor would collect the mil levy for the district through property taxes. These tax dollars can be used by the district for infrastructure, aesthetic treatment and other improvements within the district which will benefit the district members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BIDs currently exist are the downtown area and Horizon Drive.		No		City staff approached the North Avenue Business community 10 years ago and found little interest in establishing a BID or TIF or an Urban Renewal Authority.	
	e	Special Improvement District. The focus of a special improvement district (SID) is for capital improvements and infrastructure. A SID is formed by petition of property owners of more than 50 percent that will bear the costs assessed by the district and established by the City by ordinance. Funding comes from property assessments and the City constructs any funded improvements.		No		This mechanism of doing infrastructure improvements has not been proposed by North Avenue businesses.	
	f	Create a Tax Increment Financing (TIF) District. Colorado law allows municipalities to establish urban renewal authorities (URAs) to finance public improvements such as streets, sewers, sidewalks, and other infrastructure related to residential, commercial, or industrial development; to redevelop slum or blighted areas; and to fund private economic development. The primary source of funding for urban renewal projects in Colorado is tax increment financing (TIF). TIF is a method whereby a portion of the property taxes levied by all taxing authorities within an urban renewal area are reallocated to the municipality that is undertaking the urban renewal project. Tax increment financing (TIF) is a mechanism for funding redevelopment projects in Colorado exclusively targeted at improving blighted areas. State law in Colorado authorizes urban renewal authorities (URAs) and downtown development authorities (DDAs) to use TIF for projects that improve blighted areas. TIF allows an authority to issue and repay redevelopment bonds by using the "increment" of increased taxes collected within the TIF district after improvements are made (§ 31-25-101 C.R.S. et seq.). Tax increment revenue may be generated from property or sales taxes. The property-improvement fee (PIF) is a sales-tax version of TIF: some or all sales taxes from a retail development are diverted to subsidize the development.		No		City staff approached the North Avenue Business community 10 years ago and found little interest in establishing a BID or TIF or an Urban Renewal Authority.	
	g	Urban Renewal Authority (URA). An urban renewal authority (URA) can be established to eliminate blighted areas for either development or redevelopment. It is done with purchasing land, rehabilitating, and/or selling land for development. Financing occurs through tax increment financing (TIF) that must be approved by the county, on property and/or county approved sales tax. A URA is governed by a City Council appointed commission. The authority has the ability to issue some types of bonds to finance projects.		No		City staff approached the North Avenue Business community 10 years ago and found little interest in establishing a BID or TIF or an Urban Renewal Authority.	
	h	Establish Incentives for Development and Redevelopment Along the Corridor. Establish a City infill and redevelopment policy and define what types of activities would receive consideration for development incentives. Incentives can include many different choices including paying required fees, constructing off-site improvements, undergrounding utilities, etc.		No		The city budgeted for several years a matching grant program for North Avenue businesses to improve their building facades and/or replace pole signs with monument signs, a match up to $10,000. Interest in the program faded and is no longer budgeted.	

			Area-wide goals and policies	Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Reference and Text	Potential Next Steps/Notes
GOALS	1		Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Also Vibrant Together: Connectivity p. 46.	
		a	Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees, appropriate to and complementary of the adjacent land use.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Also Vibrant Together: Connectivity p. 46. TEDS	
		b	Street design will achieve a balance between travel mobility, land use access and livability and improve connections to the Greater Downtown area and the connections between subdistricts.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Chpt 4 Mixed Use Areas: Downtown Core Circulation and Access and Streetscape p. 71. Also Vibrant Together: Connectivity p. 46.	
		c	Emphasize “walkability” of the downtown area through street design that is pedestrian friendly to provide a foundation for a safe, active and livable area, including sidewalks, accessibility improvements, bicycle facilities, off-street trail connections and safe crossings, where appropriate.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Chpt 4 Mixed Use Areas: Downtown Core Circulation and Access and Streetscape p. 71. Also Vibrant Together: Connectivity p. 46.	
	2		Establish and improve entry points into the Greater Downtown area (refer to the wayfinding and signage map in GJMC 36.16.070).	No	Vibrant Together p. 35. and p. 46 C.4 Initiate a Gateway and Wayfinding study to improve ease of navigation for pedestrians, bikes and vehicles in downtown.	
		a	Street and streetscape design will include signage, landscaping and other design elements to delineate appropriate entry points into Greater Downtown.	No	Vibrant Together p. 35. and p. 46 C.4 Initiate a Gateway and Wayfinding study to improve ease of navigation for pedestrians, bikes and vehicles in downtown.	
	3		Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District.	No	PP 5 p. 25 Expanded housing options p. 71 Area Specific Policies: Mixed and relationship of uses.	
		a	Support a regional housing strategy with an emphasis on infill, downtown housing.	No	Housing Strategy	City Council adopted a Housing Strategy in 2021
		b	Promote development patterns and regulations that accommodate vertical mixed-use development, primarily in the Central Business District.	No	PP 5 p. 25 Expanded housing options p. 71 Area Specific Policies: Mixed and relationship of uses. Building Form and Character	Completed in both adopted Comprehensive Plan and DDA Plan of Development

	4	Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.	No	Chpt 3 Land Use and Growth: Mixed Use Land Use. Chpt 4 Area Specific Policies, Mixed Use, Downtown Mix and Relationship of uses.	
	i	Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.	Yes	Completed. Areas defined in adopted Overlay ZDC 24.04.010 Figures 2 and 3.	Amend Comprehensive Plan to include maps of subareas and corridor areas after existing page 75 in the Comprehensive Plan.
	ii	Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.	No	Chpt 3 Land Use and Growth: Mixed Use Land Use. Chpt 4 Area Specific Policies, Mixed Use,	Completed

		Downtown District goals and policies	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
1		Maintain and enhance the economic, cultural and social vitality of the Downtown District.	No	PP 4 p. 23 1. Cultivate energetic and livable greater downtown and university districts that balance the needs of residents, students and visitors. Vibrant Together Placemaking p. 51 Ideas 1-6	
	a	Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.	Yes	Completed. Areas defined in adopted Overlay ZDC 24.04.010 Figures 2 and 3.	Amend Comprehensive Plan to include maps of subareas and corridor areas after existing page 75 in the Comprehensive Plan.
	b	Implement infill and redevelopment policies that support downtown.	No	Infill Policy	Completed
	c	Encourage a wide mix of uses, offering retail and commercial services at ground level and business/office/residential on upper floors in all but residential areas.	No	Land use Plan and Vibrant Together	
	d	Maintain and expand public amenities and services in the Downtown District.	No	PP 4 p. 23 1. Cultivate energetic and livable greater downtown and university districts that balance the needs of residents, students and visitors. Vibrant Together Placemaking p. 51 Ideas 1-6	
	e	Enhance and preserve Whitman and Emerson Parks to integrate the space into the downtown fabric and encourage use by the community.	No	PROS. Vibrant Together Placemaking B4 p. 90	Completed. Parks are both being renovated with new uses proposed.
	f	The City with assistance from the Downtown Development Authority will explore the alternative street configuration to relocate the one-way couplet of streets that are currently Ute and Pitkin Avenues to utilize Pitkin and South Avenues for this purpose.	No	CDOT has moved ahead with plans for Ute and Pitkin Avenues that are currently under construction. Thus, this option is no longer valid.	
	g	Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.	No		Study completed. Streets to remain one-way but currently being updated/under construction.
	h	Within the CBD, encourage shared parking, discourage single-use, surface parking and develop new means of paying for shared parking (e.g., develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).	No	PP4 p. 24 2c. Continue to manage and improve upon the utilization of existing public parking facilities in Downtown. Vibrant Together 5. p. 51 Develop parking programs to betther utilize parking.	
2		Require density/intensity in the Downtown District as prescribed by the Comprehensive Plan, primarily within the Central Business District.	No	General policies in Overlay, ZDC	
	a	Strengthen means of implementation that promote vertically mixed-use structures, primarily within the CBD.	No	General policies in ZDC, Comp Plan, Vibrant Together	
	b	Require minimums in height and density/intensity for new development in the CBD.	No	Overlay 24.12.100 (a) minimum building height in Downtown Core.	

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	c	Require minimal or no building setbacks within the Downtown Core to maximize site intensity/density.	No	Code, Overlay 24.12.100 (b)(1) Max building setbacks, Vibrant Together	
3		Develop a pedestrian-oriented, walkable Downtown Core.	No	General policies in ZDC, Overlay, Vibrant Together	
	a	Discourage uses on ground level that do not support pedestrian activity.	No	Overlay c. architectural character. Vibrant Together Big Ideas 2. p. 35 Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river	
	b	Require building facade details that activate the ground floor, particularly on corner buildings to activate north-south streets.	No	Overlay c. architectural character. Vibrant Together Big Ideas 2. p. 35 Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river	
4		Stabilize and enhance the residential subareas.	No	Overlay. Residential Areas Standards and Guidelines	
	a	Discourage further encroachment of nonresidential uses into the established residential neighborhoods.	No	Overlay 24.12.120 (a) and (b)	
	b	Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.	No	Overlay 24.12.130 Architectural considerations	
	c	Establish design standards for the transitional subareas to emphasize use and development compatibility with adjacent residential areas.	No	Overlay Transitional Areas Guidelines and Standards	
	d	Promote the establishment of neighborhood watch and neighborhood organizations.	No	PP10 Safe, Healthy and Inclusive Community; p. 47 1.g	
5		Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.	No	Overlay established subareas and corridors with unique guidelines and standards for each.	
	a	Develop a set of guidelines within each subarea to address building and facade design, streetscape, landscape and other elements of site development.	No	Overlay completed/adopted	Completed
6		Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.	No	Vibrant Together: Some projects underway or in Planning Phases. Development Ideas p. 77 Catalyst Projects	
	a	Plan and budget for strategic property acquisition for future development.	Yes	Vibrant Together: Development Idea 4 p. 76 Levearge the Downtown Partnership financial tools to incentivize development. PP 11	
	b	Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.	No	Vibrant Together: Development Idea 4 p. 76 Levearge the Downtown Partnership financial tools to incentivize development. PP 11	

			Rail District Goals and Policies	Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Reference and Text	Potential Next Steps/Notes
GOALS	1		Preserve the opportunity for heavy industry and rail service that supports it.	No	PP 1. p. 15 g. Agricultural and Industrial Roots	
		a	The City will maintain industrial zoning in those areas served by rail lines and sidings.	No	Chapter 3 Land Use Plan	
	2		Recognize distinction between “industrial” streets such as 9th and 12th Streets and “public” streets 7th Street and Riverside Parkway.	No	Chapter 4 Area-Specific Policies - for Downtown Core address Circulation and Acess. Overlay Corridor Guidelines for Commercial/Industrial ZDC 24.08 II. And III..	Completed. Most recent Circulation Plan and TEDs include classification and street sections of these streets as major collectors.
		a	Develop street sections that reflect the differences in development patterns along and the use of the street.	No	Completed. TEDS recently updated and adopted.	
		b	Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.	No	Completed. Circulation to get to C 1/2 is circuitous - limits traffic on C 1/2	Completed
	3		Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.	No	Commercial area specific policies p. 75. Identifies 7th and parkway as commercial area and lower Downtown Subarea character areas	
		a	Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.	No	Overlay corridor Guidelines and Standards	
	4		Re-establish and improve a street grid in the Rail District.	No	Overlay corridor Guidelines and Standards. Functional improvements in Comp Plan Site Specific p. 78; TEDS	
		a	The City will implement the Grand Junction Circulation Plan in the Rail District, including construction of new streets as development occurs in the industrial and commercial/industrial areas.	No	Ongoing. TEDS, Circulation Plan, Bike Ped Plan	

River District goals and policies			Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Refernece and Text	Potential Next Steps/Notes
GOALS	1	Create/maintain/enhance a green waterfront.	No	PP 1 Retaining Character. PP 7 Great Places and Recreation p. 37 1.e. p. 38 Colorado River Trail. PROS plan	
	a	Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.	No	PP 8 Resource Stewardship 4.b. p. 42 Collaborate with partners on resource preservation. PROS plan	
	b	Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.	No	PP 8 Resource Stewardship 4.b. p. 42 Collaborate with partners on resource preservation. PROS plan	
	2	Create retail, general commercial and mixed use opportunities that complement the uses along the riverfront.	No	Chapter 5 Land Use Plan	
	a	Utilize zoning, overlay districts and incentives for development and redevelopment of complementary uses.	No	Complete. Overlay districts; incentive areas established	Complete
	3	Create/enhance redevelopment opportunities and partnerships.	No	Vibrant Together, ongoing	
	a	The City will work with the Downtown Development Authority to expand its boundaries.	No	Vibrant Together, ongoing	
	b	The City will consider implementation of incentive strategies for redevelopment.	No	Vibrant Together, ongoing	
	c	The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.	No	Complete - Dos Rios Underway. Vibrant Together	Complete

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 58-07

A RESOLUTION AMENDING THE GROWTH PLAN OF THE CITY OF GRAND JUNCTION TO DESIGNATE APPROXIMATELY 162 ACRES LOCATED WITHIN THE H ROAD/NORTHWEST AREA PLAN, FROM "RURAL" TO "COMMERCIAL/INDUSTRIAL"

Recitals:

After six months of study and public input, the City of Grand Junction and Mesa County staff made a recommendation to a Joint City/County Planning Commission on the Future Land Use designations of the H Road/Northwest Study area, which area is generally bounded by 22 Road on the east, H Road on the south, approximately 21 ¼ Road on the west and H ½ Road on the north; and also including five parcels located at the southeast corner of H Road and 22 Road west of the Persigo Wash and north of the Independent Ranchman's Ditch, to change all existing land within this Plan Area designated as "Rural" to "Commercial/Industrial".

The City of Grand Junction and Mesa County Planning Commissions held a joint Public Hearing on March 27, 2007 to consider changes to the Future Land Use Map for the H Road/ Northwest Study Area.

The H Road/Northwest Area Plan is a planning document that outlines the proposed general land uses for the area, as well as a vision for the area and policies and performance standards to minimize the potential impacts to the existing residential uses adjacent to the Plan area along the 22 Road and H ½ Road Corridors.

This H Road/Northwest Area Plan would become an element of the City's adopted Growth Plan. The Plan changes the Future Land Use Map of the Growth Plan to designate all parcels within the Plan area as "Commercial/Industrial".

The Grand Junction Planning Commission, at their March 27, 2007 hearing, recommended approval of the H Road/Northwest Area Plan after finding the Plan amendments are consistent with the purposes and intent of the Growth Plan and they met the review criteria found in the City of Grand Junction's Zoning and Development Code under Section 2.5.C.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the H Road/Northwest Area Plan is hereby adopted and made a part of the Grand Junction Growth Plan. That all lands in the Plan area currently designated as "Rural" on the Future Land Use Map be redesignated from "Rural" to "Commercial/Industrial" on the Future Land Use Map.

PASSED on this 18th day of April, 2007.

ATTEST:

/s/: James J. Doody
President of Council

/s/: Stephanie Tuin
City Clerk

Title 22. H Road/Northwest Area Plan

Chapter 22.04. Background Information

§ 22.04.010. Background information.

The H Road/Northwest Area Plan is located in the 21 1/2 Road and H Road vicinity. The plan area was added to the Persigo 201 sewer service area (which is the urban growth boundary) in March 2006. This area plan establishes appropriate future urban land uses and policies for ensuring compatible future development options for the study area. In September 2006 the plan (study) area contained:

(a) Approximately 250 acres;

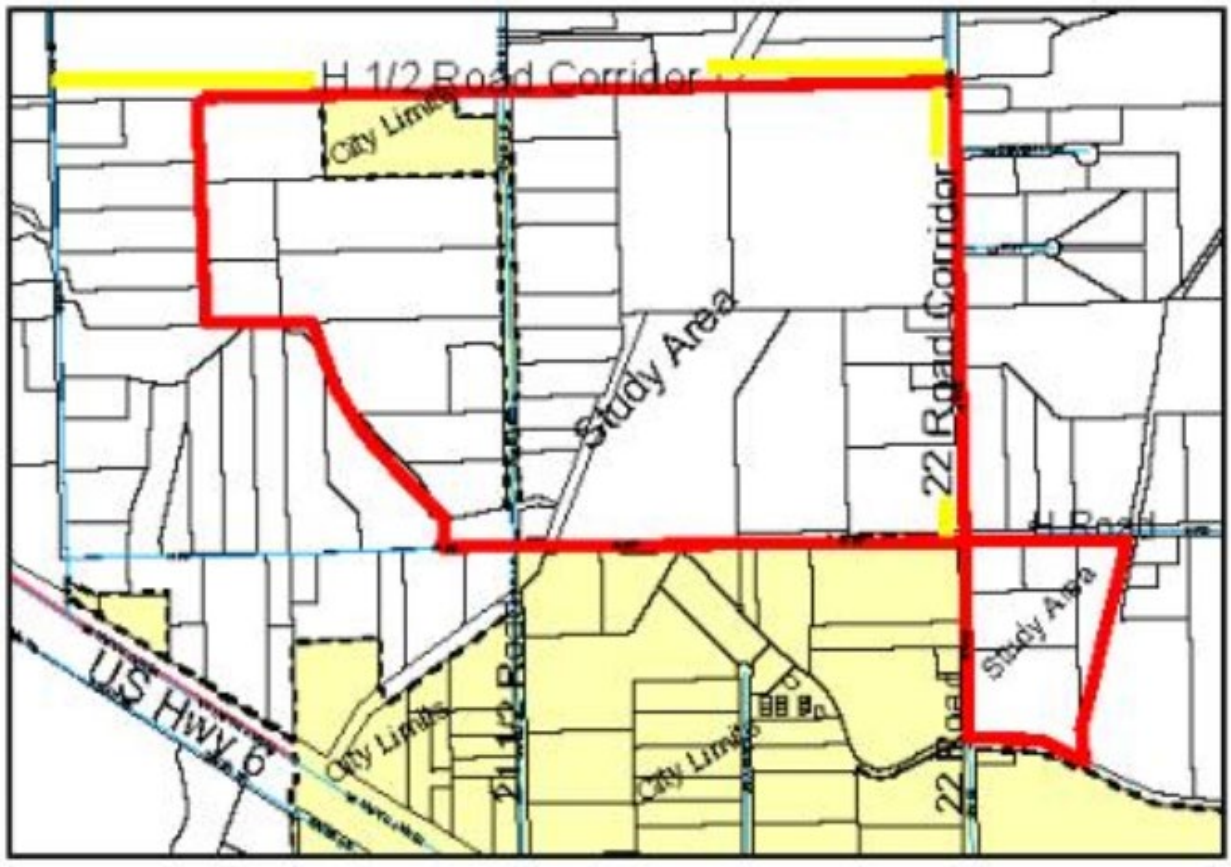
(b) Thirty-seven parcels;

(c) Thirty ownerships;

(d) Fourteen residences on 13 parcels;

(e) Fifteen businesses on 16 parcels;

(f) Eight vacant parcels.



(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.04.020. Planning process.

The planning process began in the fall of 2006 with initial meetings among City, County and Colorado Department of Transportation staff. Focus groups were held to discuss traffic/transportation needs and commercial/industrial needs for vacant land.

Planning staffs conducted baseline inventories and met with in-house and external service providers to help identify key issues prior to meeting with the public. Focus group meetings were held with Grand Junction economic development representatives, oil and gas representatives and property owners along the 22 Road and H 1/2 Road corridors. A public open house was held in November 2006. The entire schedule is outlined below:

September 20, 2006	City/County Meeting #1
October 3, 2006	Base Mapping Completed
October 4, 2006	City/County Meeting #2
October 17, 2006	Focus Group Meeting – Economic Development Needs
October 30, 2006	Focus Group Meeting – Transportation Needs
November 1, 2006	City Council's Strategic Planning Team #1 Meeting
November 17, 2006	Sent Notice for Neighborhood Meeting
November 29, 2006	Neighborhood Meeting/Open House
December 8, 2006	City/County Meeting #3
January 16, 2007	City/County Meeting #4
February 6, 2007	Sent Invitation Letter to 22 Road and H 1/2 Road Residents
February 15, 2007	Focus Group Meeting – 22 Road and H 1/2 Road Residents
February 21, 2007	City/County Meeting #5
March 8, 2007	Joint City/County Planning Commission Workshop
March 12, 2007	Newsletter/Notice for Public Hearing Mailed
March 27, 2007	City/County Meeting #6
March 27, 2007	Joint City/County Planning Commission Hearing
April 18, 2007	City Council Hearing

Public input was solicited at the open house held November 29, 2006, and the February 15th focus group. Staff also received numerous written comments, phone calls, letters and comments by e-mail, and other personal communications throughout the planning period. The public meetings were well attended, more than 60 individuals signed in at the open house and 17 people attended the focus group meeting. Two newsletters were mailed to every property owner in the planning area and within one-half mile of the plan area. The City Internet website kept the public up-to-date on issues and progress of the plan.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.04.030. Public comments.

Public comments received at the open house were clearly divided between those that expressed a desire to:

(a) Not allow commercial/industrial land uses east of Pritchard Wash and only allow residential densities no greater than residential estates (two to five acres per lot); and

(b) Make the entire study area commercial/industrial including the areas east of Pritchard Wash.



22 Road (north of H Road) in foreground – looking west to Pritchard Wash

The comments from the adjacent residential neighborhood were in opposition to commercial/industrial land uses east of Pritchard Wash for such reasons as compatibility, quality of life, noise, feared loss of property values, etc.

The need for commercial/industrial land uses east of Pritchard Wash was strongly supported by many of the property owners as well as the Grand Junction economic development community, oil and gas representatives, the Grand Junction Area Chamber of Commerce, and the business incubator staff and board. These groups all stated the need for additional commercial/industrial land in the Grand Junction area, especially industrial parcels greater than 10 acres in size.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Chapter 22.08. Plan Adoption

§ 22.08.010. Plan adoption.

Amendment to the Joint Urban Area Future Land Use Plan, an element of the Mesa County Master Plan, and a part of the Grand Junction Growth Plan in recognition that the area was added to the Persigo Sewer Service Area in March 2006.

After six months of review, the City Planning Commission and the Mesa County Planning Commission held a public hearing on March 27, 2007, and approved the H Road/Northwest Area Plan. The City Council held a public hearing on April 18, 2007, and approved the plan. The H Road/Northwest Area Plan includes the following elements:

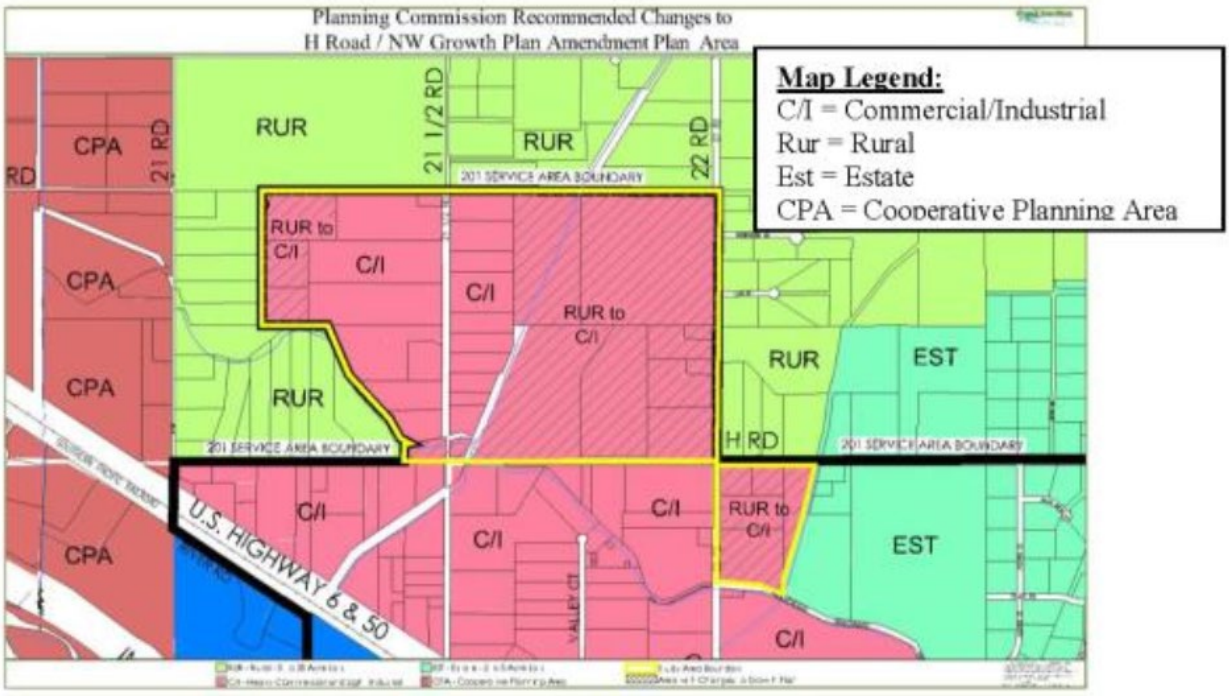
(a) An amendment to the City and County's Future Land Use Map from "Rural" to "Commercial/Industrial" (C/I) for all properties located within the plan area that are currently designated as "Rural."

(b) Adoption of policies and performance standards that will help mitigate impacts to the adjacent residential neighborhood(s) outside of the plan area.

(c) An amendment to the Grand Junction Circulation Plan to include the plan area and establish an appropriate street network that will accommodate future growth in the area.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.08.020. Future Land Use Map.

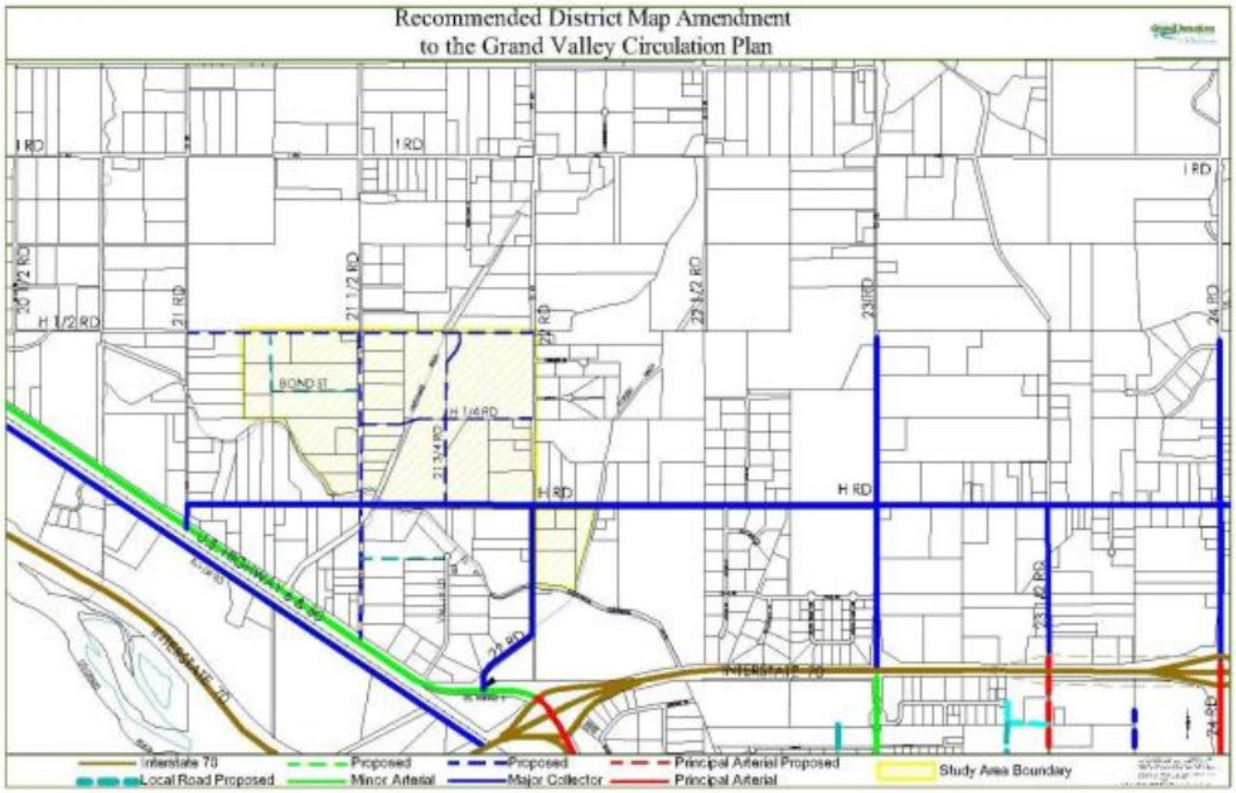


Cross-hatched area illustrates changes to the Future Land Use Map

(RUR to C/I = Rural to Commercial/Industrial)

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.08.030. Grand Junction Circulation Plan Map amendment.



Changes to the Grand Junction Circulation plan (formerly Grand Valley Circulation Plan) include adding major collector roads including 21 1/2 Road between U.S. Highway 6 and H 1/2 Road, H 1/4 Road between 21 1/2 Road and 22 Road, 21 3/4 Road between H Road and H 1/2 Road, and H 1/2 Road between 21 Road and 22 Road. The plan also identifies the need for a local street to be constructed between Valley Court and 21 1/2 Road and Bond Street and H 1/2 Road.

Potential intersection improvements were identified through the planning process for the intersections of 21 1/2 Road and U.S. Highway 6 where the potential exists for a proposed traffic control location such as a traffic signal or other traffic control improvements. The two intersections of Valley Court and 22 Road with U.S. Highway 6 where traffic movements may need to be restricted in the future were not included in the final Grand Valley Circulation Plan (now the Grand Junction Circulation Plan) amendment, although they were identified as needing additional study.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Chapter 22.12. Policies and Performance Standards

Article I. Policies

§ 22.12.010. Affected area.

The following performance standards shall affect the entire H Road/Northwest Area Plan.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.020. Truck traffic.

Site design shall direct truck (operations) traffic to the 21 1/2 Road Corridor. All other traffic including customer or light vehicle traffic may also use 22 Road and H 1/2 Road.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.030. Billboards.

All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Plan boundaries.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Article II. Performance Standards

§ 22.12.040. Affected area.

Development on all parcels abutting the west side of 22 Road from H Road to H 1/2 Road and the south side of H 1/2 Road from 21 Road to 22 Road shall be required to meet the following performance standards.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.050. Corridor aesthetics/landscaping.

All property frontages along these corridors shall provide at a minimum:

(a) A 25-foot-wide landscaping strip the entire length of the frontage (excluding driveways).

(b) A berm the entire length of the frontage with a minimum of 36 inches in height.

Fencing shall not be allowed within the 25-foot landscape strip with the exception of split rail fences with up to three rails and not more than four feet in height.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.060. Loading docks and fleet parking.

All loading docks and fleet/equipment parking shall be located in the rear half of the lot or behind the principal structure (i.e., south side of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road).

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.070. Outdoor storage and display.

Outdoor storage areas shall be:

(a) Adequately screened so as not to be visible from adjacent public roads (i.e., H 1/2 Road and 22 Road);

(b) In the rear half of the lot or behind the principal structure (i.e., south of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road);

(c) Trash dumpsters shall be fully screened and located in the rear half of the lot or behind the principal structure.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.080. Parking lots.

All parking lots located within the front half of the parcel or front of the principal structure (adjacent to 22 Road and H 1/2 Road rights-of-way) shall only be used for customer parking.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.090. Architectural standards.

Applies only to building facades facing the 22 Road and H 1/2 Road rights-of-way. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, special functional areas, rooflines, and other features, including the following requirements:

(a) Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated.

(b) Large monolithic expanses of uninterrupted facades (greater than 50 feet) are not allowed. Pilasters, texture transitions, windows and stepping of the wall plane are required.

(c) Buildings with flat roofs shall provide a parapet with an articulated cornice.

(d) All primary buildings shall use materials that are durable, economically maintained, and of quality that will retain their appearance over time including but not limited to stone, brick, stucco, and pre-cast concretes.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.100. Signage standards.

Only monument style signs at a maximum of eight feet in height with a maximum total of 64 square feet per sign face shall be allowed. Signs shall not be internally illuminated. External illumination is allowed.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.110. Other standards.

The following are adequately addressed under existing development codes and City of Grand Junction and Mesa County regulations and therefore conformance must be met through the development process under then-existing code requirements:

(a) Retail sales/wholesale sales area;

(b) Odors;

(c) Glare;

(d) Parking lots;

(e) Lighting standards;

(f) Noise (regulated in § **25-12-103**, C.R.S., maximum permissible noise levels, and GJMC § **8.16.010**).

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 174-07

A RESOLUTION ADOPTING THE NORTH AVENUE CORRIDOR PLAN AS A PART OF THE GRAND JUNCTION GROWTH PLAN

Recitals:

Elements such as age, dilapidated structures, and high turnover in area businesses along North Avenue have contributed to its deterioration. Being primarily zoned for commercial use has resulted in sporadic disinvestment, underutilized buildings, old strip malls, and vacant property. Phase One of the proposed plan includes North Avenue from 12th Street east to I-70B.

A plan has been completed based on input received from two public open houses, both of which were well attended, as well as focus group meetings to address specific issues. The plan includes an overall strategy to revitalize the corridor, primarily focusing on sustaining and increasing vitality. The proposed plan includes specific key projects and strategies for the implementation of improvements and future investment opportunities that will stabilize the corridor and provide land uses to:

- Fill a 'market gap' in the region
- Create services at the neighborhood level
- Restore the regional destination desire
- Improve mobility for pedestrians, bicyclists and transit riders
- Create a significant 'neighborhood' of residential, retail, commercial and public activity areas

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The North Avenue Corridor Plan, included as attached Exhibit A, is hereby adopted and made a part of the Grand Junction Growth Plan.

PASSED on this 3rd day of December, 2007.

ATTEST:

/s/: Stephanie Tuin
City Clerk

/s/: Bonnie Beckstein
President of the Council Pro Tem

North Avenue Corridor Plan

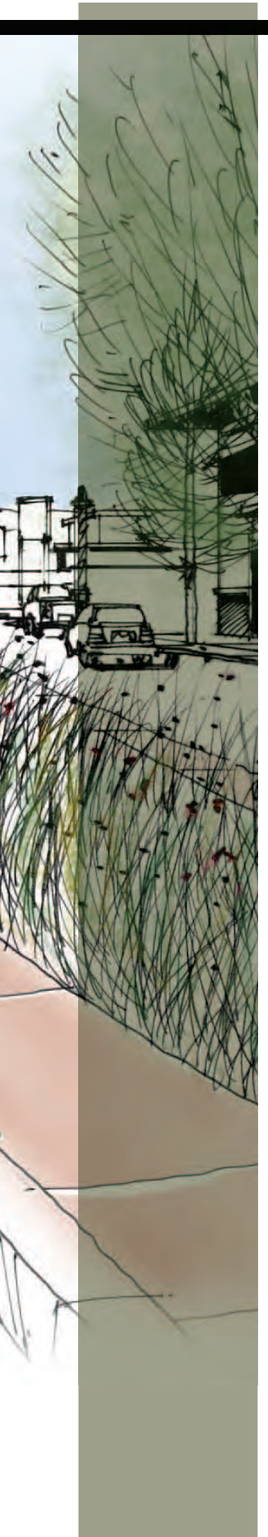
September 2007



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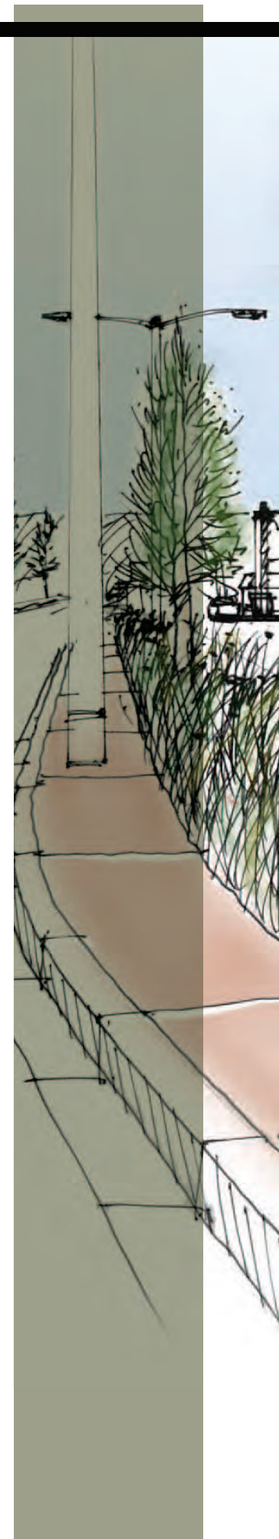
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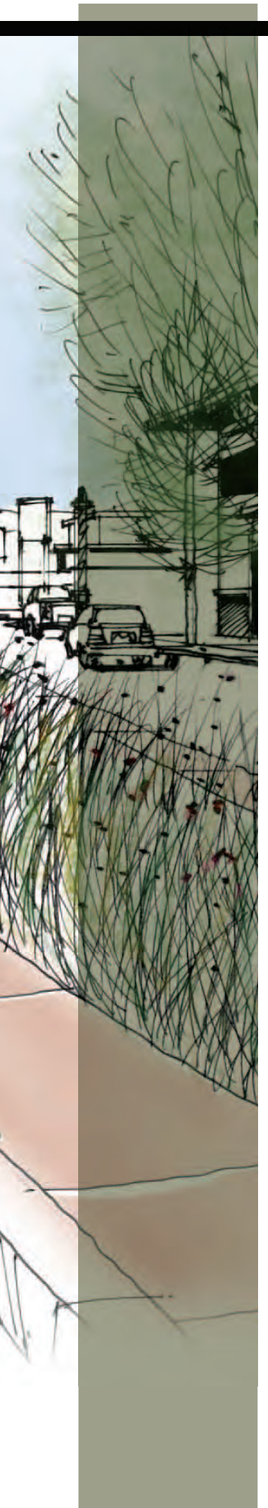
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EXECUTIVE SUMMARY



EDAW was retained by the City of Grand Junction to complete a conceptual Master Corridor Plan for the future development and redevelopment of the North Avenue Corridor. North Avenue is a major east-west commercial thoroughfare, and has experienced significant decline over the last years. The corridor study area includes the intersection at 12th Street, eastbound to the I-70 B business loop intersection, and an approximate one block radius on either side of North Avenue.

This plan includes an overall strategy to revitalize the corridor in order to promote the future development of retail, commercial, office and residential opportunities to sustain and increase the vitality of this corridor. Specific key projects and strategies for the implementation of improvements have been identified including:

- Full-fill a 'market gap' in the region
- Create services at the neighborhood level
- Restore the regional destination desire
- Improve mobility for pedestrians, bicyclists and transit riders
- Create a significant 'neighborhood' of residential, retail, commercial and public activity areas

Success in filling the market gap is dependent in 3 areas; financial, physical and regulatory. The Plan recognizes existing barriers and provides strategies to overcome these:

Financial -

- Work with private and non-profit interests to assemble and hold opportunity sites
- Share market opportunities with various audiences to encourage investment
- Use range of mechanisms – land swaps, low-interest loans, acquisition / write-down
- Consider establishing appropriate districts as holding entities
- Problem is less severe near logical development node – probably can use traditionally land assembly



EXECUTIVE SUMMARY

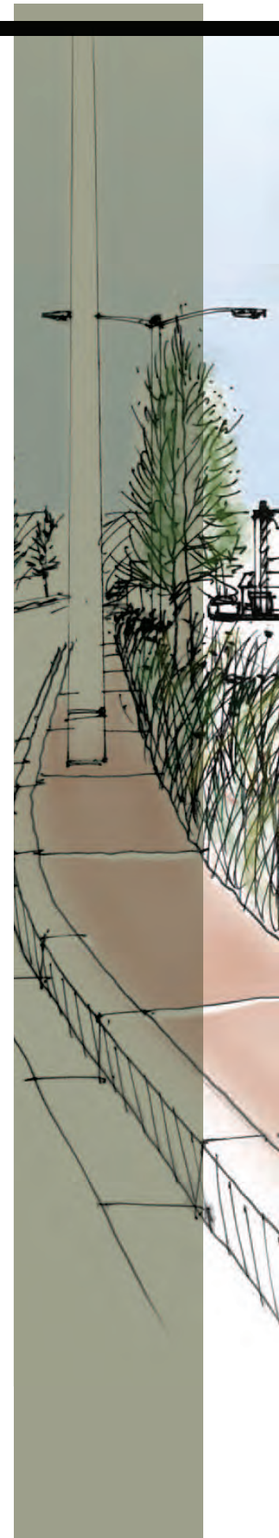
Regulatory -

- Consider overlay district that is more supportive/encouraging of mixed-use
- Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses)
- Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners)
- Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.)
- Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.)
- Work with private and non-profit interests to provide opportunity sites for residential development

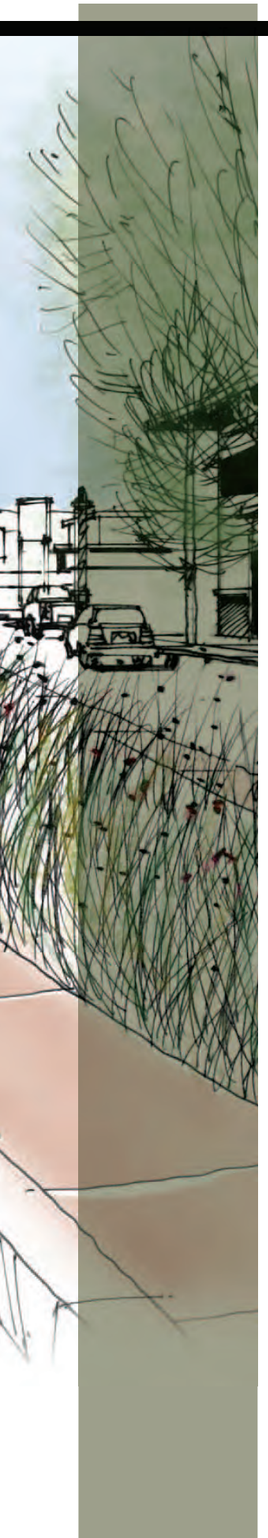
Physical -

- Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations
- Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope
- For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines
- Establish street standards – define the street's role by district based on the vision and desired character
- Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops
- Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible
- Redesign intersections and access points within the nodes to simplify and coordinate signal sequences





EXECUTIVE SUMMARY



The key to achieving new development must be initiated on a theme of:

- Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning
- Educate Council about this market reality and prepare them for “filling the gap” of catalyst projects resulting from inflated land prices and other factors
- Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements
- Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity)
- Encourage hospital, or unrelated clinics, to explore partnership opportunities
- Encourage mixed uses including affordable residential and multi-family
- Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity

Creating services at the neighborhood level requires an assessment of existing resources for project area workers and residents. Accommodating these uses and supplemental regional, county wide services, will ‘round-out’ the corridor. Key physical projects have been identified for the revitalization of North Avenue and are more clearly identified and discussed on page 52. The three key projects identified are:

- Community / Development Nodes at the intersections of 12th Street, 28 and 29 Road
- Corridor - ROW and Streetscape Improvements
- Land Assembly Areas for Potential Large / High Impact - Public / Private Partnerships at intersection nodes. (An example massing and phasing concept is presented for such larger development opportunitites on page 54.)



EXECUTIVE SUMMARY

This philosophy will address the goal of restoring the corridor for regional destinations. The project area is disabled in providing for pedestrian and bicyclist mobility. Addition of sidewalks, curb-cuts consolidation and streetscape improvements will achieve a number of goals including creating a unified street edge and overall character of the corridor. The following examples are taken from the in-depth study of the streetscape improvements that would further improve North Avenue:

- Create a generous vegetated swale to collect, filter and distribute stormwater to replace the drainage adjacent to street
- Where buildings are adjacent to the street, sidewalks improvements include connecting the sidewalks to building entrances, defined curb cut entrances, and relocation of parking between buildings. This allow for an improved streetscape, greater visibility of storefronts, clear and safe pedestrian connections.
- Parking lots adjacent to streets should have a defined curb cut entrance, added sidewalks and additional plantings to define parking lot circulation and enhance way finding. Additionally, planting islands within these expansive asphalt areas will allow for a reduction in the urban heat islands typically found in large parking lots. Logical ped/bike connections from North Avenue, to destinations, through parking lots should be explored.
- Curb cuts should be reduced and consolidated in order to enhance the overall character of the corridor and improve vehicular and pedestrian circulation.
- Signage along North Avenue can be improved by minimizing pole mounted signs and replacing them with ground mounted monument signs.
- A streetscape kit-of-parts will further unify the streetscape by implementing amenities that maintain the character throughout the corridor.
- Modifications and recommended adjustments to the Grand Junction Sign Code are provided in detail on page 64.

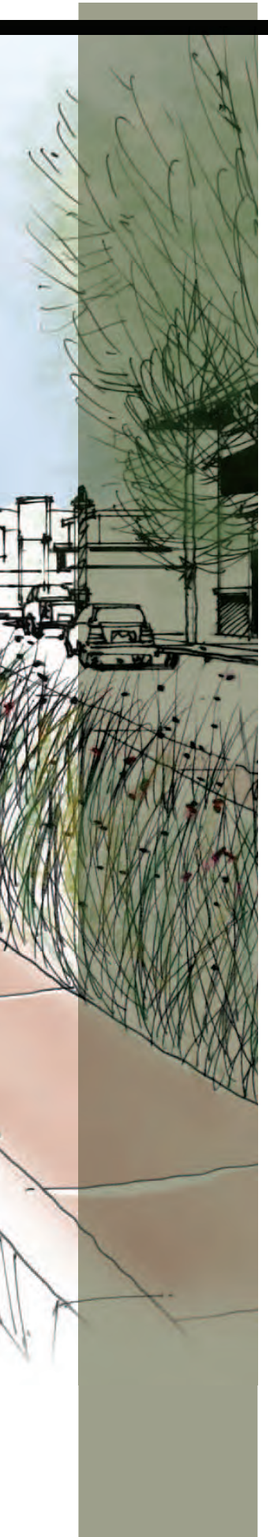
Additional streetscape improvements and guidelines recommendations are provided in order to help guide new and future development along North Avenue. These guidelines will assist in creating a cohesive and unified streetscape. These recommendations are located on page 60 of this report.

These projects, at a reasonable scale and value, will enlist future developer interest and act as catalyst projects to meet the greater need of private investment.



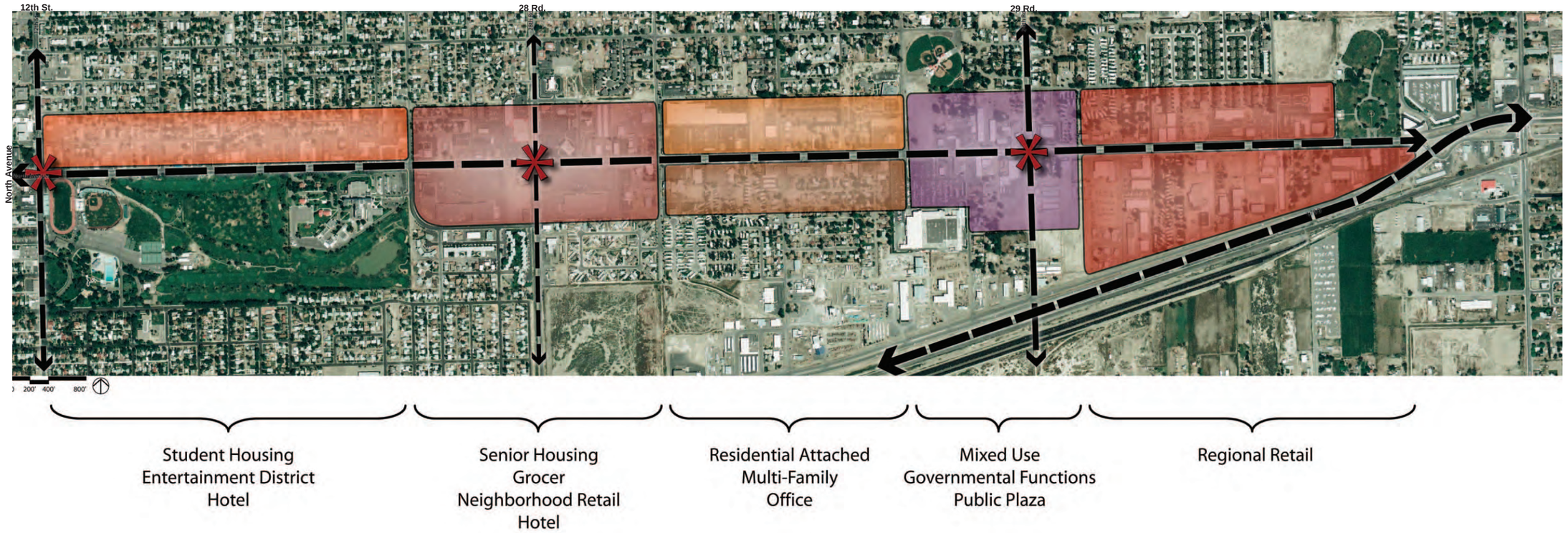


EXECUTIVE SUMMARY



The preferred alternative was developed from the demand and market study as well as the public comment obtained from the open houses. The predominant elements of this preferred alternative are:

- A Student and Entertainment District in proximity to Mesa College would also provide student housing, after 5 activities and the opportunity for a quality Hotel to serve the area
- A Neighborhood Center where Senior Housing located in proximity to a quality Grocer, Neighborhood Retail, and the potential for a Hotel to serve the hospital and surrounding neighborhood
- A Multi-Family and Attached Residential district connecting to the neighborhoods to the north, and potential for Office space to the south
- A Mixed Use area with residential over retail incorporated with the Governmental Functions and Public Plazas to create a gateway for the 29 Rd. intersection
- Regional retail to anchor the east end of the corridor



Roles and Responsibilities

City Leadership

- Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of "gap filling" tools
- Once potential incentives are identified – publish a request for development
- Consider the range of district mechanisms which could potentially fund improvements in the corridor

New Initiatives

Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)

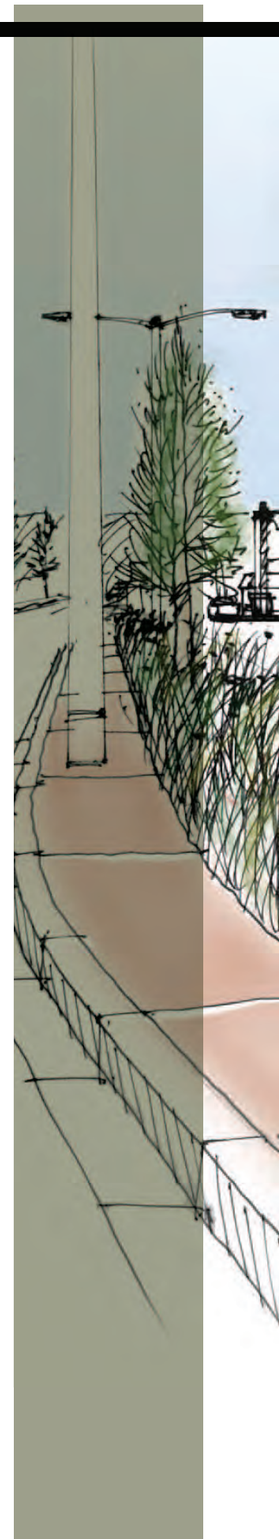
- Continue to monitor the market and development climate – establish benchmark database
- Develop targeted marketing materials – solicit regional retail opportunity
- Establish street standards
- Link parking lots, minimize curb cuts and consolidate driveways – within nodes
- Complete regulatory review – eliminate "gaps and barriers"

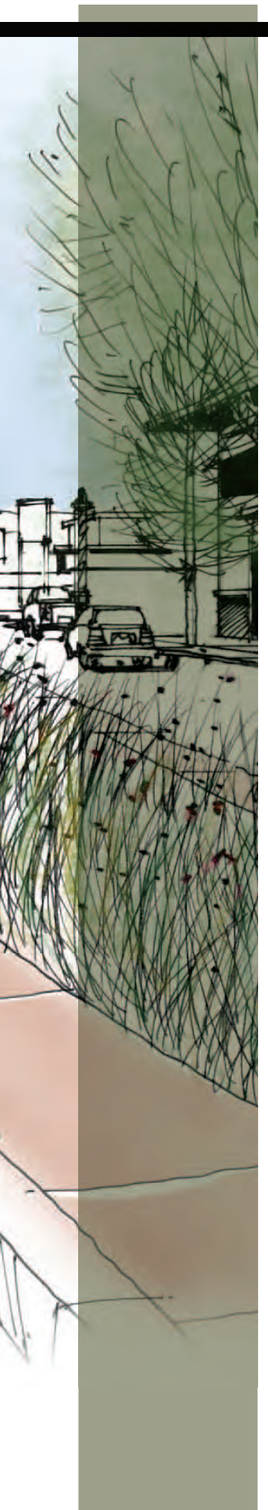
Investors / Private Sector

- Host developer / lender ("delivery system") information meetings – progress updates
- Share development challenges – open book and open dialogue

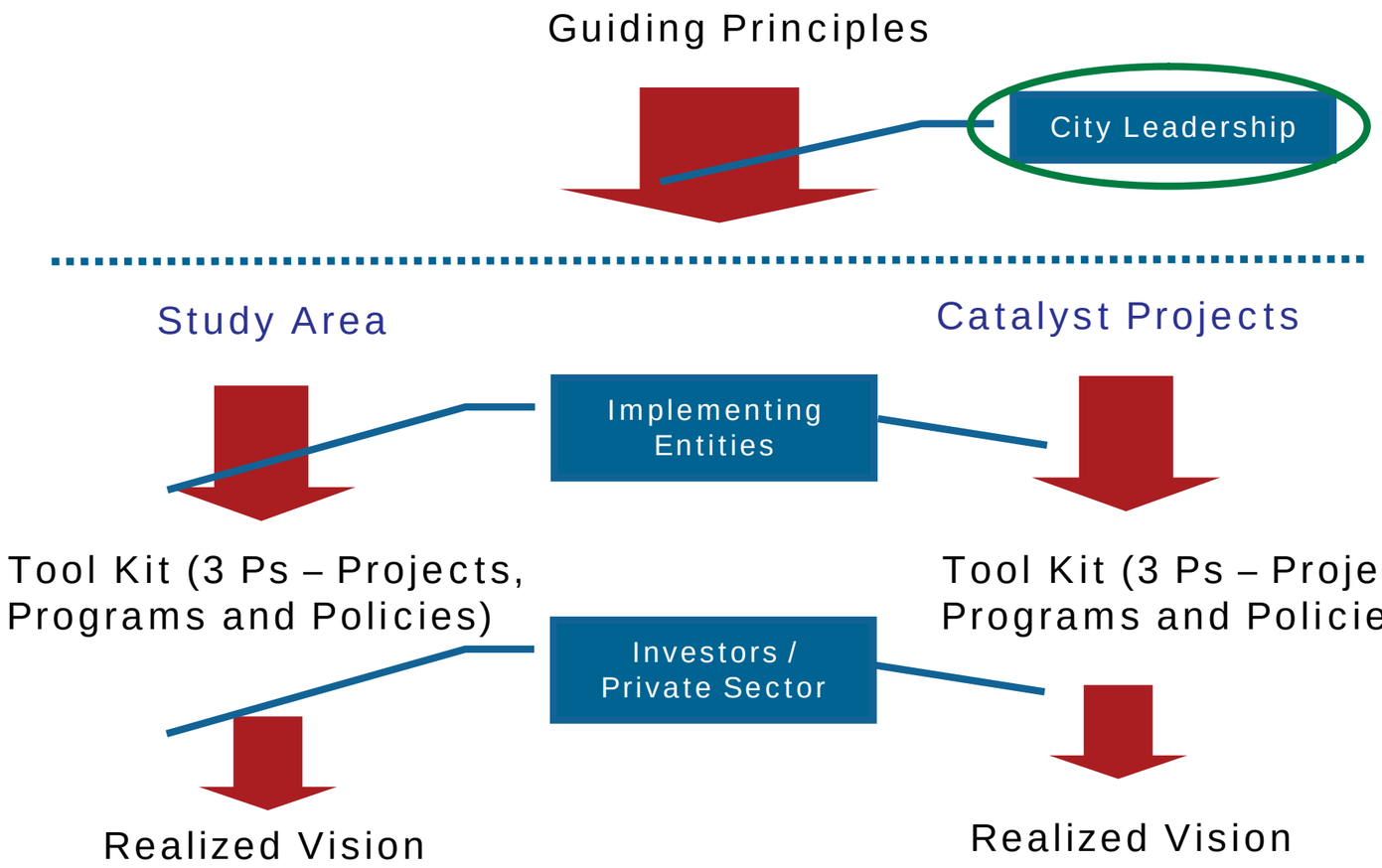
Community

- Continue to participate – get educated
- Support leadership decisions which advance the vision

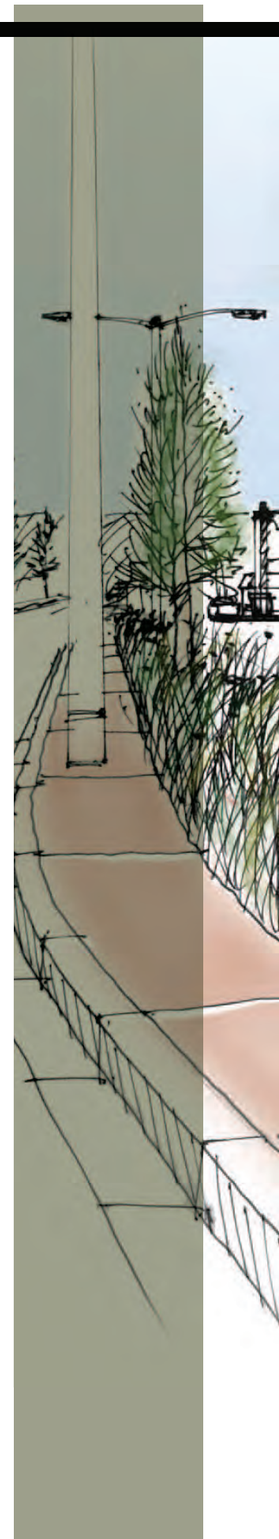




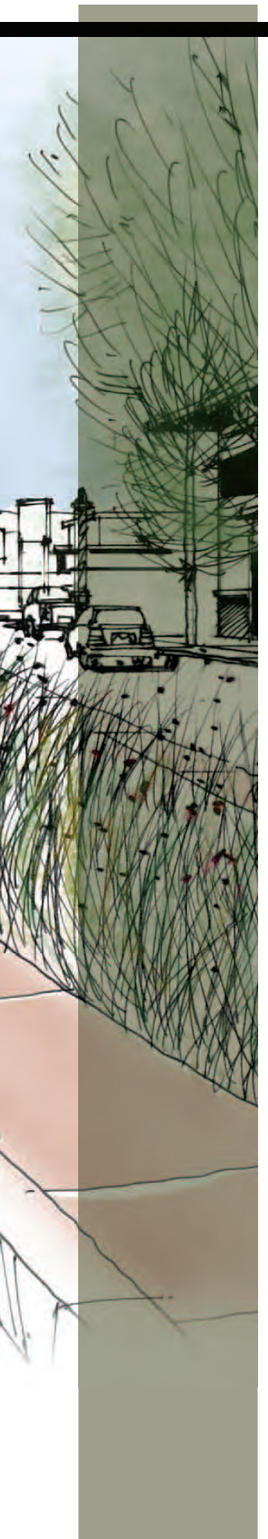
Strategy Layers







OVERVIEW



The following report provides an overall view of the current situation of the North Ave. Corridor. Barriers and constraints have been identified and studied to understand their relevance and contribution to the decline of this commercial district and thoroughfare.

The 3 miles of the corridor expanse has been divided into three distinct proposed districts as a practical way of addressing the corridor. These three areas are logically divided by north / south major streets; 12th Street, 28 and 29 Roads and relate to specific neighborhoods and land uses. The report further defines the key projects that will provide the greatest synergy from which development can further progress and build upon.

Implementation tools and specific strategies have been developed to address the barriers pertaining to the districts. An example is presented and used to illustrate how such strategies and tools would be employed for the phasing of such a key project.

Other strategies that encompass the entire corridor study area are also defined with recommendations. Both, private and public leadership is necessary to achieve these goals and partnerships are encourages for policy and physical planning efforts.

All of these recommendations will serve the City of Grand Junction to have a defined document by which to solicit and guide new development in an effort to revive and improve the current situations facing the North Avenue Corridor.



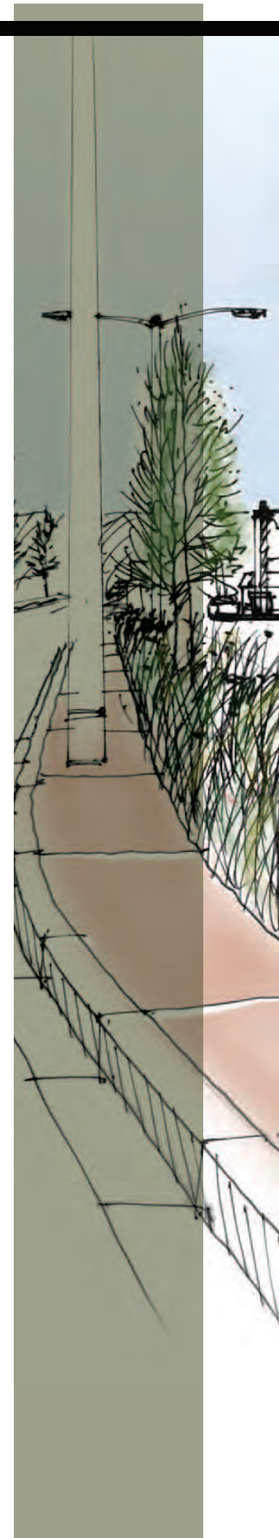
NORTH AVENUE CORRIDOR BACKGROUND

Historically, North Avenue was the northern most boundary of Grand Junction. As development continued to grow to the north, the North Avenue corridor now finds itself at the center of the city and in great location and proximity to many great assets and amenities such as the Stocker Stadium and Lincoln Park and Golf field, Mesa College and a wide range of community services, hospitals, downtown, access, etc.

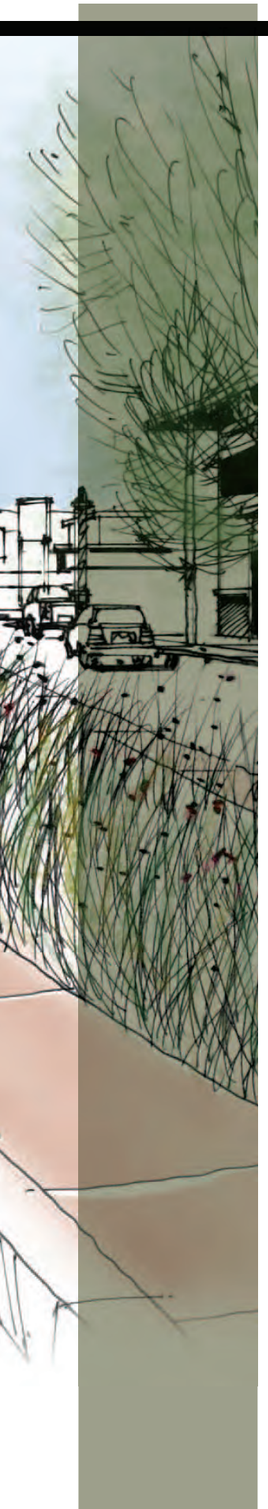
Until the 1990's North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years it has experienced a dramatic loss in revenue in great part associated with the extensive development of new and large commercial and retail centers along the western edge of the City.

As business is pulled to these new commercial centers, North Avenue has the opportunity to re-establish itself with improvements and developments that support a community environment and will make it uniquely different. Rather than mimic the developments occurring on the western edge, The North Avenue Corridor can reclaim it's identity by promoting developments that combine retail, office and residential with civic components to establish a distinctive sense of place and character. This will provide, as supplement to downtown, an historically rich active neighborhood with a focus on entertainment and mixed use.





KICK-OFF MEETING - February 7th, 2007



A Kick-Off Meeting with the EDAW project team and City of Grand Junction internal staff served to obtain information from the Planning Department on the conditions of the corridor and local insights and issues to keep in mind during the planning process. The following meeting notes show the items discussed and important information relating to the history and conditions of the corridor study area. These items will help guide implementation plans and will be maintained in further evaluation and development of the plan.

Primary key issues that where discussed in the Kick-Off meeting and have directed the progress of the corridor study and plan are as follows:

- The 29th Road intersection will become a key transportation corridor with the new bridge planned continuing south over the railroad tracks, connecting to the greater business loop. Daily trips are expected to increase and this development area could serve as an identifiable community node.
- North Avenue has historically been a cruising street and is currently still used as such. While the cruising of the corridor in itself is not a problem, associated problems such as the congregation and loitering in vacant parking lots is a safety and security problem.
- No major traffic problems where identified in regards to traffic lights, accidents, or problem intersections.
- Bus transportation and usage is well used within the corridor and potential “far-side” pull-outs after intersections might be explored in future design scenarios to allow for buses to not impede with the vehicular flow of traffic on North Avenue.
- There is a lack of consistency in sidewalks and street design that would create an identifying character to make the pedestrian environment more appealing and usable.



KICK-OFF MEETING - February 7th, 2007

- The consolidation of curb-cuts would greatly improve access, safety and the pedestrian streetscape environment.
- Utilities should be consistently located and buried when ever possible to further improve the visual view of North Avenue.
- There is a great need and opportunity to provide good quality and affordable housing; multi-family and attached residential units along the corridor.
- Alternative and possible methods to mitigate the issues surrounding the existing homeless shelter would further improve the perceived environment of North Avenue.
- Consolidation of commercial uses into core districts would provide areas where the community could access neighborhood services with associated active public spaces while providing opportunities for large lot configurations for future development.
- An overall re-evaluation and improvement of the signage standards along the entire corridor would further improve the visual character of the streetscape and promote a pleasant pedestrian and vehicular environment.

MEETING NOTES

Present: Kathy Portner, Angela Harness, Jody Kliska, Scott Peterson, David Thornton, (City of Grand Junction), Lee Kellar (Matrix), Bill Cunningham (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)

Date: February 7, 2007 Time: 1:00 PM

Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01

Subject: Initial Meeting with City of Grand Junction

Traffic Engineering

- North Avenue is a state highway, Highway 6, until 2009.
- Near 2008 the traffic is expected to change around 29 ½ St. as a bridge is planned over the rail tracks to serve as a business loop.
- General peak hours for the corridor are around noon and increasing again in the evening hours.
- North Avenue has historically been, and is still, a cruising street.
- Traffic signals are working well and are synchronized, although they are not evenly spaced.
- There is no specific traffic problems identified within the corridor other than the use of large vacant parcels as part of cruising for parking / loitering.
- Police issues are primarily around the large vacant parking lots that are used for loitering.
- The medians are maintained by the Parks department.
- Street improvements are made by the City through a fee from new developments, rather than expecting developments to be responsible for street improvements. This fund appears to be under funded and not working appropriately.
- There are no specific design street section unique to North Ave..
- The Transportation Design Standards can be explored.
- Street access consolidation of turns can also be explored.
- The busses do not have pull-out lanes and currently stop in the traffic lanes.
- Pull-outs for busses could be explored, and preferably placed after signals to ease merging back into traffic lanes.
- Busses are used primarily to access jobs; riders appear to be primarily by necessity.
- Connections to adjacent neighborhoods should be explored.
- North Ave. has a history of flooding as storm sewer is lacking.
- Sidewalks are discontinuous and bike lanes are not provided.

Utilities

- Utilities need to be more closely looked at and generally located.
- The overhead electrical is located in the street around 29th Street and further east; otherwise it is located in the alley.
- Lateral ditches along the corridor are primarily privately owned; some have easements, and there is likely little documentation and may be difficult to approach.
- The sewers may not be completely separated out, specifically around Mesa College.

Economic / Market

- Exclusive retail opportunities do not need to be maintained on corridor.
- Various job employments centers are found along corridor including: Veterans Hospital, Mesa College, Workforce Center, Career Center, Mental Health, etc..
- There appears to be a lack of multi-family residential product and rental product generally throughout the city.
- There is a general assumption of a low residential vacancy rate and high rent percentage in the area, especially around the college.
- There appears to be a need for good quality, affordable housing product.

Current Uses

- Distinction of districts along the corridor would be useful and likely would be well received.
- Wal-Mart is expected stay, although alternatives could be explored for site re-use.
- City Market is potentially going to close and move to 12th and Patterson. They currently lease their site.
- K-mart does appear to not be performing well.
- The old Amusement Park site is proposed to become new retail/office.
- The various Trailer Parks through the corridor may be difficult and sensitive issues to address, although alternative and improved housing might be explored and potentially well received.
- Smaller retailers and non-franchised business will also be sensitive issues.
- A homeless shelter is located on the corridor; however the soup kitchen is located separately and further away on Main Street in downtown.
- The current used car lots are not a favorable use of land, and potential consolidation and relocation of these should be explored.
- Motels appear to be primarily used as long-term rentals and well utilized.

Potential Uses

- There is a desire to have commercial concentrated in specific strategic areas to allow larger lots to be consolidated for future redevelopment that might be employment based.
- Mesa College students primarily commute into campus and appear to be lacking an area to congregate.
- There is a lack of after 5 uses for both residents and students.
- The oil and gas industry could service various uses in housing and service retail.

Programs

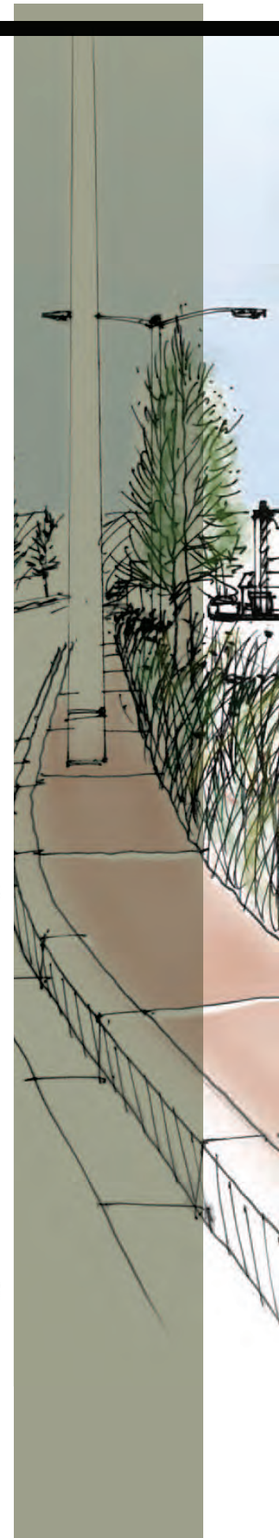
- City has program for infill redevelopment assistance for public infrastructure, to assist a new development.
- Design Standards and guidelines along with land assemblage of land and other assurances from the City could be used to promote development along North Ave..
- Urban renewal does not appear to be a popular option.
- Tax abatements are not typically used in Colorado, sales tax is also not a favorable option at this time.
- Business Improvement Districts have had greater success in other parts of the city and are more favorable as they show the support of surrounding businesses.
- Further investigation to City wide events will be noted, specifically for those that directly affect North Ave. and the surrounding area.
- The Comprehensive Plan for 20 year horizon will be starting soon and should be kept in mind.

Other

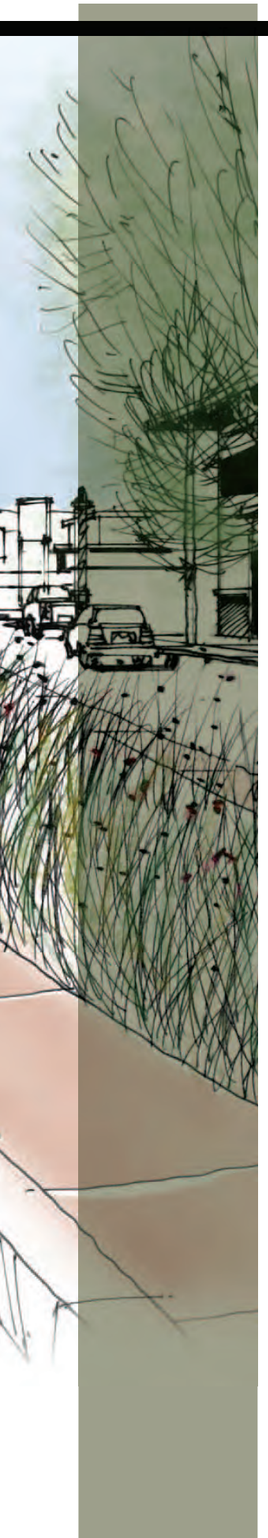
- Transition to areas beyond the North Ave. frontage should be explored.
- Sign use is a problem and there is a lack of consistency along North Ave. Currently it is cluttering the visual landscape.

Next Steps

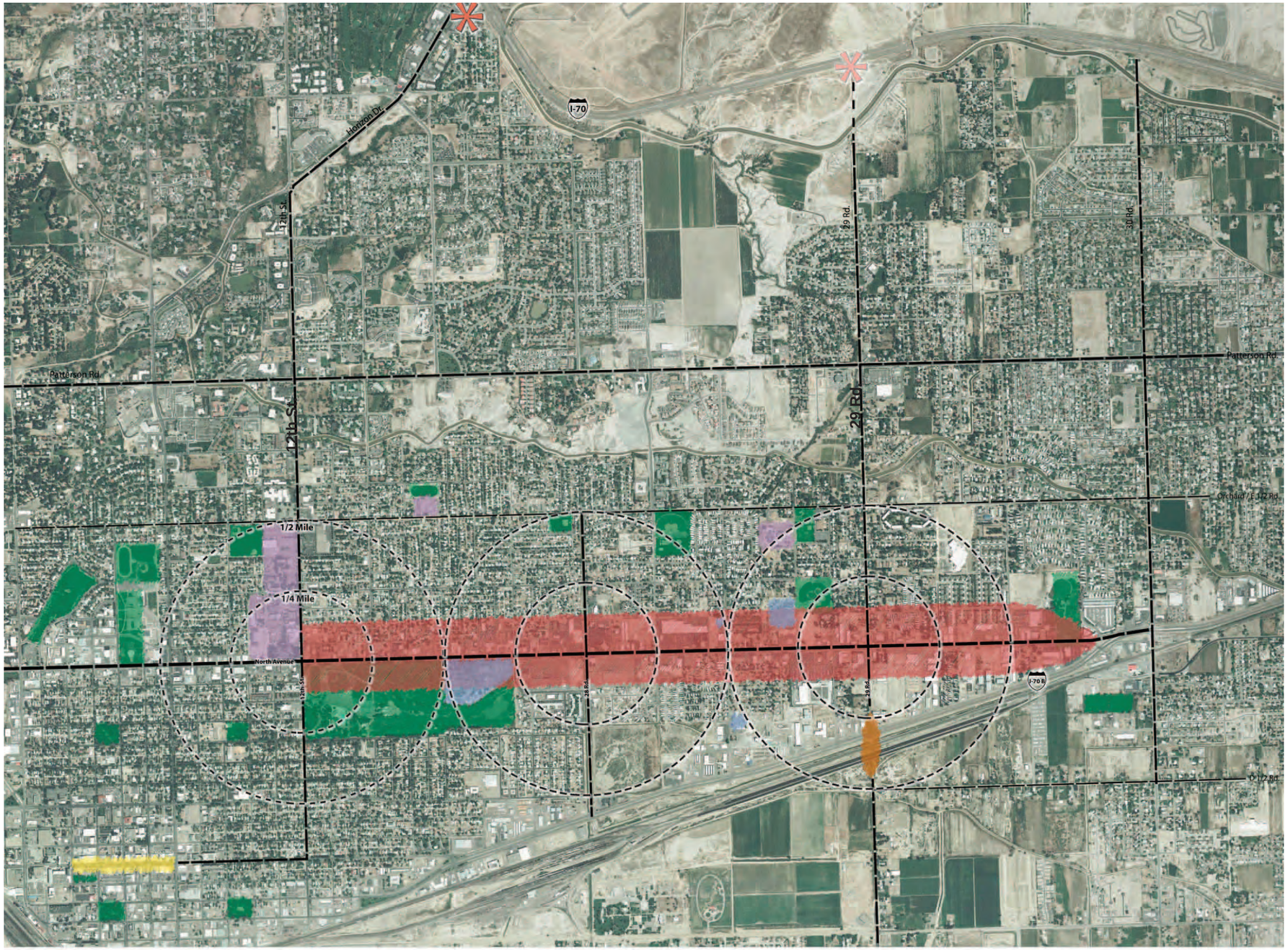
- Current data obtained and observed will be documented.
- Stakeholders will be identified by the City and contacted for the Open House on March 8th
- The Open House is expected to allow stakeholders to share ideas, issues and concerns.
- Opportunities and constraints will be identified for the Open House.
- EDAW team will begin to explore potential retail and other uses that would service the community.
- The market overview will serve to address potential gaps that can be addressed and fulfilled (housing, retail, commercial, service).

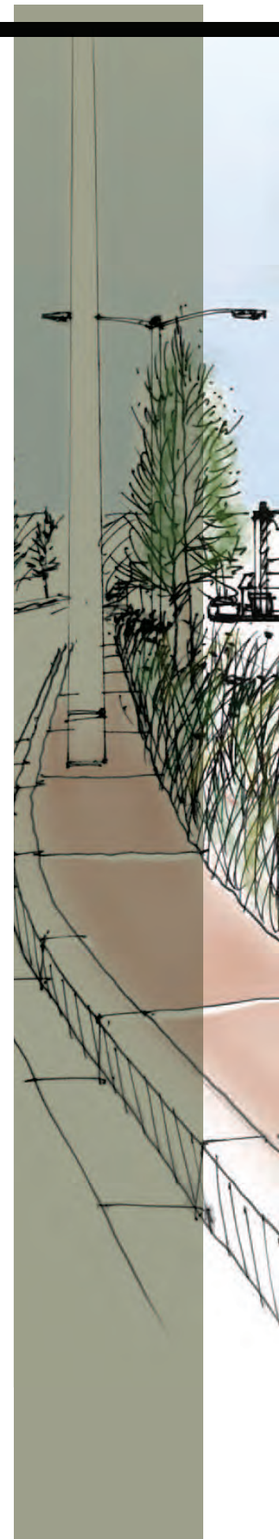


REGIONAL CONTEXT

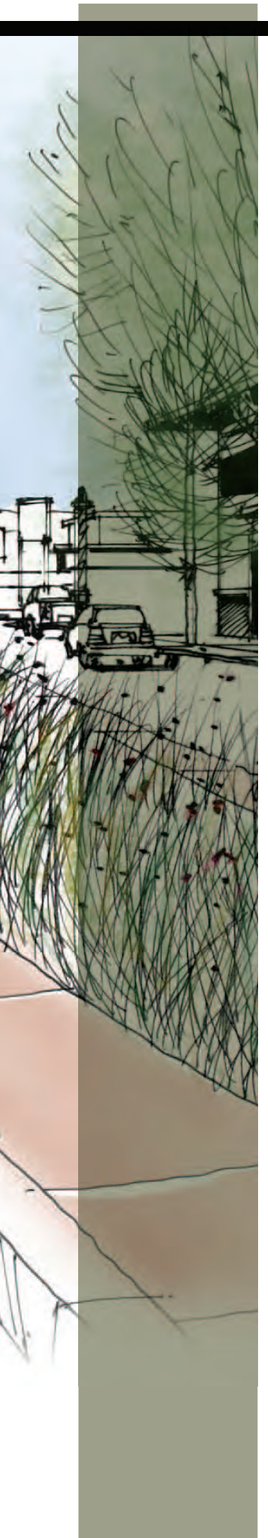


The North Avenue study area is nearly 3 miles in length and contains the key intersections of 12th Street, 28 and 29 Roads that create ideal 5 minute walking districts. While the corridor is in general proximity to the downtown area, it is outside of a typical walking distance. The proposed bridge at 29 Road is also a key factor to North Avenue and will increase traffic circulation through this retail area. Crucially important assets to North Avenue are the adjacent Mesa College, Lincoln Park and Stocker stadium, the multiple government office and job employment centers, community centers, and the direct and easy access to I-70 to the North and I-70B to the South.





EXISTING CONDITIONS ANALYSIS - Streetscape



An initial site visit included an inventory of the condition of sidewalks, streetscape amenities, streetscape character, building facades, types of uses, access, etc. Photo documentation and visual observation illustrated the ranging physical characteristics and conditions of North Avenue.

Sidewalks

The inventory of the existing conditions for the streetscape revealed that there is a significant discrepancy in consistent streetscape design or character.

On the western end of the corridor, sidewalks are in very poor condition. The sidewalks are irregular in dimensions, location, and character. There are many instances in which pedestrian are obligated to weave around and through curb-cuts in order to continue following the sidewalk. Accessibility is also a risk as many sidewalks have fallen to disrepair and pose great safety hazards with cracks, holes, and lack of ADA approved standards.

Progressing towards the eastern side, some sidewalks appear to be in better condition due to newer developments which have installed detached sidewalks with various buffers to the street and parking lots. In these situations the new sidewalks are more accessible to pedestrians, bicyclist and handicap individuals; however, there is still lacking continuation of such amenities from lot to lot. Unfortunately, the lack of accessible and continuous sidewalks creates difficulty in accessibility and an unusable streetscape environment.

On the eastern edge there are little to no sidewalks provided for the public and bus stop locations are haphazardly located over non accessible surfaces. There is simply no pedestrian right-of-way which one can access and pedestrians and bicyclists are forced to use the vehicular street lanes or private parking areas due to the lack of sidewalks or designated pedestrian areas in which to easily and safely traverse and access the corridor.













Bike Access

Although North Avenue is not designated as a bicycle access route, a fair number of bicyclists use the corridor. Access to the major corridor from surrounding neighborhoods and bike routes is fragmented due to the lack of cohesive sidewalks and designated bike routes.

Streetscape

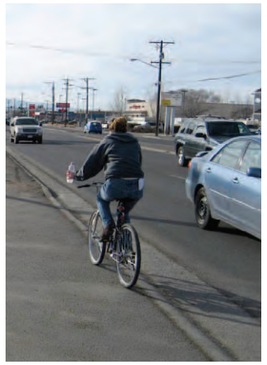
The streetscape along the North Avenue Corridor study area lacks any cohesive character. Signage primarily consists of pole signs that dominate the visual environment. Along with overhead wires and billboards, the signage has become indistinguishable and illegible as it is lost in such consuming and excessive atmosphere.

Lighting and pedestrian amenities such as bus stops, seating, and bicycle racks are either completely lacking or lacking in character or consistency along the entire North Avenue corridor.

Building Facades

While a small percentage of the buildings along the North Avenue corridor have fallen to disrepair, many are simply outdated and in need of general building improvements and upgrades. Potential implementation tools can provide assistance and motivation for property owners to improve their buildings; however, the strongest influence will be the progression of new development and redevelopment in the surrounding area. For this reason it is important for the City to support larger new developments that implement the vision of this corridor.

Access



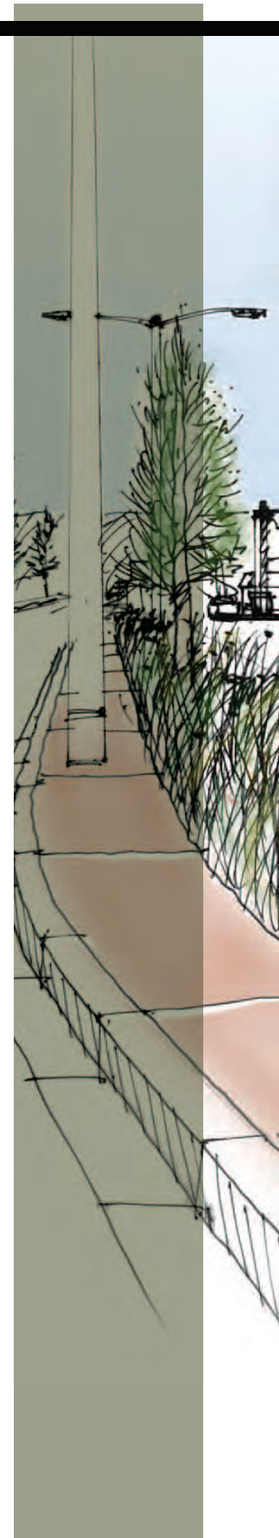


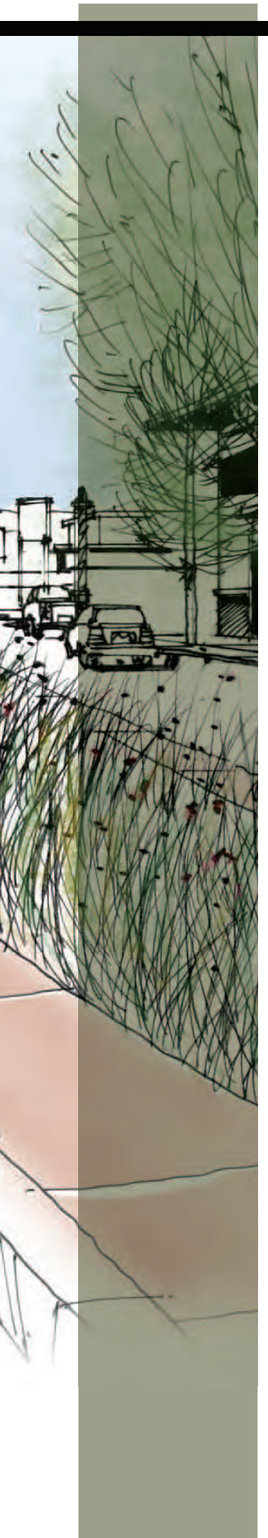












Studies using aerials and physical observations reveal a very high percentage of curb cuts through the entire corridor study area. These curb cuts presently serve the businesses along North Avenue and are creating an inefficient and unsafe access on and off from North Avenue. A strategic consolidation of such curb cuts would allow for the same access to businesses, greater safety by decreasing the areas in which traffic enters and exits the east-west movements and improved sidewalk amenities.

Street Designation

North Avenue is a four-lane roadway with a posted speed limit of 35 mph. Access to North Avenue is governed jointly by both the City of Grand Junction and the Colorado Department of Transportation (CDOT). CDOT is involved because North Avenue is designated as the US 6 By-pass. It should be noted CDOT's jurisdiction over this section of North Avenue ends in the Year 2009. At that time, the City will assume total control. Currently, North Avenue is classified as follows:

- Major Arterial (City) – These streets are intended to accommodate trips of shorter length and may also serve more access functions.

- Non-Rural Arterial (CDOT) – This category applies to North Avenue from 12th Street to Morning Glory Road (2.2 miles) It is intended to provide service to through traffic movements and also allow more direct access to occur.

- Non-Rural Principal Highway (CDOT) – This category applies to North Avenue from Morning Glory Road to the I-70 Business intersection (0.6 miles). This category is normally assigned to routes of regional significance. Direct access to abutting land is subordinate to providing service for through traffic movements.

Many access points to abutting land within the Study Corridor are restricted to right in/right out driveways because of a raised median in the middle of North









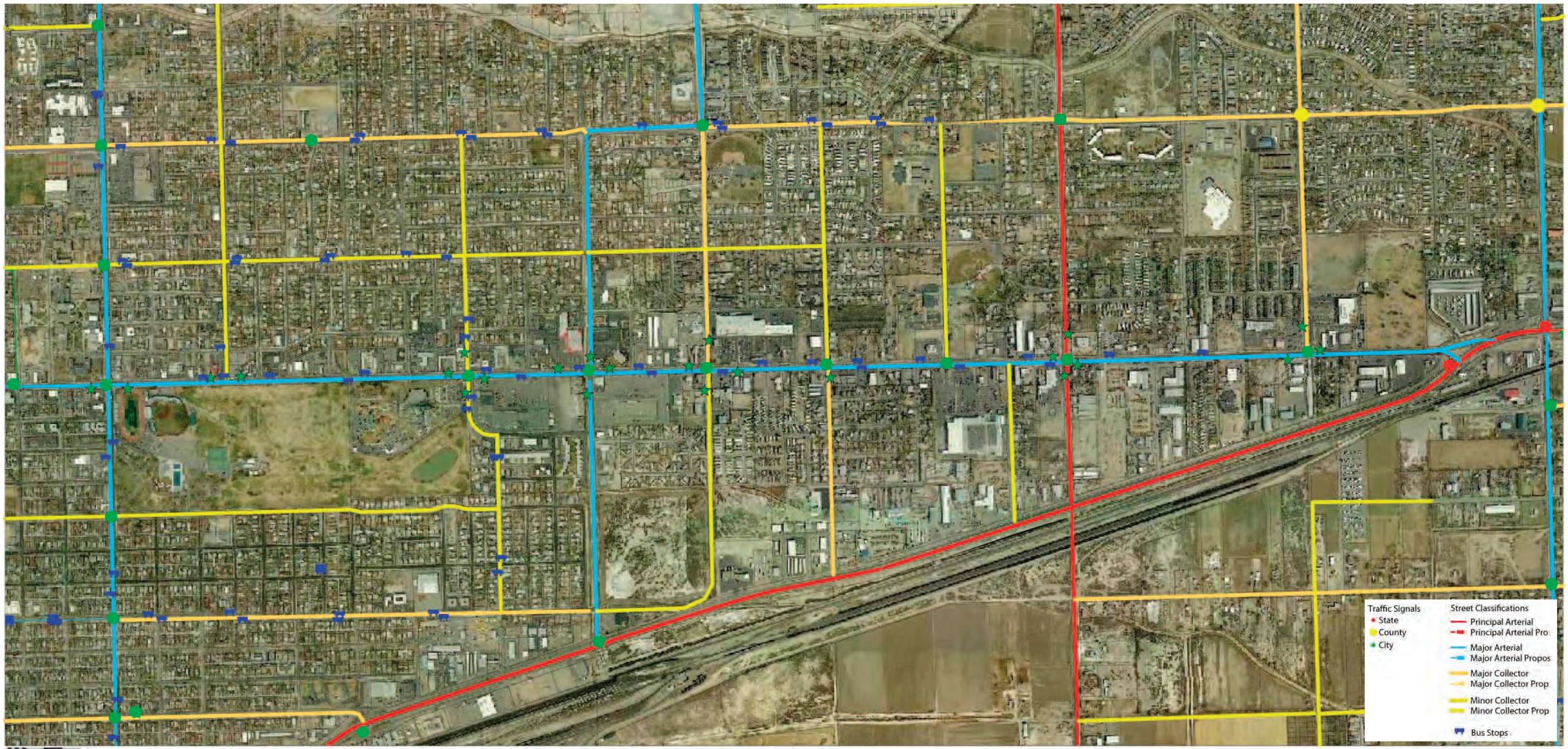


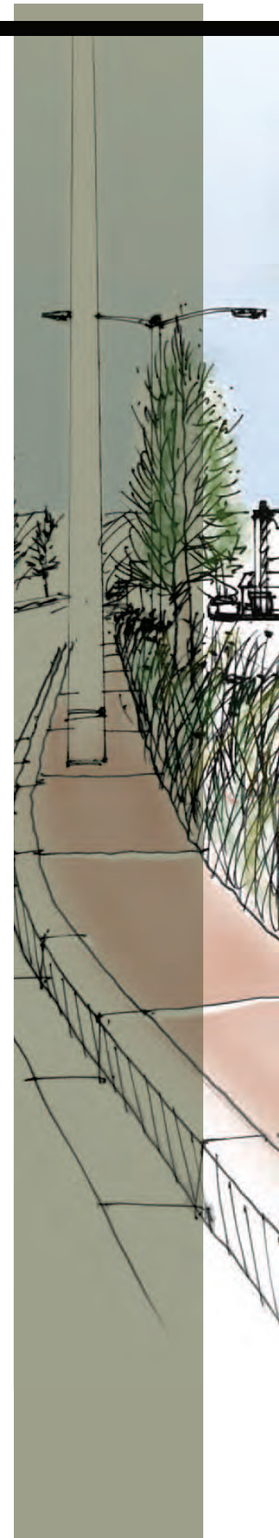


Avenue. Median breaks are provided at all but one of the 25 intersecting streets to allow for full movement access. The lone exception is Pear Street. Nine of the full movement intersections are controlled with a traffic signal. The remaining intersections have stop signs to control the movements from the intersecting streets.

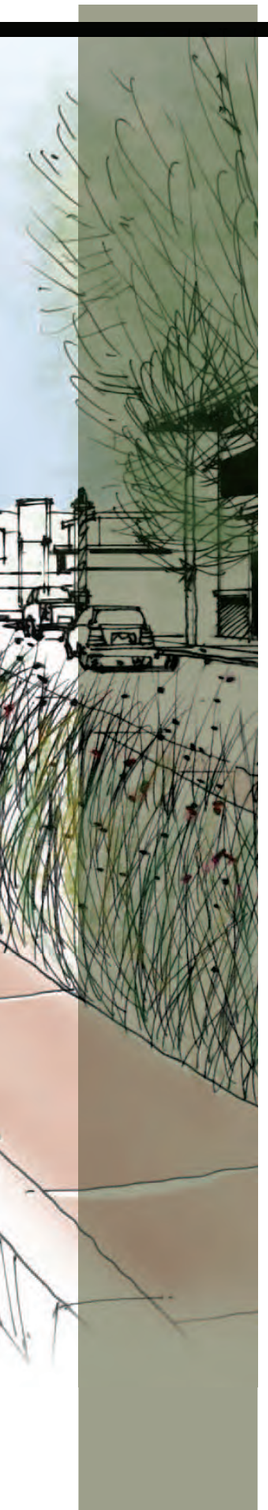
The existing access in the Study Corridor is consistent with both the City's Major Arterial and CDOT's Non-Rural Arterial classification. In some cases, however, the close proximity of curb cuts is creating an inefficient method of access. A strategic consolidation of these driveways would allow for the same level of business access, improved safety for traffic entering and exiting the abutting land uses, and better sidewalk continuity.

Primarily evident through the extent of the corridor are fast food restaurants, older and deteriorating strip commercial uses, automotive oriented retail, used car lots, light industrial and highway





EXISTING CONDITIONS ANALYSIS - Current Land Use



oriented retailers. Building pads are scattered and lack any cohesive layout and design. The principle uses through the corridor appear to comply with the current and future land use code. Uses such as the mobile home parks may depend on older use reviews and may serve the community better if changed to higher quality, affordable multi-family homes. Such uses are further elaborated on in the recommendations.

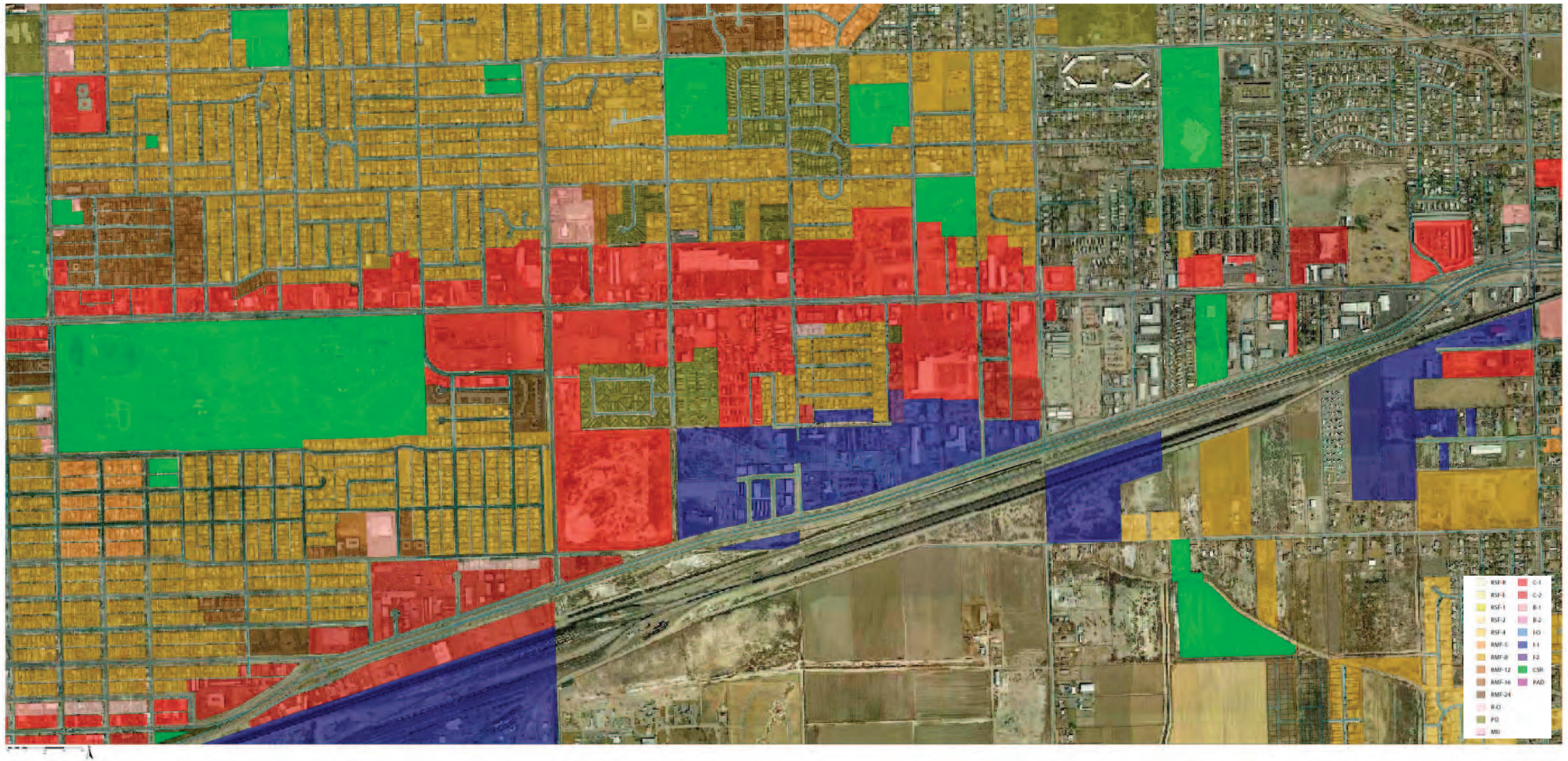
Non compatible uses observed in the corridor are primarily single family residential and trailer parks fronting directly North Avenue and surrounded commercial and retail uses as previously mentioned.

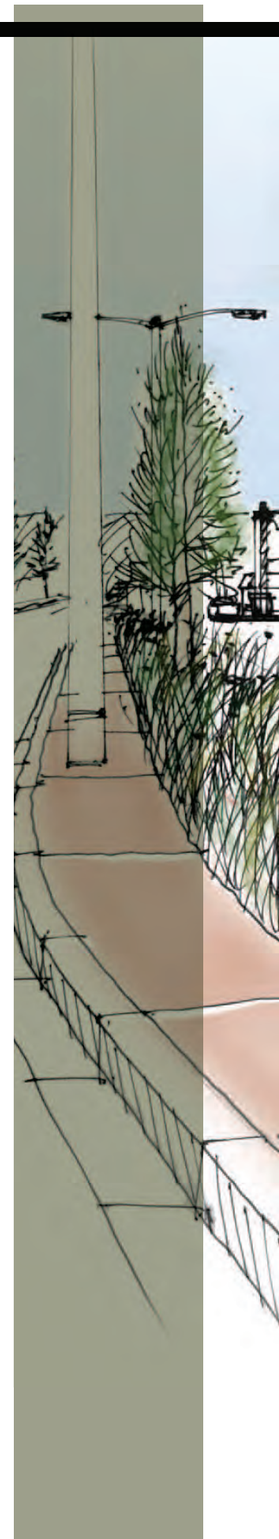


EXISTING CONDITIONS ANALYSIS - Zoning

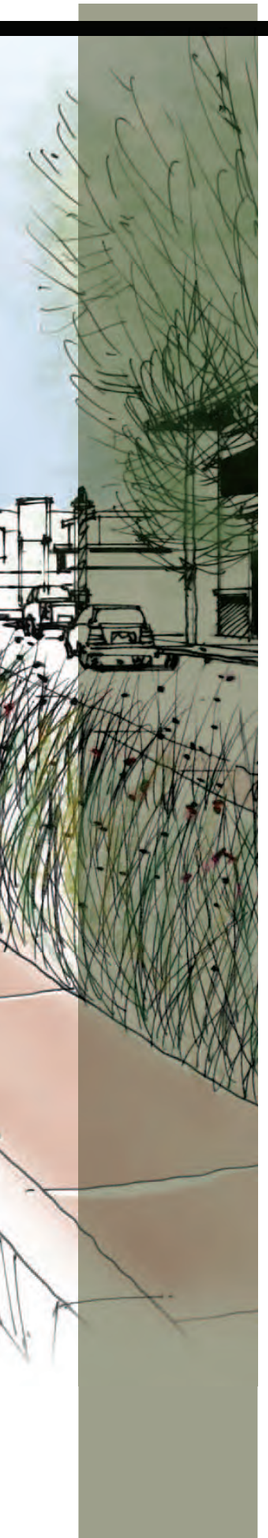
Current zoning fronting the North Avenue corridor is predominantly C-1: Light Commercial. Under this classification the primary uses allowed are retail, office and services, with a maximum building size of 80,000 square feet, and a maximum density of 24 dwelling units per acre. Under this zoning, outdoor storage and display are limited to the rear half of the lot, beside or behind principle structure, unless a CUP has been issued for such uses as auto dealers. The maximum building height is 40 feet with a minimum front setback of 15 to 25 feet. The C-1 zone district is consistent with the Growth Plan's future land use classification of commercial.

These standards and restrictions will be observed and reviewed for the optimal development and implementation strategy.

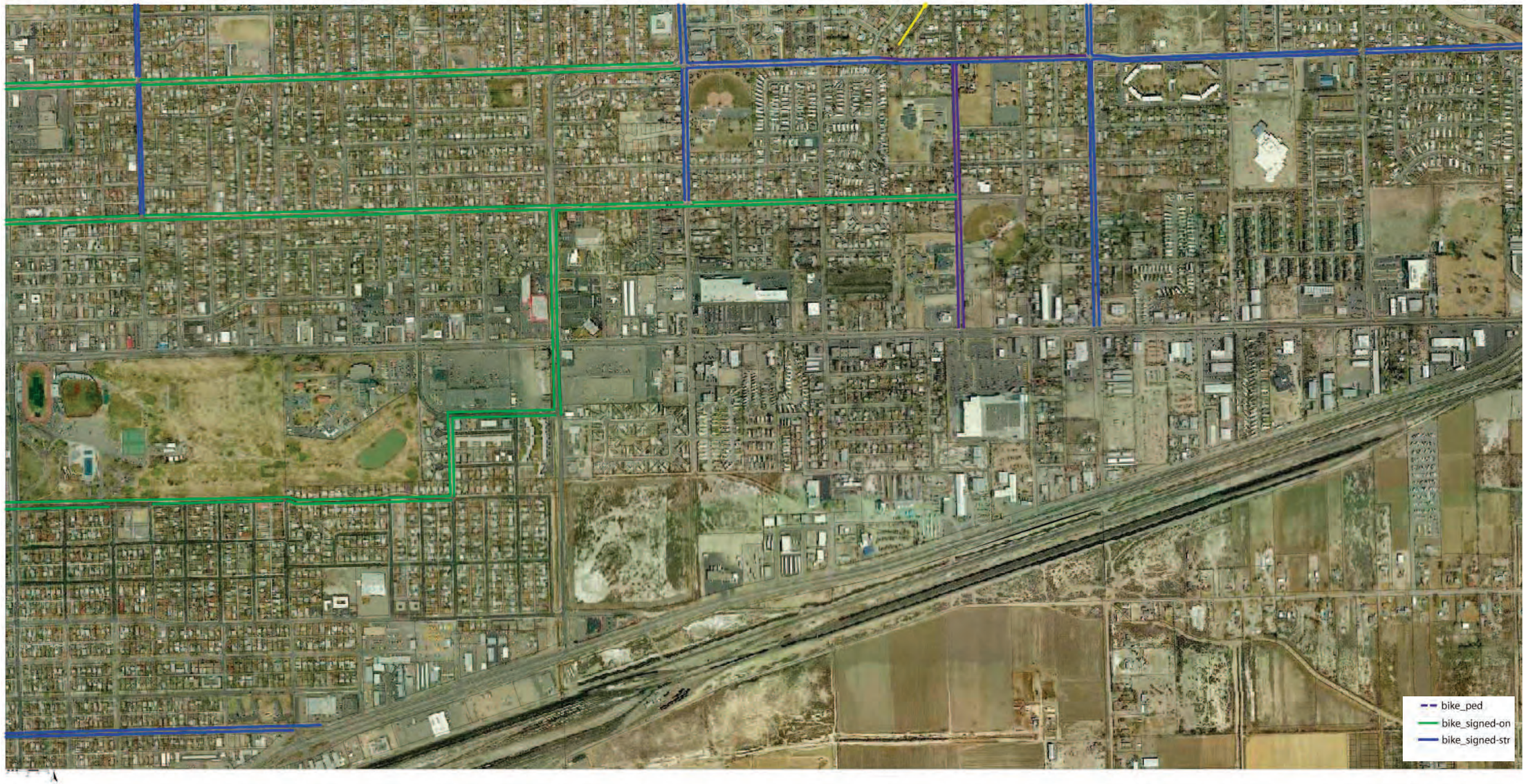


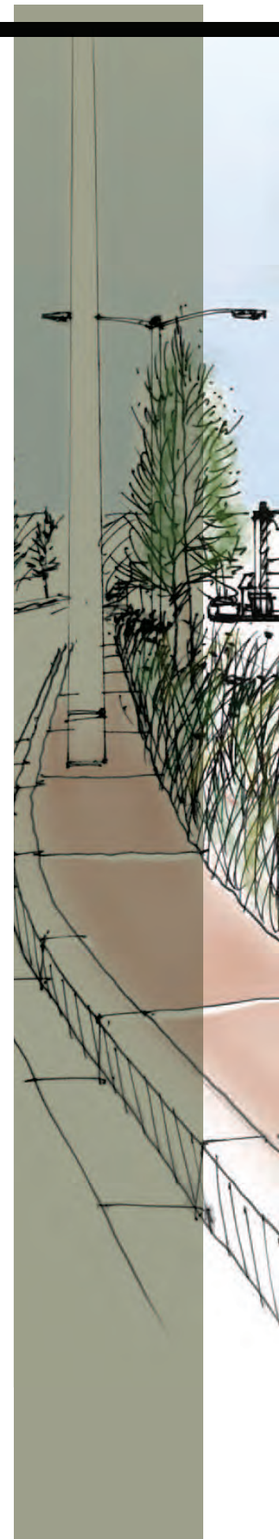


EXISTING CONDITIONS ANALYSIS - Bike Routes

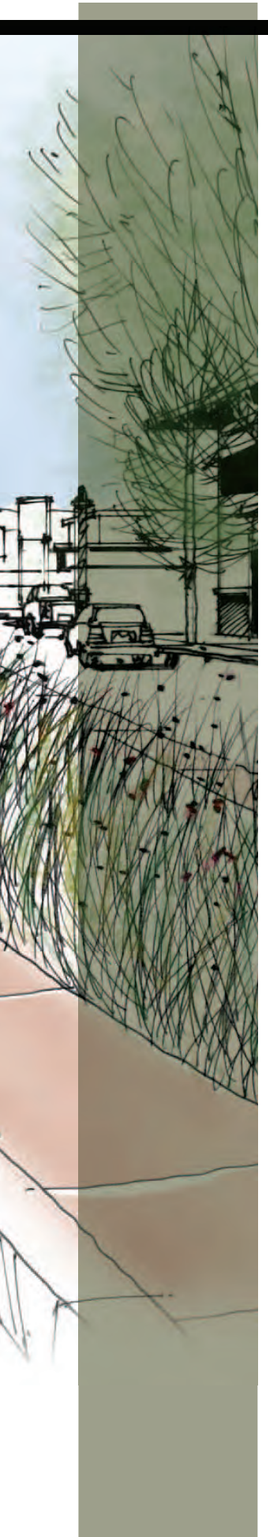


The current bike routes designated in the study area appear to provide good access throughout the surrounding neighborhood, but are fragmented in relation to the North Avenue Corridor. Designated bike routes are lacking along North Avenue and the existing conditions of sidewalks also restrict the east - west access of this corridor. As the streetscape and north - south connections are improved, the designation of additional bike routes would enhance bicycle access and mobility along the corridor.





1ST OPEN HOUSE - March 8th, 2007



The first Open House was held March 8, 2007 and notification was sent out to the surrounding property owners and tenants of the corridor study area. The EDAW team presented the land use, districtization of the corridor area and character boards to assist the public in generating comments to guide the vision of the study area.

An overview analysis of traffic and circulation for the current conditions provided guidance as to the classification, peak hours, traffic volumes, and accident history. This data allowed the EDAW team to evaluate and understand the allowable increase of traffic that would potentially be produced from the redevelopment of commercial and residential uses to the corridor.

The following boards and information were presented to the public based on the initial site analysis:

- Barriers - photographic images of the current barrier conditions found throughout the North Avenue Corridor
- Opportunities - photographic images showing the potential vision of the corridor
- Transportation & Circulation
- Market Conditions



1ST OPEN HOUSE - Barriers

BARRIERS

Extensive Roadway Width





Multiple Curb Cuts





Regional Traffic





Lack of Physical Consistency





Streetscape Theme







Safety (Pedestrian / Bike)







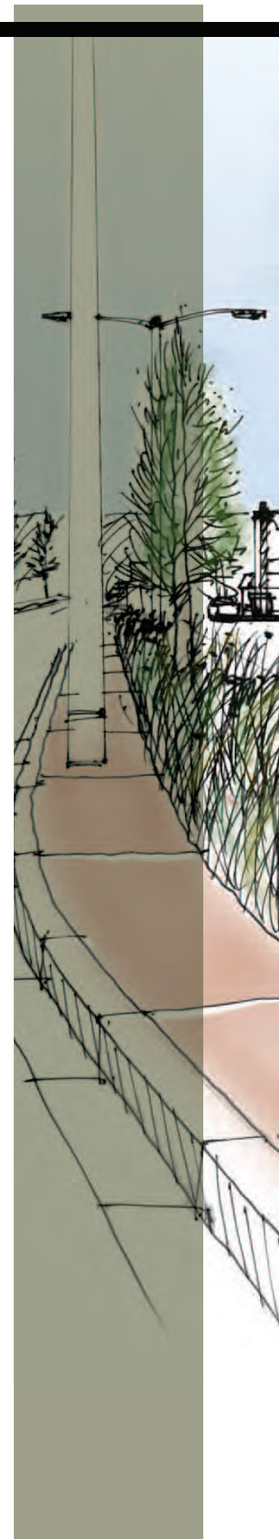
Walkability



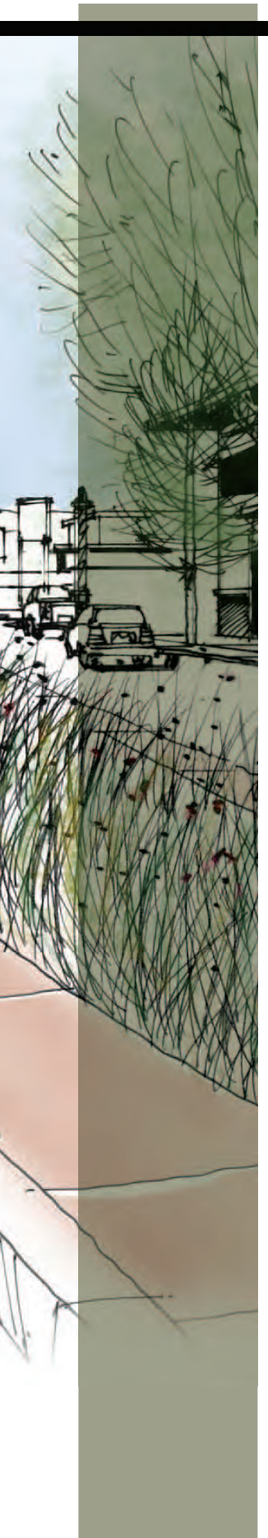


Tools to Solicit and Capture Private Investment

Lack of Central Attraction / Destination / Landmark



1ST OPEN HOUSE - Opportunities



OPPORTUNITIES

Festivals / Events





Student Uses (after 5PM)
Functions and Uses









New Housing
- All Income Levels

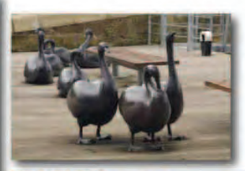






Create Pedestrian / Bike Environment
- Connections







Civic Spaces



Lifestyle Activities









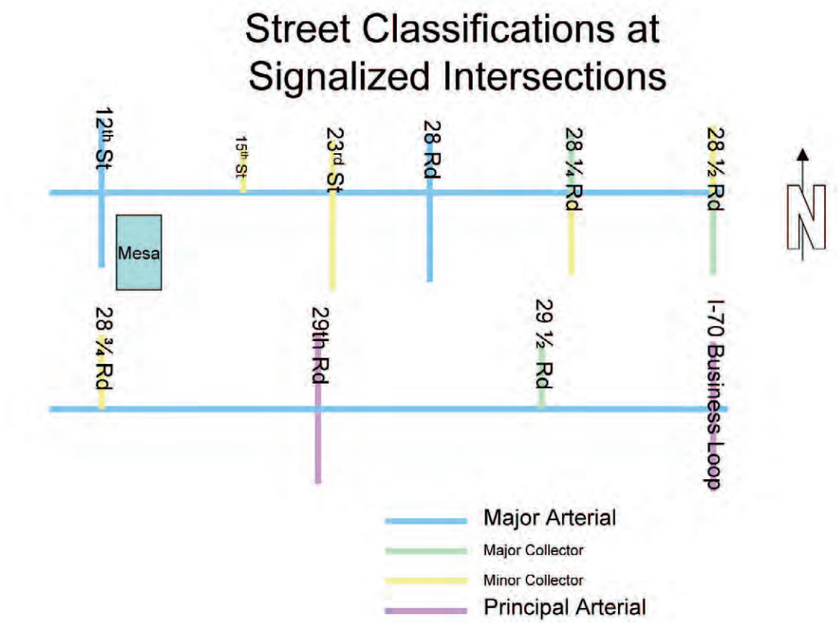
Scale
- Breakdown of Linear Corridor

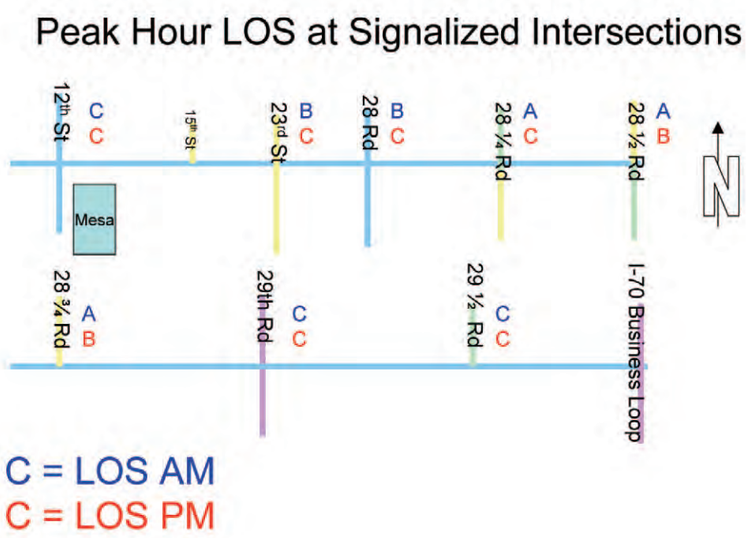
Infill
- Redevelopment to Meet Local Needs

Transportation Analysis of Conditions

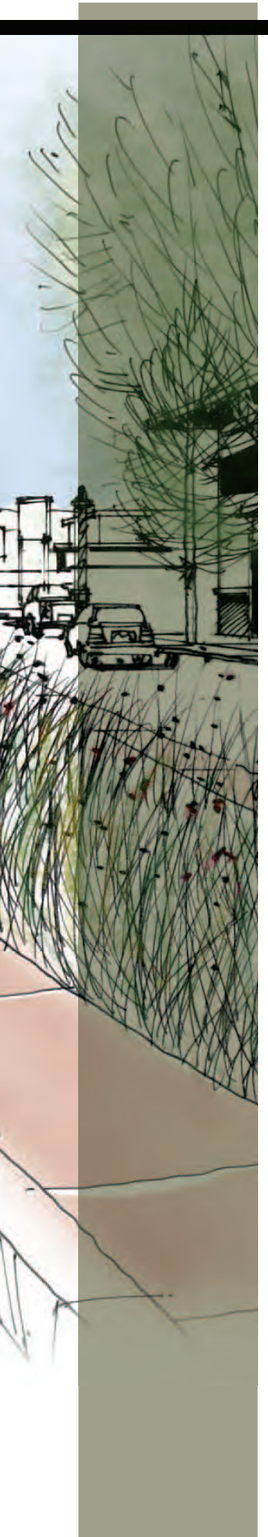
Based on data collected by both the City and CDOT, average daily traffic volumes on North Avenue range from 33,400 in the vicinity of 15th Street to 21,200 in the vicinity of 29 ½ Street. On average, the peak hour of traffic represents approximately eight percent of the daily traffic. In the AM peak hour, 58 percent of the traffic is westbound and 42 percent is eastbound. In the PM peak hour, 46 percent of the traffic is westbound and 54 percent is eastbound.

To determine how efficiently and effectively the existing roadway network accommodates the existing traffic volumes, all of the signalized intersections were analyzed by City staff. The results are shown as Levels of Service (LOS). Letters designate each level, from A to F. LOS A, B and C represent the intersection status as under capacity, LOS D is near capacity, LOS E is at capacity, and LOS F is over capacity. LOS D or better is the desired operating performance at signalized intersections. In all cases, each signalized intersection is currently performing under capacity during each peak hour. In addition, an urban street LOS analysis was completed. This analysis is based on average travel speeds for through vehicles on North Avenue. The results indicate that traffic on North Avenue operates reasonably unimpeded at average travel speeds and delays at signalized intersections are not significant (LOS A/B).







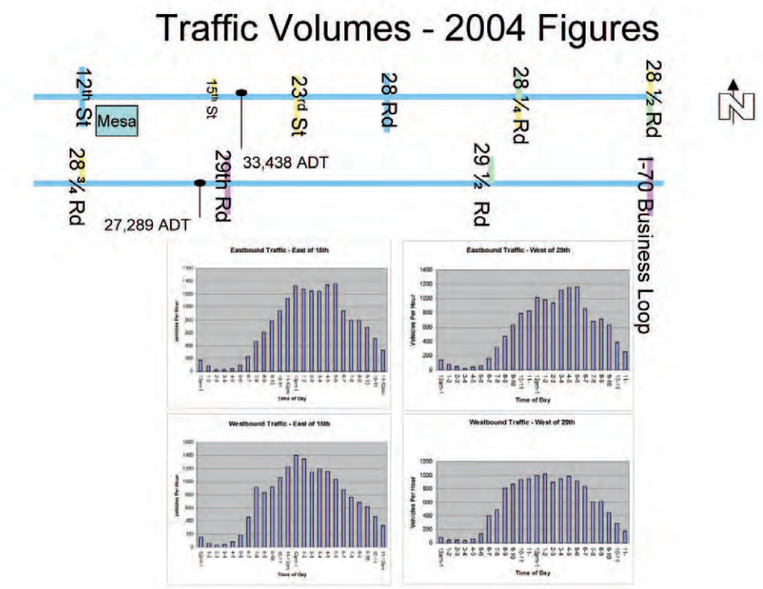


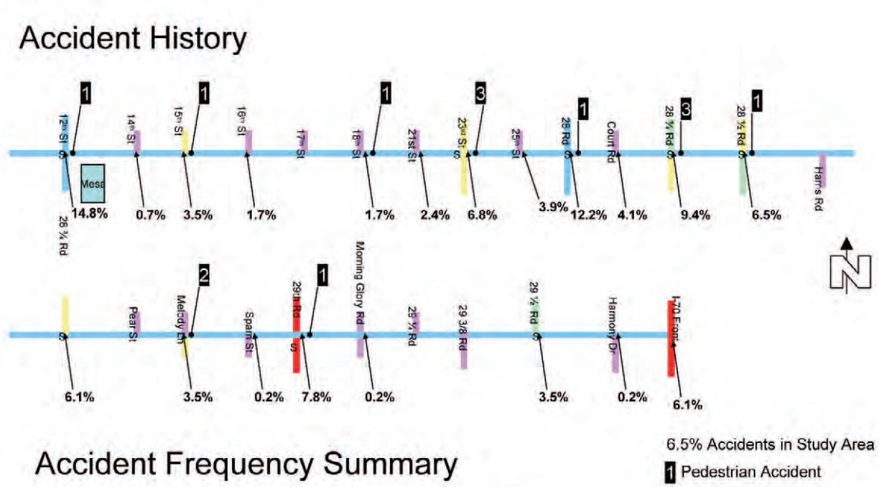
Over a three year period from 2004 to 2006, there was an average of 153 accidents per year on North Avenue. Seventy percent involved property damage only and the remaining 30 percent involved injury. There were no fatalities. Based on the daily usage of North Avenue, this number of accidents is relatively high when compared to comparable roadways throughout the state.

Approximately 70 percent of the accidents on North Avenue involve rear-end, broadside or approach-turn crashes. The rear-end crashes commonly indicate differences in vehicle speed or sudden starting and stopping. The numerous turning movement opportunities throughout the corridor provide the opportunity for broadside and approach-turn crashes.
From 2004 to 2006, there also were 14 pedestrian and 11 bicycle related accidents.

Based on the above analysis, the following can be concluded:

- North Avenue has the capacity to accommodate additional demand that may be generated from new projects in the corridor.
- As the corridor redevelops, access points should be consolidated and properly spaced to minimize conflicts, especially in close proximity to the signalized intersections.
- Pedestrian and bicycle related improvements should be provided to facilitate safer passage both along and across North Avenue.





Accident Frequency Summary

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

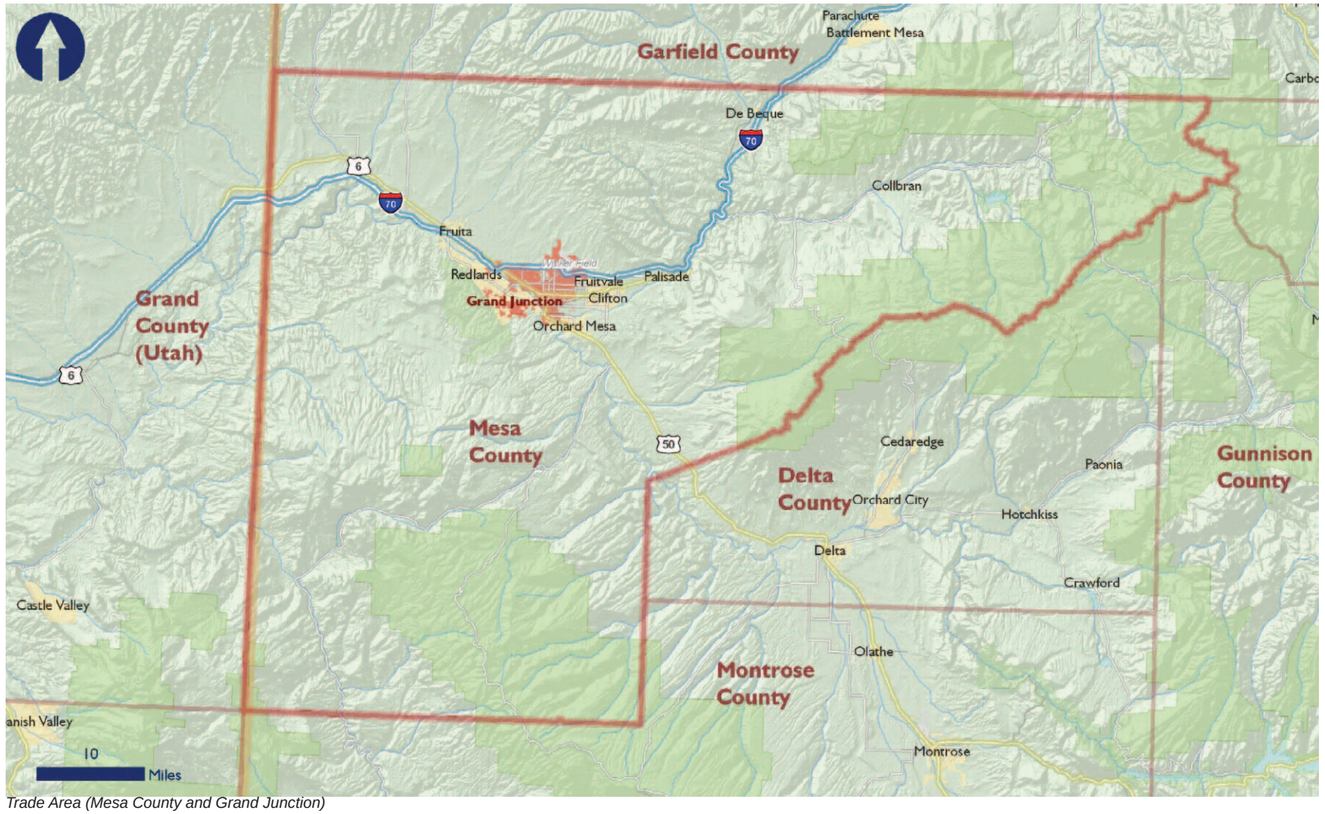
Market Analysis

Older commercial corridors are emerging as targets for revitalization efforts in cities throughout the nation. In virtually every story of success, these new redevelopments have been the result of a holistic approach which capitalizes on each segment of the project, yet positions the sum of the parts as a “place” in and for the community. Experience has proven that forming and advancing the development agenda within these corridors requires a keen understanding of the goals and aspirations of the community, the realities of the marketplace, peculiarities of the political landscape and constraints of local public / private resources. With this understanding, project advocates are then positioned to establish priorities for action that implement the vision.

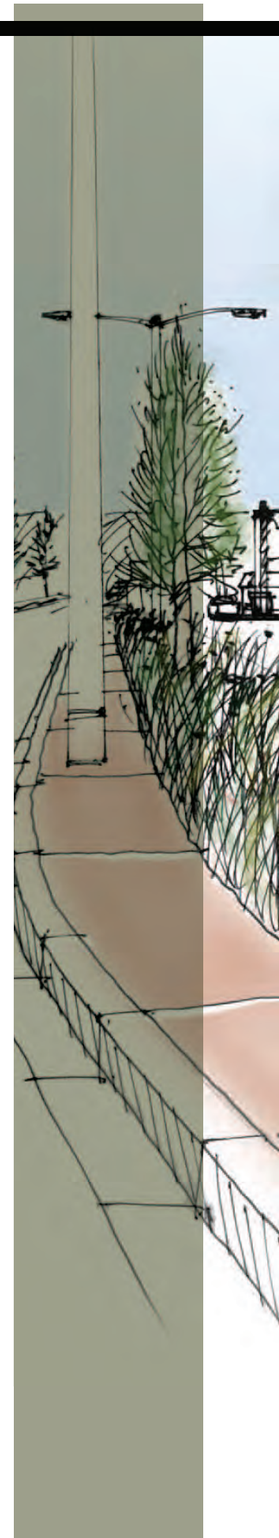
Methodology

Work completed focused on investigating physical conditions related to the North Avenue Corridor area and its environment, contiguous uses, and access and visibility from the remainder of the community and the region; as well as, economic, financial, and market conditions in the influence area (trade area) of Grand Junction and Mesa County. This was accomplished through visual inspections of the North Avenue Corridor, competitive development areas within Grand Junction, and analyses of primary and secondary data sources.

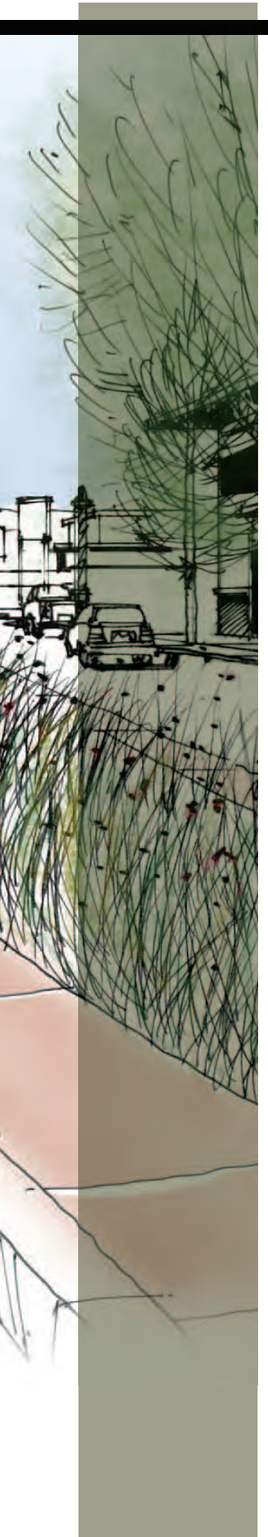
The analysis that follows has several critical components. The first includes an overview of economic and demographic characteristics that will influence the type of development and/or redevelopment that occurs in the market and specifically within North Avenue Corridor. The second presents a review of those market indicators and trends that provide an indication of the health of the market and economy, including quantified demand by land use type. The third offers a discussion about corridor-wide and node-specific redevelopment elements that present a market opportunity for the study area.



Trade Area (Mesa County and Grand Junction)



1ST OPEN HOUSE - Market Conditions



The purpose of the market analysis is fourfold:

- Provides a reality check for the land use planning component
- Ensures that recommendations are grounded in market and economic reality
- Sets stage for implementation and policy reform
- Provides an accurate and independent story to tell potential developer / investor audiences

The market analysis attempts to answer the following questions:

For each land use, we ask…

What is the market and how will it evolve?

- What is the environment today
- Trade area size & shape (should include most likely customers & competitors)
- Who's in the market (describe customer base demographics/economics)
- How will market be affected by "events" which occur over time

What is and will be the competition?

- Types of competition
- Size & performance of competitors
- Potential to leverage on-going investment and existing assets

How much demand is and will be in the market?

- Annual "absorption" (in units or square feet), projected forward

How much total market demand can the area "capture" and how?

- Given the market, the competition, & the nature of the project

How can market demand and capture be influenced over time?

- Impact of public and private events and actions



1ST OPEN HOUSE - Market Conditions

Planning city core redevelopment requires an understanding of the built environment and the people within it. The market analysis, conducted by Leland Consulting Group (LCG) and summarized herein, focused on identifying market opportunities within the region and representative influence or trade area. What the analysis showed was that ongoing and projected trade area growth provides healthy levels of market support for a range of different land use types. Characteristics of the North Avenue Corridor, in particular offer unique opportunities for targeted redevelopment. There is market demand and, with strategic public and private investment and continued policy support, North Avenue Corridor can be positioned to capitalize on niche and destination opportunities that can serve the community and region.

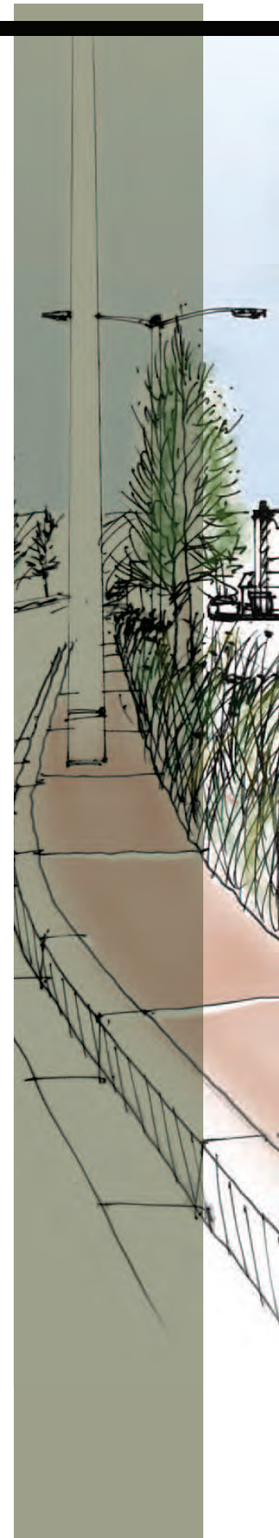
The information below presents an overview of current and future market conditions in Grand Junction and Mesa County. Since North Avenue Corridor represents a sub-market within the overall Grand Junction region (Mesa County), and, as such, will likely compete with projects from a broader influence (trade) area, indicators and conditions for both the City of Grand Junction (the City) and Mesa County (the County) were analyzed. A map of the Grand Junction Trade Area is presented on the following page.

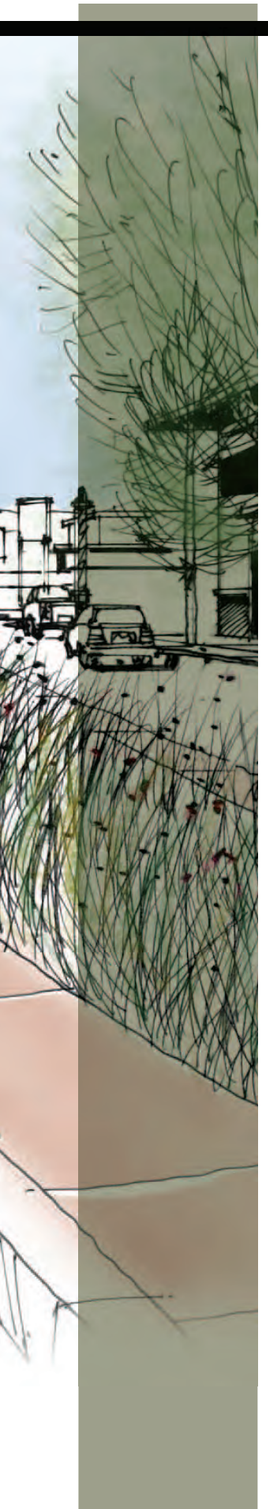
The trade area is that area from which a project (s) or area will draw the majority of its patrons (retail), residents (housing) and employees (office) – that area which will likely be a source of competition and demand. Trade area boundaries for individual store types and specific residential uses will vary from one another and may have irregular shapes as they are influenced by the following conditions:

- Physical barriers
- Location of possible competition
- Proximity to population/employment concentrations
- Zoning
- Market factors
- Drive times, spending

Experience has proven that effective place-making (including revitalization of a key arterial corridor) can increase market shares and draw from larger than traditional trade areas, such as the greater Grand Junction region. For this reason, as well as for simplicity of interpretation and presentation, all market demand in this analysis is shown for either the City of Grand Junction or for Mesa County overall, with North Avenue's attainable market share or "capture" shown as a percentage of this total demand.







Economic & Demographic Indicators

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following tables and exhibits highlight those trends expected to affect development demand within the Grand Junction area over the next ten years.

Household & Employment Growth

Grand Junction is the only major metropolitan area on Colorado's Western Slope and as such is a regional trade and service center for much of western Colorado and eastern Utah. Over half of the area's employment base is concentrated in four industries – Retail Trade, Health Care, Leisure & Hospitality, and Government. The share of Mesa County jobs in the manufacturing sector is about equal to the state average but the local economy also draws substantial support from tourism and spending from relocated retirees. The mining sector's influence on the local economy has rebounded in recent years with renewed exploration for natural gas in the Piceance Basin. While mining now represents just 2.9 percent of local workers, it has accounted for 30 percent of the jobs added since 2002 in Mesa, Garfield and Rio Blanco counties.

Strong economic activity, led by the energy sector, together with climate, scenery and other quality of life advantages, is driving robust population and household growth in the Grand Junction region. ESRI (a census-based demographic data provider) projects 2.25 percent annual growth in households for Grand Junction and 2.47 percent growth for Mesa County over the next 5 years. The state demographer projects a 2.25 percent annual growth rate for the county from 2006 to 2016. Real growth in the area has exceeded these rates in recent years due to regional energy-related expansion. To reflect enhanced near term growth, leveling off somewhat in the longer-term, LCG forecasts a blended household growth rate of 2.5 percent annually over the next 10 years. This household growth is slightly higher than the projected population growth rate due to an assumption of gradually decreasing household sizes.

Western Colorado and the Grand Junction area in particular are experiencing robust employment growth driven by a strong energy sector. Statewide unemployment in May of 2007 was 3.3 percent, versus just 2.7 percent in Mesa County. In the past 12 months ending in May 2007, Mesa County's employment base grew by 4.0 percent to 74,393 jobs – almost double the healthy 2.1 percent growth rate statewide over the same period. The Colorado Department of Labor and Employment forecasts statewide annual job growth of calls for from 2004 to 2014 calls for just over 2.1 percent, versus just almost 2.8 percent for Mesa County. Based on these sources, LCG projected 2.8 percent annual employment growth through 2016 for the Grand Junction Trade Area.



Household & Population Characteristics

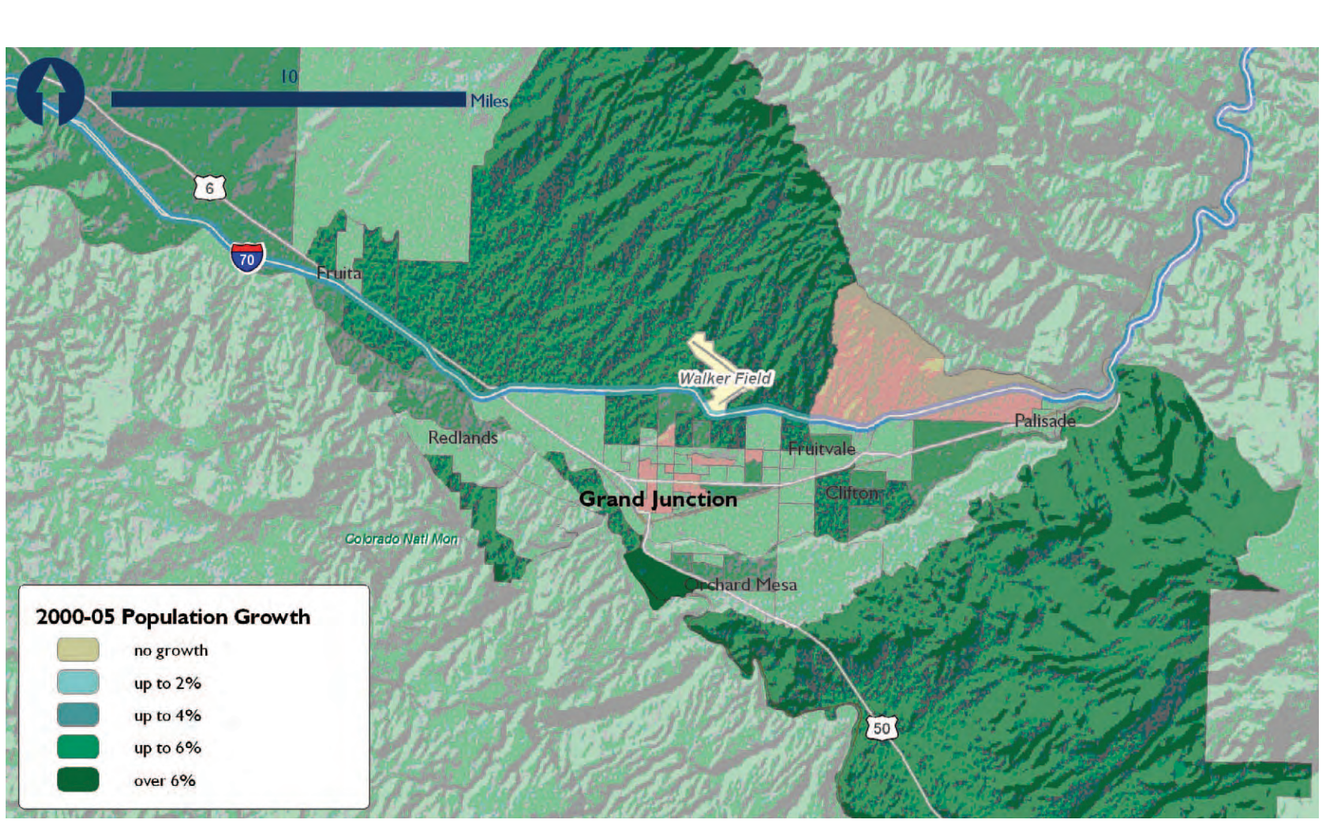
Demographic characteristics for Grand Junction Trade Area households are summarized in the tables below. Note that for this comparison, the "North Avenue Area" is defined as Grand Ave. to Orchard Ave, 7th Street to 30 Road.

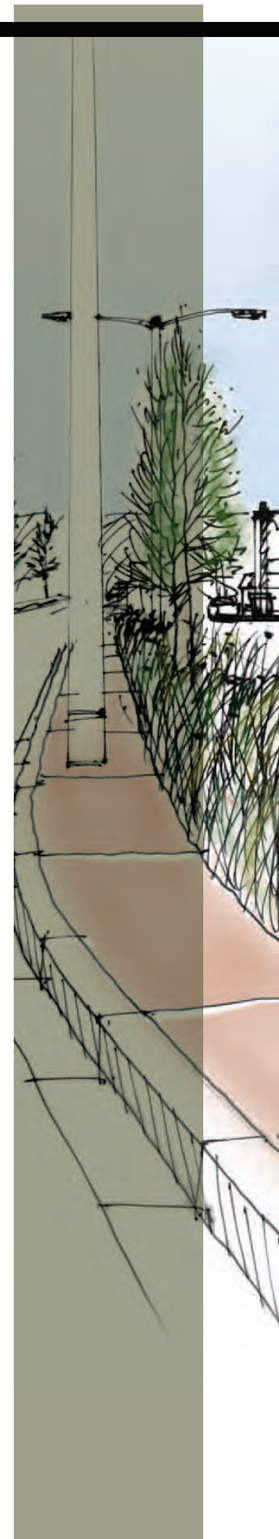
Household Growth

	North Ave Area	Grand Junction	Mesa County
2000 Households	5,405	17,865	45,823
2006 Households	5,548	19,999	53,065
2011 Households	6,082	22,538	60,161
2006 - 2011 CAGR	1.85%	2.42%	2.54%

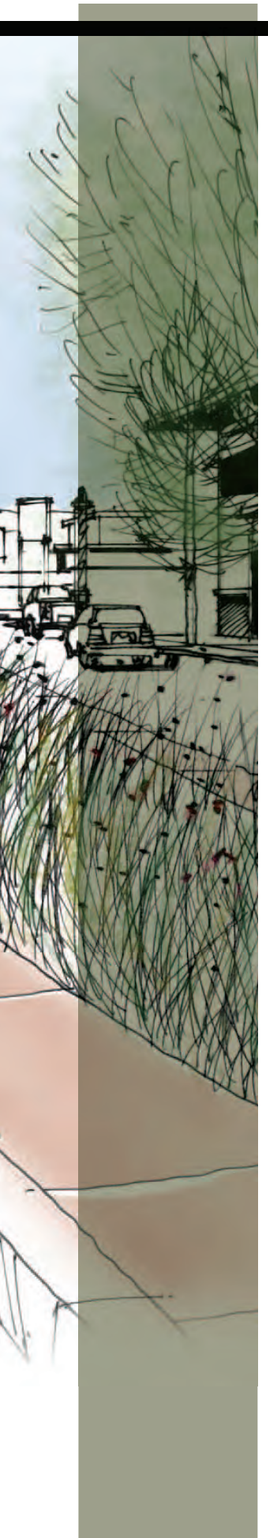
While the North Avenue vicinity is growing more slowly than the City of Grand Junction and Mesa County – a phenomenon common to older central urban areas – it is still growing at a healthy rate. Grand Junction has 37 percent of Mesa County households, and the North Avenue area has just less than one-third of Grand Junctions households.

The map illustrates the distribution of recent household growth in the Grand Junction area, showing, as in many comparably sized cities, clusters of growth towards the fringe and relatively slow growth in the central city.





1ST OPEN HOUSE - Market Conditions



Household Characteristics

	North Ave Area	Grand Junction	Mesa County
Pct. Non-family	47%	41%	31%
Household size (2006)	2.20	2.25	2.47
% 1 & 2 Person Households (2000)	44%	31%	23%
2006 - 2011 CAGR	69%	70%	63%

Like the immediate North Avenue vicinity, the city of Grand Junction has households that are smaller, more likely to rent, and more likely to be non-family in nature, versus households in the county overall.

Ethnicity (2006)

	North Ave Area	Grand Junction	Mesa County
White Alone	87%	91%	91%
Black Alone	1%	1%	1%
Asian/Pacific Alone	1%	1%	1%
Other/Multiple	10%	8%	7%
Hispanic Origin	16%	13%	12%

The North Avenue area is slightly more ethnically diverse than the city and county as a whole, with 16 percent of the population of Hispanic origin, up from 14 percent in 2000.

Population by Age (2006)

	North Ave Area	Grand Junction	Mesa County
0 to 24	39%	31%	33%
25 to 34	17%	13%	12%
35 to 44	11%	12%	12%
45 to 54	12%	15%	16%
55 to 64	8%	11%	12%
65+	13	18%	15%
median	30.4	40.8	39.8

Grand Junction has a significant senior population, drawn to the area primarily for its climate. While the city and county have similar age distributions, the North Avenue vicinity has a significantly younger profile. This is due in part to the influence of Mesa State College and somewhat younger-skewing Hispanic households in the surrounding neighborhoods.

Educational Attainment (2000)

(age 25+)	North Ave Area	Grand Junction	Mesa County
Graduate Degree	5%	9%	7%
Bachelor's	14%	17%	15%
Some College	32%	32%	33%
High School Grad.	32%	27%	30%
No H.S. diploma	18%	15%	15%

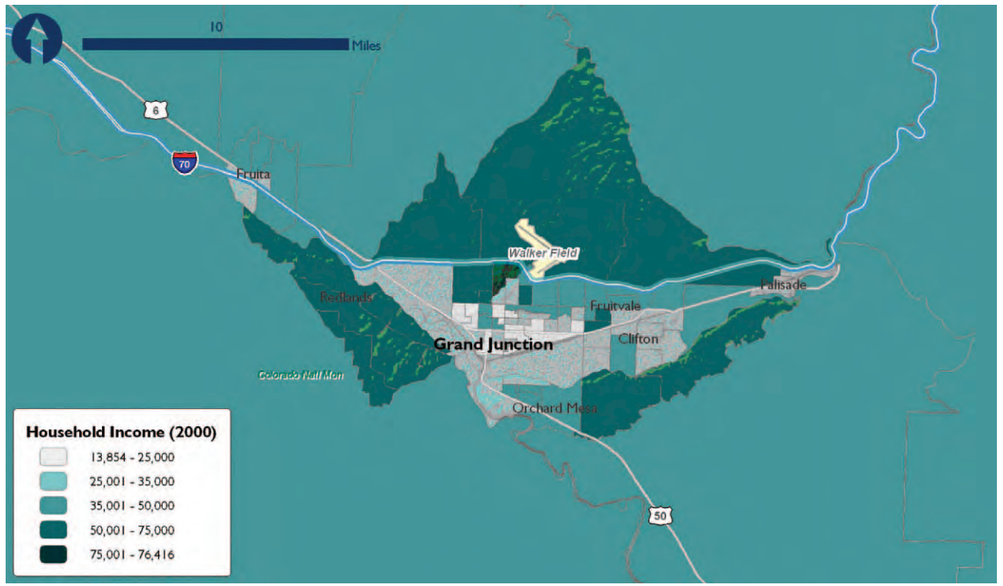
Education attainment in the North Avenue vicinity is somewhat lower than in the city overall, but more similar to the county-wide profile. Most (58 percent) of Grand Junction adult residents have attended at least some college, versus 64 percent statewide.

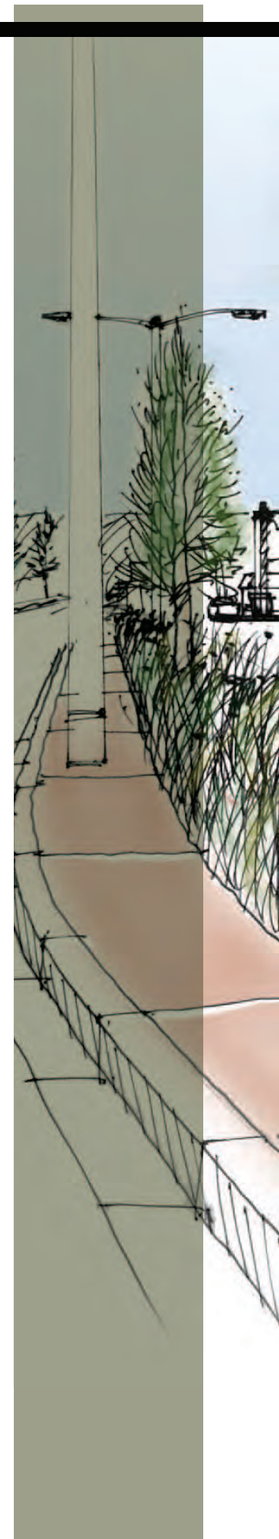
Household Income (2006)

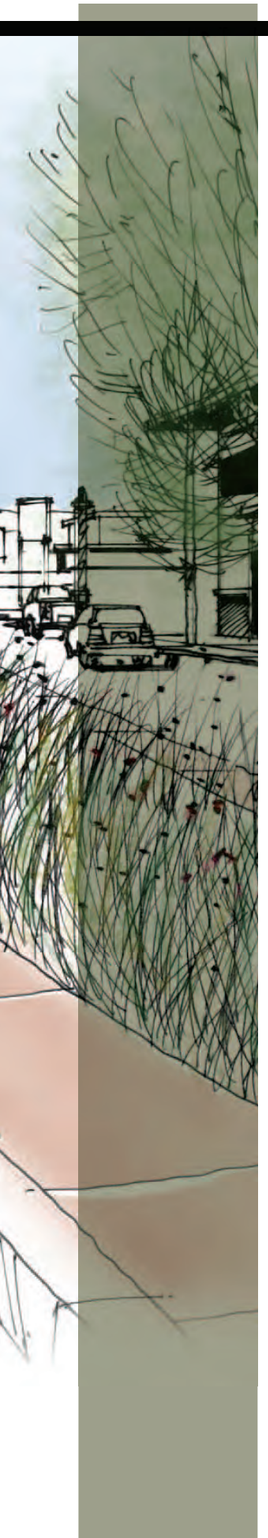
Ann. Household Income	North Ave Area	Grand Junction	Mesa County
$0-25K	40%	32%	27%
$25-35K	16%	13%	13%
$35-50K	19%	19%	19%
$50-75K	17%	18%	21%
$75-100K	5%	7%	9%
$100-150K	2	8	8
$150K+	1	4	4
Per Capita	$17,500	$23,959	$22,761
Med. Household	$35,316	$44,111	$49,249

Household incomes in the county are higher than those in the City of Grand Junction, which in turn are higher than those for the North Avenue immediate vicinity. Because household sizes are smaller in Grand Junction than the county overall, the city has slightly higher per capita incomes, however.

The map illustrates the geographical distribution of households by income in the area. Note that higher incomes are generally found toward the outer edges of the city, especially towards the north side.







Psychographics

Psychographics is a term used to describe characteristics of people and neighborhoods which, instead of being purely demographic, which measure their attitudes, interests, opinions, and lifestyles. These more qualitative descriptions are increasingly used by marketers and planners to help tailor product offerings to suit the tastes of target market segments. Residential homebuilders and commercial retail developers, in particular, are interested in understanding a community's psychographic profile, as this is an indication of its residents' propensity to spend across select retail categories. Residential developers are also interested in understanding this profile as it tends to suggest preferences for certain housing product types. The most widely used source of psychographic profiling is the Tapestry - segmentation system offered by ESRI. In the Tapestry system, each neighborhood (census block group) in the United States is assigned to one of 64 distinct lifestyle/psychographic segments.

The top Tapestry segments in Grand Junction are shown in the table below, along with a count of households represented by each segment and an index indicating how prevalent that segment locally as compared to nationally (an index of 100 would be expected given the population, while an index of 400 would be four times the national level). The segments are described in the paragraphs that follow.

Segment	Trade Area Households	Index to U.S.
Midlife Junction	3,655	731%
Prosperous Empty Nesters	2,912	791%
Great Expectations	2,341	660%
Retirement Communities	1,663	557%
Simple Living	1,575	543%
Exurbanites	1,148	235%

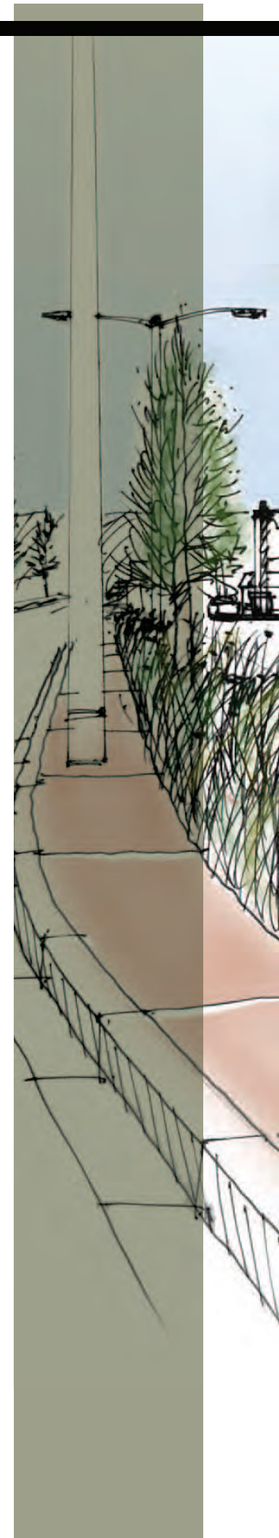
1ST OPEN HOUSE - Market Conditions

Midlife Junction communities are found in suburbs across the country. Residents are phasing out of their child rearing years. Nearly half of the households are comprised of married-couple families and 31 percent are singles, living alone. The median age is 40.5 years and the median household income is $43,600. A third of households receive Social Security benefits. Nearly two-thirds of households are single-family structures, and the remaining dwellings are mainly apartments in multiunit buildings. These residents live quiet, settled lives. They spend their money prudently and do not succumb to fads. They prefer to shop by mail or phone, from catalogs such as J.C. Penney, L.L. Bean, and Lands' End. They enjoy yoga, attending country music concerts and auto races, refinishing furniture, and reading romance novels.

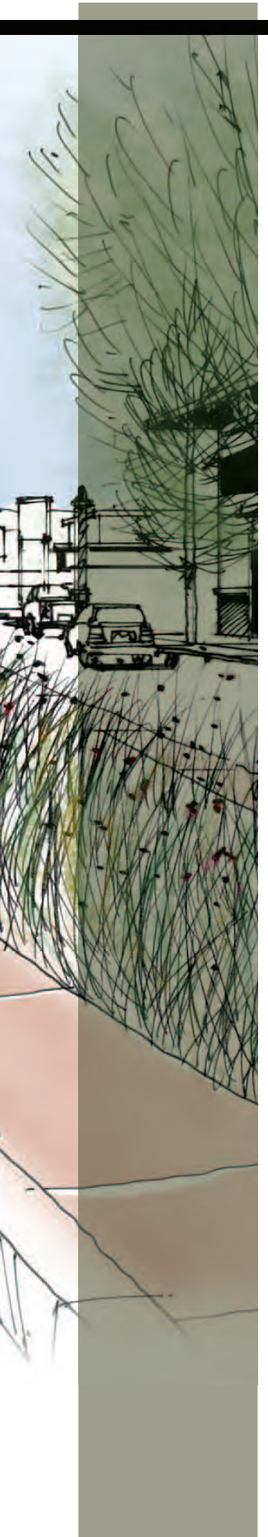
Prosperous Empty Nesters neighborhoods are well established, located throughout the United States; approximately one-third are on the eastern seaboard. The median age is 47.2 years. More than half of the householders are aged 55 or older. Forty percent of household types are married couples with no children living at home. Educated and experienced, residents are enjoying the life stage transition from child rearing to retirement. The median household income is $66,200.
Residents place a high value on their physical and financial well-being and take an active interest in their homes and communities. They travel extensively, both at home and abroad. Leisure activities include refinishing furniture, playing golf, attending sports events, and reading mysteries. Civic participation includes joining civic clubs, engaging in fund-raising, and working as volunteers.

Great Expectations neighborhoods are located throughout the country, with higher proportions in the Midwest and South. Young singles and married-couple families dominate. The median age is 33.0 years. Labor force participation is high. Manufacturing, retail, and service industries are the primary employers. About half of the households are occupied by owners in single-family dwellings, with a median value of $100,600, and the other half are occupied by renters, mainly living in apartments in low-rise or mid-rise buildings. Most of the housing units in these older suburban neighborhoods were built before 1960. Residents enjoy a young and active lifestyle. They go out to dinner, to the movies, to bars, and to night clubs. They enjoy roller skating, roller blading, playing Frisbee, chess, and pool, and attending auto races. They read music magazines and listen to rock music on the radio.

Retirement Communities neighborhoods are found mostly in cities scattered across the United States. The majority of households are multiunit dwellings. Congregate housing, which commonly includes meals and other services in the rent, is a trait of this segment dominated by singles who live alone. This educated, older market has a median age of 50.7 years. One-third of residents are aged 65 years or older. Although the median household income is a modest $45,100, the median net worth is $172,000.
Good health is a priority; residents visit their doctors regularly, diet and exercise, purchase lowsodium food, and take vitamins. They spend their leisure time working crossword puzzles, playing bingo, gardening indoors, canoeing, gambling, and traveling overseas. They like to spend time with their grandchildren and spoil them with toys. Home remodeling projects are usually in the works.



1ST OPEN HOUSE - Market Conditions

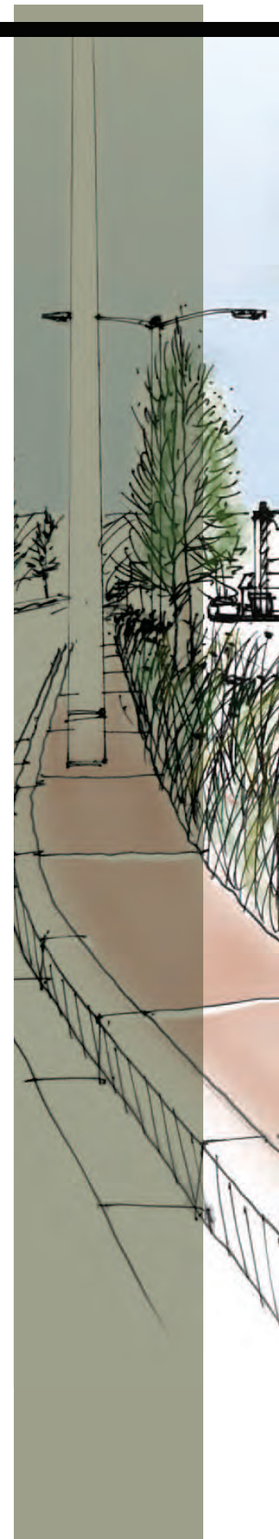


Simple Living neighborhoods are found in urban outskirts or suburban areas throughout the United States. Half of the households are singles who live alone or share housing, and 32 percent consist of married-couple families. The median age is 40.1 years. Approximately one-third of householders are aged 65 years or older; 19 percent are aged 75 years or older. Housing is a mix of single-family dwellings and multiunit buildings of varying stories. Some seniors live in congregate housing (assisted living). Fifty-five percent of households are occupied by renters. Approximately 40 percent of households receive Social Security benefits.
Younger residents enjoy going out dancing, whereas seniors prefer going to bingo night. To stay fit, residents play softball and volleyball. Many households do not own a computer, cell phone, or DVD player. Residents watch hours of TV per day, especially sitcoms and science fiction shows.

Open areas with affluence define these neighborhoods. Empty nesters comprise 40 percent of these households; married couples with children occupy 32 percent. Half of the householders are between the ages of 45 and 64 years. The median age is 43.6 years. Approximately half of those who work hold professional or managerial positions. The median home value is approximately $255,900; the median household income is $83,200.

Financial health is a priority for the **Exurbanites** market; they consult with financial planners and track their investments online. They own a diverse investment portfolio and hold long-term care and substantial life insurance policies. Residents work on their homes, lawns, and gardens. Leisure activities include boating, hiking, kayaking, playing Frisbee, photography, and bird-watching. Many are members of fraternal orders and participate in civic activities.

For North Avenue:
Of the segments described above, Prosperous Empty Nesters and Retirement Communities indicate a particular opportunity for senior-oriented residential development along the North Avenue Corridor. Such development would not need to be age-restricted, but could capitalize on pedestrian-friendly amenities, opportunities for outdoor activities and proximity to convenience-good shopping and medical facilities. The Great Expectations segment, with its relatively high proportion of renters and young couples, would be a promising target for more dense mixed-use residential and retail development along the corridor, particularly in the vicinity of Mesa State College.



Market Demand Estimates

Critical to interpreting The North Avenue Corridor's competitive position within the region is an understanding of the characteristics of land uses within a defined trade area. In order to identify potential development opportunities among these uses (given the area's competitive position and prevailing market conditions) demand estimates were prepared.

As stated earlier, because The North Avenue Corridor may have the ability to draw from a larger trade area, demand estimates by land use type were prepared for the broader region. Because of the urban nature of the corridor, residential demand is assumed to be a function of household growth in the City of Grand Junction itself, while retail and office demand is a function of growth in the county as a whole (and beyond, in the case of certain retail types). What follows is a discussion of recent and projected demand conditions for residential, retail, and office uses, along with estimates of attainable capture for redevelopment parcels within the corridor itself.

Residential

With strong residential growth over the past several years Mesa County is permitting an average of 1,430 units per year since 1999 and saw record construction of 1,589 units in 2005. There has been relatively little variation in level of construction in general, with the low point in 2001 seeing 1,253 permits issued. In part because of lower than average interest rates, multifamily construction has accounted for less than 10 percent of this total. Given that increases in energy-sector employment tends to be led by relatively itenerant single males, and that interest rates have been trending upwards, the share of rental units, especially in Grand Junction itself, should increase over time to closer to the existing overall rate of just over 30 percent.

Residential vacancy rates in Grand Junction and Mesa County are among the lowest in the state. Jim Coil Research & Consulting estimates January 2007 vacancy rates of 0.8 percent for ownership units and 2.5 percent for rental units – both well below equilibrium rates and indicative of housing shortages, especially at lower income points.

Demand for new residential units is primarily a factor of the growth in income-qualified households within a trade area. For parcels along North Avenue, this trade area is realistically restricted to growth within the municipal limits of Grand Junction. Projected trade area household growth was analyzed along with historical patterns of single- and multi-family development to arrive at an estimated average annual demand for housing in the City of Grand Junction of approximately 600 units per year over the next 10 years.

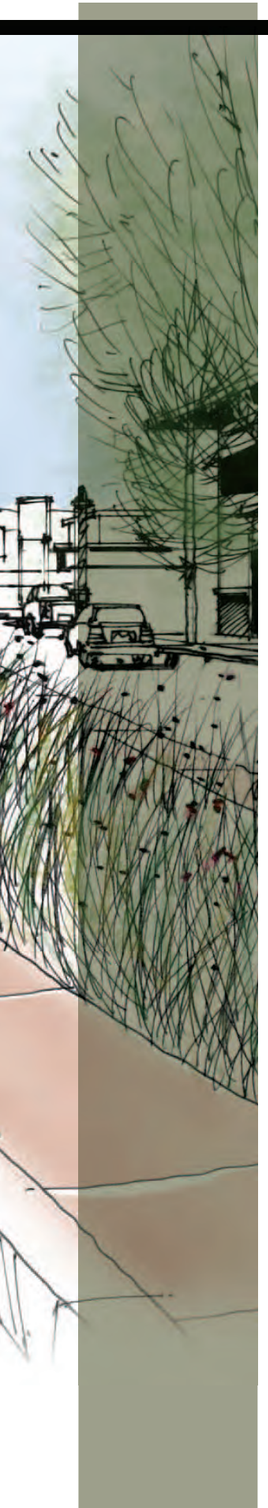
Residential Demand Analysis
Primary Residential Trade Area
Ten Year Demand Estimates

Households	2006	19,999		
	2011	22,627	Annual Growth Rate	2.50%
	2016	25,600		
	Household Growth (06-16)	5,601	Adjust for 2nd homes,	
			demolition, vacancy	7.0%
	Adjusted Unit Requirement	5,994	Pct. Renters	31%

Annual Income Range (2006 dollars)	Approx. Rent Range	Approx. Home Price Range	Current HHs in Income Bracket	New HHs by Income Bracket	Trade Area Demand from New Households (10-yr)			
					Total Units	Est. Pct. Renters	Total Rental Units	Total Ownership Units
up to $15K	up to $375	up to $75K	17%	15%	**899**	75%	674	225
$15-25K	$375 - $625	$75 to $100K	15%	14%	**839**	65%	545	294
$25-35K	$625 - $875	$100 to $150K	13%	13%	**797**	35%	279	518
$35-50K	$875 - $1,000	$150 to $200K	18%	18%	**1,049**	20%	210	839
$50-75K	$1,000+	$200 to $250K	18%	19%	**1,139**	10%	114	1,025
$75-100K	$1,000+	$250 to $350K	7%	8%	**479**	5%	24	456
$100-150K	$1,000+	$350 to $500K	8%	9%	**539**	2%	11	529
$150K and up	$1,000+	$500K and up	4%	4%	**246**	2%	5	241
Totals			*100%*	*100%*	**5,994**	*31%*	*1,862*	*4,126*

Residential Demand – Grand Junction Trade Area

1ST OPEN HOUSE - Market Demand Estimates



Approximately 1,862 units (or approximately 30 percent) of the Trade Area's 10-year demand could be in the form of rental units. Attached ownership housing (condominiums and townhomes) appears to be underrepresented in Grand Junction compared to other cities of its size. Of the 3,350 units of ownership demand for those making $15,000 and above, up to 20% could be delivered in the form of an attached product (assuming appropriate marketing) based on demographic and consumer preferences.

Assuming quality design effort, support from the city in assemblage, regulatory improvements and development incentives, the North Avenue corridor could realistically absorb approximately 200 apartment units and 140 single family attached (condo, loft, townhome, rowhome) units over the next 10 years, as shown in the following tables. Note that this represents a capture rate of roughly 17 percent of market rate (income $15,000 and up) units in the city as a whole.

Single Family Ownership Attached (townhome, condo, etc.)
10-yr. Demand and North Avenue Capture

Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand	Est. Pct. Townhome/ Condo	Townhome / Condo Demand	Attainable Capture Rate (within attached)	Attainable Subject Capture (units)
$15-25K	$75 to $100K	294	65%	191	15%	29
$25-35K	$100 to $150K	518	50%	259	20%	52
$35-50K	$150 to $200K	839	20%	168	20%	34
$50-75K	$200 to $250K	1,025	10%	102	15%	15
$75-100K	$250 to $350K	456	10%	46	15%	7
$100-150K	$350 to $500K	529	5%	26	10%	3
$150K and up	$500K and up	241	5%	12	0%	0
Totals		*3,901*	*20.6%*	*804*	*17.3%*	*139*

Multifamily Apartments
10-yr. Demand and North Avenue Capture

Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Attainable Capture Rate (within apartments)	Attainable Subject Capture (units.)
$15-25K	$375 - $625	545	15%	82
$25-35K	$625 - $875	279	20%	56
$35-50K	$875 - $1,000	210	20%	42
$50-75K	$1,000+	114	15%	17
$75-100K	$1,000+	24	15%	4
$100-150K	$1,000+	11	10%	1
$150K and up	$1,000+	5	0%	0
Totals		*1,188*	*17.0%*	*201*

Retail

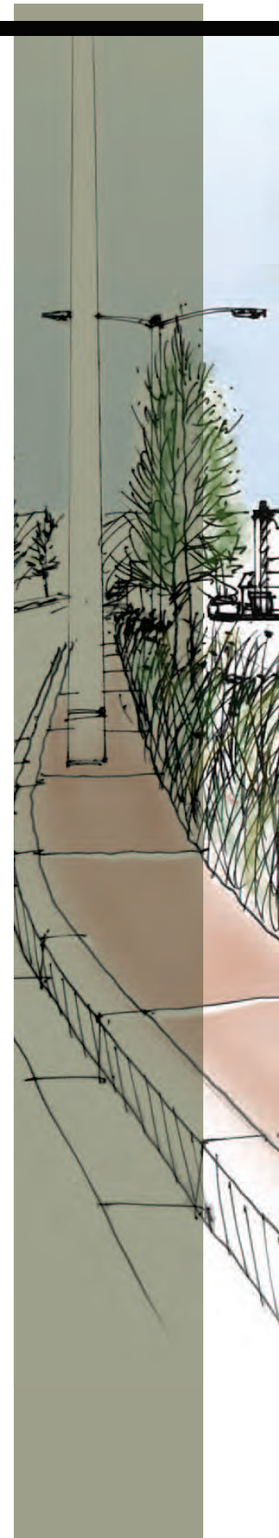
Demand for new retail space is determined by future retail expenditures by new households. This demand was determined by multiplying growth in households with that portion of household income spent on general retail purchases. An additional adjustment was made to allow for demand from space turnover and obsolescence. Because of Grand Junction's role as a regional hub, its retail inventory is supported by rooftops well beyond Mesa County itself. We estimate that for 100 square feet of store space supported by Mesa County residents, an additional 80 square feet are supported by residents outside the county. As shown in the following table, Mesa County household growth alone would support approximately 900,000 square feet of new retail demand over ten years. Adding in demand from outside the county (at varying rates depending on the category) and replacement of obsolete space (at a rate of 1 percent annually), Mesa County could see demand for a total of 1.6 million square feet of new retail space by 2017.

Assuming a 15% to 20% capture rate of Trade Area retail demand, The North Avenue Corridor could be expected to add approximately 240,000 to 325,000 square feet of new retail space (again, assuming quality design, marketing, and city support). This demand would likely take the form of neighborhood serving dining and specialty retail in the key nodes around the college and hospital, but could have a significant region-serving component in the area around the improved 29 Road intersection.

Retail Trade Area (Mesa County)
Ten Year Demand Estimates

Category	Demand from Trade Area Household Growth (s.f.)	Regional Draw Factor (Existing Surplus Pct.)	Additional Regional Demand (s.f.)	Turnover/ Obsolesence Demand (s.f.)	Total New Trade Area Demand (s.f.)
Auto Parts, Accessories, and Tire Stores	26,126	55%	14,369	11,164	51,659
Furniture & Home Furnishings Stores	52,694	50%	26,347	18,337	97,378
Electronics & Appliance Stores	22,463	20%	4,493	4,931	31,887
Bldg Mater., Garden Equip. & Supply	43,601	55%	23,981	18,434	86,016
Food & Beverage Stores					
Grocery Stores	181,671	30%	54,501	47,431	283,603
Specialty Food Stores	4,579	25%	1,145	1,100	6,824
Beer, Wine, and Liquor Stores	18,090	65%	11,758	9,686	39,534
Health & Personal Care Stores	25,431	55%	13,987	10,611	50,030
Clothing and Clothing Accessories Stores	54,871	50%	27,435	21,119	103,424
Sporting Goods, Hobby, Book, & Music	31,726	75%	23,794	23,239	78,759
General Merchandise Stores	144,546	45%	65,046	48,184	257,777
Miscellaneous Store Retailers	32,328	75%	24,246	22,891	79,465
Food Services & Drinking Places					
Full-Service Restaurants	55,470	15%	8,321	11,760	75,551
Limited-Service Eating Places	56,506	5%	2,825	11,002	70,334
Special Food Services	4,598	10%	460	955	6,012
Drinking Places	3,521	65%	2,289	1,890	7,700
New Demand in Selected Categories	758,223		304,998	262,733	1,325,954
Demand From Excluded Categories* (20%)	151,645	50%	75,822	52,547	280,013
Total New Locally Supported Demand	909,868		380,820	315,280	**1,605,967**

*e.g. entertainment, banking, prof./medical office, etc.



1ST OPEN HOUSE - Market Demand Estimates



Office

Demand for new office space is derived from two primary sources: expansion of existing industry and the relocation of new companies into the market. Employment projections by industry classification for the Trade Area were used to estimate demand over the next ten years. Assuming a 2.7 percent annual growth rate in overall employment, the analysis revealed demand for almost 1,000,000 square feet of new office space over this period. Assuming a 10 percent capture rate, the North Avenue corridor could absorb approximately 95,000 square feet of new office space over the next 10 years.

This demand could take the form of medical, educational and other primarily professional office space at key nodes along the western portions of the corridor, and could be in the form of flex office basic employment space nearer to the 29 Road junction.

Office Demand – Grand Junction Trade Area

Summary of Office Space Demand from Employment Growth
Trade Area
Ten Year Demand

	Est. 2006 Jobs	Annual Job Growth Rate	10-yr. Job Growth	Est. Pct. Office	10-yr. Office Demand from Job Growth (s.f.)	Est. Office Demand From Turnover (10-year)	Total New 10-yr. Office Demand (s.f.)
Agriculture & Mining	733	3.0%	461	35%	36,312	3,208	39,520
Construction	2,377	1.0%	249	5%	2,798	1,486	4,284
Manufacturing	2,701	1.0%	283	5%	3,179	1,688	4,868
Transportation	1,584	2.5%	444	15%	14,973	2,970	17,943
Communication	505	2.5%	141	25%	7,959	1,579	9,538
Electric, Gas, Water, Sanitary	198	2.5%	55	20%	2,496	495	2,991
Wholesale Trade	1,928	1.0%	202	5%	2,270	1,205	3,475
Retail Trade	12,218	3.0%	4,202	3%	47,274	7,637	54,910
Finance, Insurance, Real Estate	3,839	2.5%	1,075	95%	229,822	45,586	275,407
Services (Non-Retail)							
Hotels & Lodging	862	3.0%	296	5%	3,334	539	3,872
Automotive Services	666	3.0%	229	5%	2,577	416	2,993
Entertainment & Recreation	664	3.0%	228	5%	2,568	415	2,982
Health Services	10,962	3.0%	3,770	25%	212,063	34,256	246,319
Legal Services	498	3.0%	171	95%	36,609	5,914	42,523
Educ. Institutions	1,894	3.0%	651	15%	21,979	3,551	25,530
Other Services	7,391	3.0%	2,542	20%	114,382	18,477	132,859
Government	3,774	3.0%	1,298	25%	73,009	11,794	84,803
Other	13	3.0%	5	30%	306	50	356
Totals	**52,807**		**16,302**		**813,909**	**141,263**	**955,173**

Absorption Summary

The table below summarizes potential North Avenue Corridor absorption of land uses over the next 10 years.

Summary of Potential Absorption – North Avenue Corridor

10 Year Demand Summary for North Avenue Corridor			
	Level of Public Sector Support/Investment		
	none	moderate	high
Residential (units)			
Single Family Attached	?	140	200
Multifamily Apartments	?	200	300
Retail (s.f.)	100,000	240,000	325,000
Office (s.f.)	25,000	95,000	150,000

Strategy Considerations

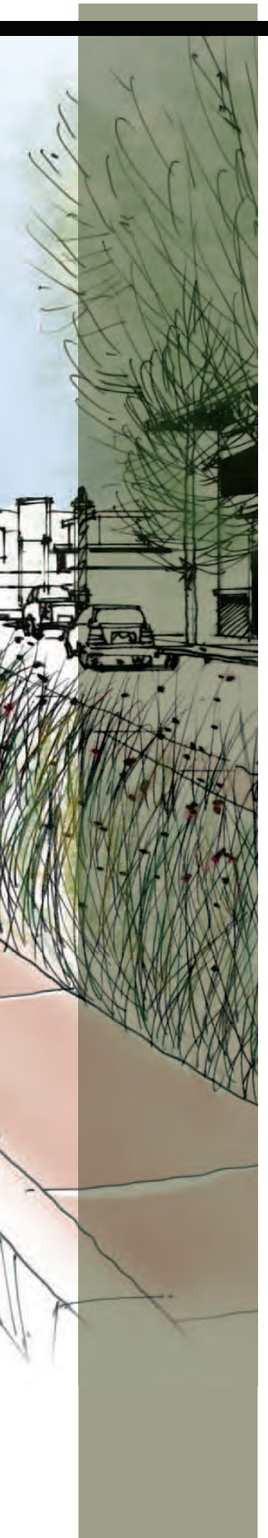
As market opportunities for residential, retail and office space in The North Avenue Corridor occur over the next 10 years, the following strategic implications should be considered:

Residential

- Trend towards town home / condo products in downtown neighborhoods
- Appeals to buyers seeking amenities without maintenance hassles
- Targets empty nesters, young professionals and single parents – the majority of downtown housing residents
- Some more affluent students (and recent students) may have interest in ownership housing near the college
- As interest rates climb, the trend may shift towards apartments -- less investment appeal, but greater flexibility and less commitment
- Conversion of vacant downtown office space into apartment and condominium residential units has been very successful in many urbanizing markets
- Open question as to whether Grand Junction has critical mass of residents with urban tastes to succeed with certain attached residential products
- Will depend heavily on design quality, experience of developer and education of community to overcome any negative attitudes about downtown living
- Investment in infrastructure, streetscape, and other pedestrian amenities also key – including investment in “soft spaces”
- College area near N. 12th Street represents a strong opportunity for vertical mixed use including both ownership and rental residential
- Veterans hospital area near 23rd Street has opportunity (with relocation of some big box retail) for mixed use including senior-oriented housing and even extended stay lodging targeting hospital patients and their families
- Workforce housing price points should be in strong demand throughout the corridor



1ST OPEN HOUSE - Market Absorption



Retail

- Levels of retail demand suggest support for a range retail product types
- Greatly enhanced connectivity around 29 Road will lend support to some regional retail – not mall scale, but two to three medium to large box tenants with pads and in-line complements
- Neighborhood-supporting services, dining (both limited and full-service) and specialty retail -- in a mixed-use urban environment – could make sense over time around nodes to the west
- Ground-floor retail with office and attached residential above would add overall pedestrian appeal and be mutually supporting

Office

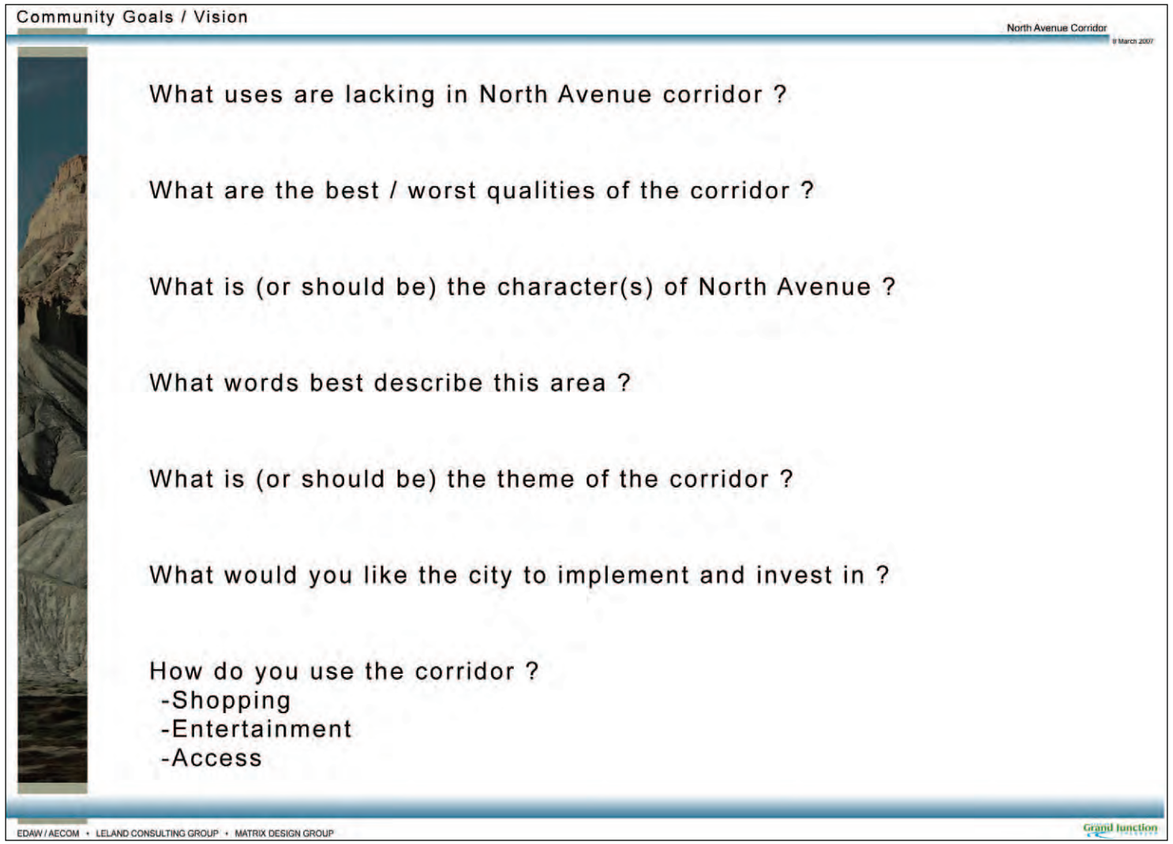
- Major office development anywhere in Grand Junction carries the boom-bust risk
- Professional, medical, education and other small floor-plate office tenants could be attracted to coordinated developments on the west side of the corridor
- Sites further east along the corridor are more amenable to flex office and other employment-generating uses

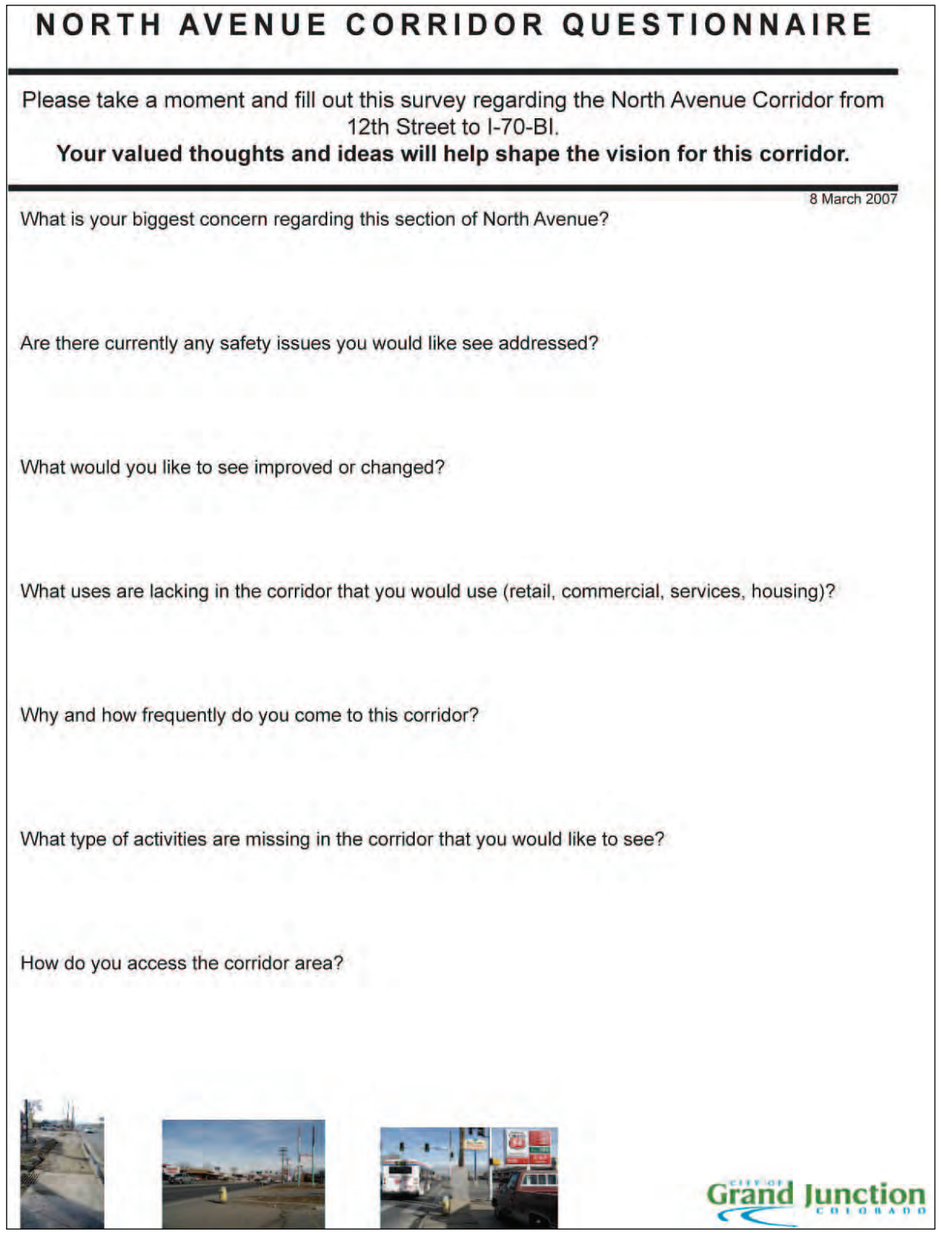
Mixed-Use

- For new construction, three to four-story densities (in appropriate locations), at a human scale, with streetscaping and a mix of uses, would create a more user-friendly experience for:
- Employees
- Prospective residents
- Visitors
- Shoppers

1ST OPEN HOUSE - Public Comment Summary

In order to obtain the most information from the public during the open house, the following board and questionnaire were used. The EDAW team along with City staff collected commentary on the boards and concepts presented. The public was able to comment directly and were asked to also fill out the questionnaire in order to obtain the best guidance and direction for the project.





NORTH AVENUE CORRIDOR QUESTIONNAIRE

Please take a moment and fill out this survey regarding the North Avenue Corridor from 12th Street to I-70-BI.
Your valued thoughts and ideas will help shape the vision for this corridor.

8 March 2007

What is your biggest concern regarding this section of North Avenue?

Are there currently any safety issues you would like see addressed?

What would you like to see improved or changed?

What uses are lacking in the corridor that you would use (retail, commercial, services, housing)?

Why and how frequently do you come to this corridor?

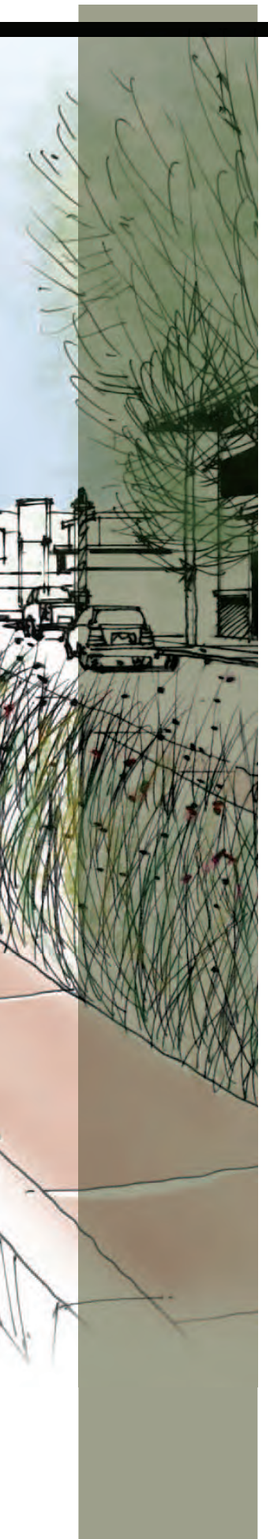
What type of activities are missing in the corridor that you would like to see?

How do you access the corridor area?

Grand Junction COLORADO



1ST OPEN HOUSE - Public Comment Summary



The Open House served as a workshop where the public was able to discuss with the EDAW team and City Staff items of concern as well as their desires for the improvement of the North Avenue corridor. The following list presents the primary items expressed by the public.

NEIGHBORHOOD CONCERNS:

Aesthetics
Safety
Impact of Development on Neighborhood
Homeless Shelter
Current Lack of Identity
Financial Impact to Business
Incentives
Loss of Neighborhood Identity
Illicit Activity
Dark Sky / Environmental Practices

ISSUES:

Homeless Shelter
Trailer Parks
Undesirable Residential Homes / Lots
Cruising of Large Empty Parking Lots
Fence Height of Golf Park
Bus Stop Locations
North Access to Patterson
Right Turns
New Medians
ADA Accessibility

DESIRED IMPROVEMENTS / CHANGES:

Sidewalks
Landscaping
Traffic / Crossing at 12th Street
Signage
Ditches
Overhead Utilities
Access to Business (Vehicular and Pedestrian)
Bike Paths
Senior Affordable Housing
Consolidate Curb Cuts

USES LACKING:

Retail Anchor
Neighborhood Serving Retail
Quality Sit-Down Restaurants
Affordable Quality Housing
Mixed Housing Opportunities
Quality Senior Housing Near Amenities
Quality Grocer
Quality Hotel
Entertainment (After 5) Opportunities







1ST OPEN HOUSE - Public Comment Summary

The following document reflects the summary information attained at the first open house workshop. It includes the summary information from all of the public commentary received verbally and written. All of this information will help guide the approach scenarios of the potential districts and implementation strategies that the North Avenue corridor could take.



OPEN HOUSE

Initial Open Session at City Offices: Greg Palmer (Council Member), Kathy Portner, Scott Peterson, David Thornton, (City of Grand Junction), Ted Kamp (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)

Date: March 8, 2007 Time: 1:00 PM

Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01

Subject: Open House

Council Session Comments

- Consistency in theme to consider for entire corridor.
- Maintain viable east – west traffic corridor use.
- Linkage of bike paths and sidewalks to the surrounding neighborhood to create a more walkable and bike friendly community.
- How is development initiated, what are the catalyst projects?
- Cultural aspect should be maintained along the corridor, ie: art, history of area, 1st – 12th original square mile.
- Identification of neighborhoods to the corridor and their presence and representation on the corridor needs to be strengthened.
- The 29th Street connection will change and affect the districts with a retail focus.
- Current zoning could lead to further heavy commercial uses unless identified and changed.
- Indian wash canal could potentially be a significant identity.

Public Open House 4:30pm - Compiled Comments

Public Attendance 44

Concern Regarding North Avenue

23 Aesthetics
20 Safety
16 Impact to Neighborhood (primarily related to the homeless shelter)
12 Lack of Identity
5 Financial Impact to Business (drive thru only – corridor not used for destination to local businesses)
5 Incentives
4 Illicit Activity
2 Loss of Identity
1 Dark Sky Compliance

Current Safety Issues to be addressed

15 Homeless Shelter
5 Trailer Parks
5 Infill
3 Large Assembly of Lots
3 Golf Fence Height (errant balls to R.O.W)
1 Undesirable Residential (mobile homes)
1 North Access to Patterson
1 Bus Stops
1 Right Turns
1 Pedestrian Crossings (primary concern at 12th intersection with students)
1 New Medians
1 ADA Access

Items to Improve or Change

30 Sidewalks (landscaping)
10 Traffic Congestion (specific to students crossing at 12th)
9 Signage
9 Bus Stops / Transportation
8 Traffic Lights
7 Ditch – Visual / Physical Hazard
6 Overhead Utilities
5 Violence
4 Access
4 Include Bike Paths
2 Remove Vacant Buildings
2 Drag / Cruise Street
1 Install Round-About
1 No Round-About
1 Senior Affordable Housing
1 Consolidate Curb Cuts
Landscape
Medians Improvements / Trees
Remove Trailers / Mobile Homes

Uses Lacking

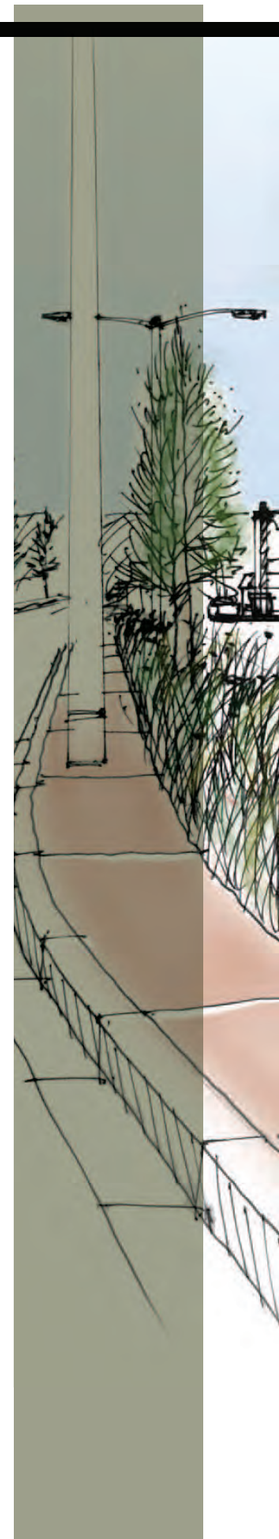
10 Retail Anchors
2 Commercial
10 Quality Sit-down Restaurants
2 Services
9 Affordable housing
2 Housing
1 Mixed Housing
5 Quality Hotels
4 Medical Office
4 Open Space / Civic Space
2 Car Wash
2 Entertainment
2 Quality Grocery
1 Human Services
1 Festivals
1 Water Feature
1 Parking

Current Use of Corridor by Open House Attendees

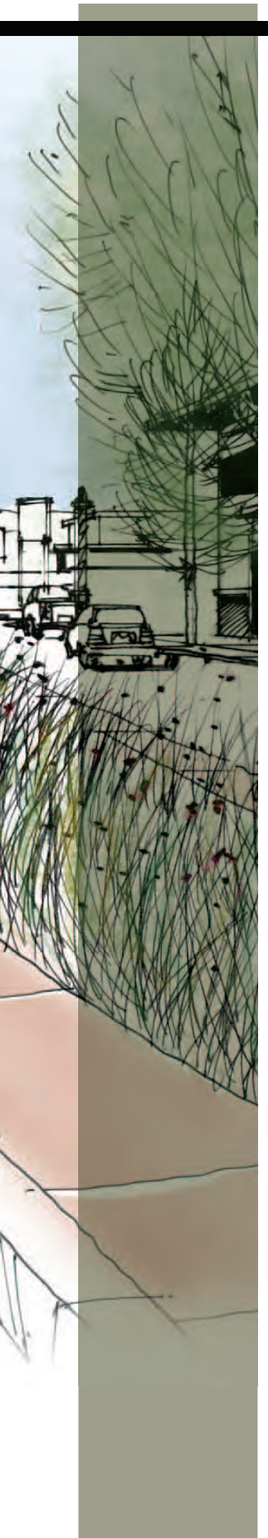
16 Shopping
14 Work
12 Services
5 Avoid Corridor
3 Transportation Only

Individual Access of Corridor by Open House Attendees

29 Private Vehicle
3 Walk
2 Bike
0 Bus



APPROACH



The first Open House provided the team with insight on the public priority goals and expectations for the project. (See Open House Notes) The Team proceeded with preparation of three alternative plans.

Common features carried through the alternative plans:

- Senior Housing
- Residential Multi-Family
- Grocer
- Big Box Retail
- Hotel
- Civic

The unique features within each alternative include:

- Student District
- Entertainment District
- Residential Apartments
- Regional Retail
- Neighborhood Retail
- Lifestyle Center
- Light Industrial



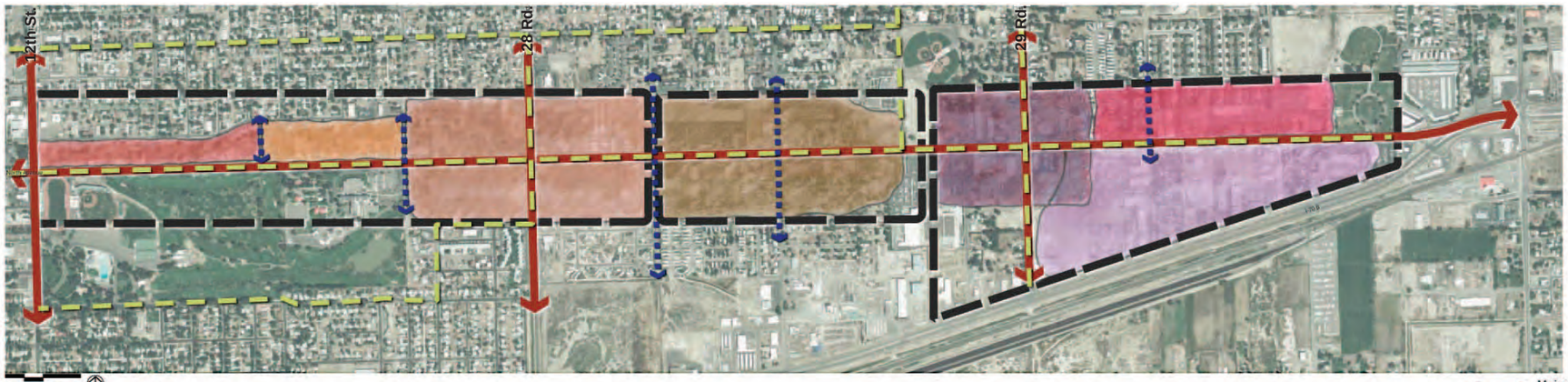
Following are three alternatives presented illustrating the proposed districts and their connections to the surrounding neighborhood. These boards depict potential uses (commercial, residential, office, etc.) in three alternative layouts along with character images to depict that portrayed potential building mass and architectural character style.



APPROACH - District Alternative 1

The predominant elements of this alternative are:

- An Entertainment District in proximity to the students at Mesa College
- A Public Civic Open Space in correlation with Senior Housing, Grocer and a Hotel to create a focus at the intersection of 28th Rd.
- A high concentration of Office acts as a transition to the Regional Retail uses
- The Regional Retail would be a focus for the intersection of 29 Rd. serving as a retail gateway for higher intensity Big Box Retailer on the north and a Light Industrial Park to the south.



Student Housing
Retail
Entertainment








Senior Housing
Grocery
Hotel
Civic





Office





Regional Retail



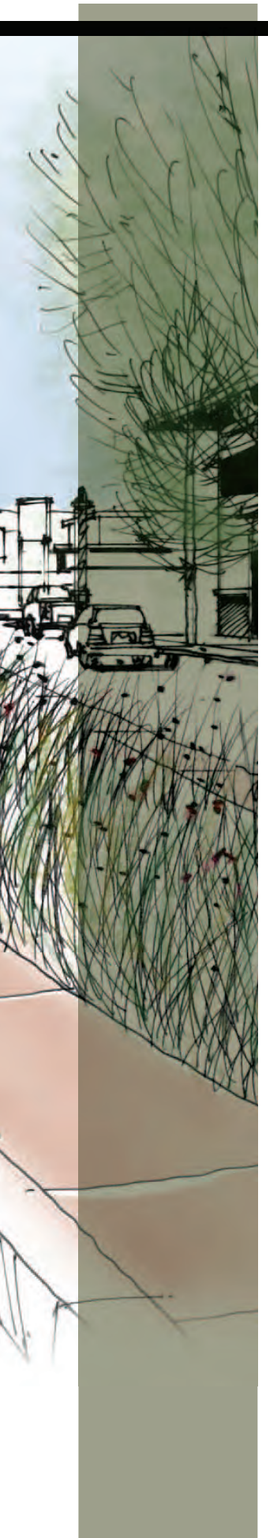


Big Box Retailer
Light Industrial





APPROACH - District Alternative 2



The predominant elements of alternative two are:

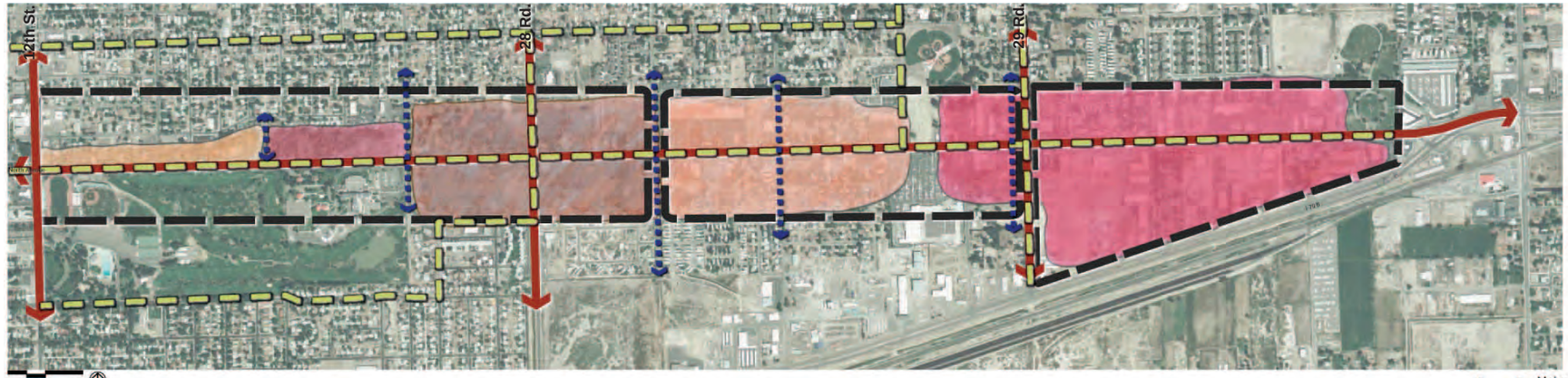
- A Neighborhood Retail Use in proximity to the students at Mesa College mixed with Residential as it continues to the east
- The 28 Rd. intersection focuses on combining Senior Housing with Retail and Grocer along with a Civic component
- Office and Residential transition the neighborhood services to the primary focus of Office and Hotel with some lighter retail uses along the 29 Rd. intersection
- The far eastern edge of the corridor places Residential uses to continue from the neighborhood on the north side and a Big Box retailer to take advantage of the southern large property area



APPROACH - District Alternative 3

The predominant elements of alternative three are:

- A Residential District near the Mesa College to transition to Neighborhood Retail uses
- The Neighborhood Retail uses would then be combined with Senior Housing, a Grocer and Hotel and minimal Office at the 29 Rd. intersection
- A Residential district would include a greater Regional Lifestyle Center component transitioning to Retail and Civic uses to establish the 29 Rd. intersection
- From the 29 Rd. intersection eastward a large Big Box district would transition to the bypass connection



Residential
Neighborhood Retail






Senior Housing
Neighborhood Retail
Grocer
Hotel
Office








Residential
Lifestyle Center





Retail
Civic



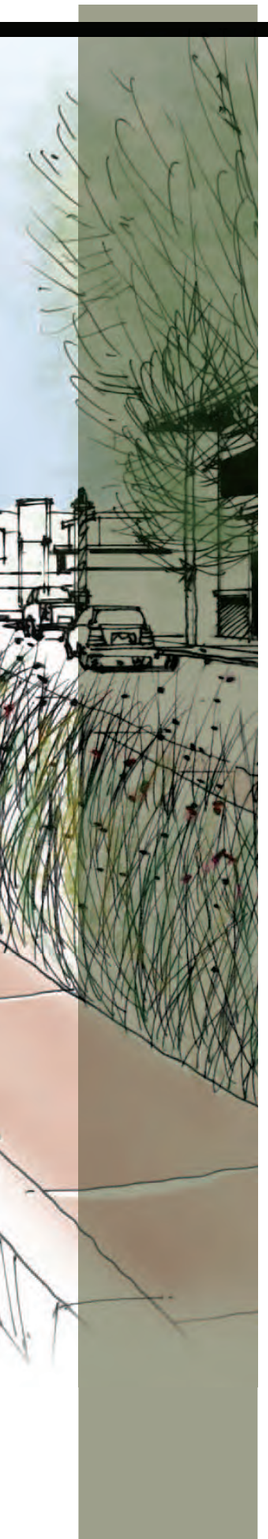



Big Box





2ND OPEN HOUSE - Preferencing Boards



During the 2nd Open House, the attending public was asked to place preferencing dots on those images which where preferred (green) and not preferred (red). These preferencing boards will help further guide the direction of one preferred alternative of districts to North Avenue.

Alternative 1 appeared to have greater preference of student housing, retail and entertainment district, as well as the senior housing and grocer. District not preferred in this alternative were the greater regional retail, big box and light industrial concepts.

Alternative 2 obtained greater preference for the more residential neighborhood and apartments rather than the larger big box and higher density apartments.

Alternative 3 again reiterates the desire from the public to have more neighborhood scale apartments rather than the larger scale apartment buildings. Again the desire for a retail and civic component that speaks to a neighborhood scale instead of a large retail component that is more regional in nature was evident.

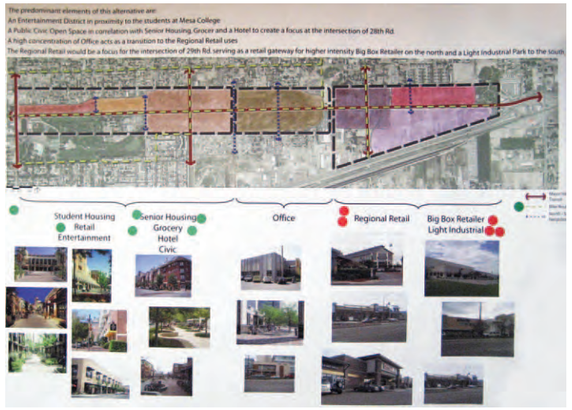
Based on this information obtained a preferred district alternative plan was created to further guide the appropriate revitalization on the North Avenue Corridor. This preferred alternative is presented in the Summary and Recommendations portion of this report.

Additional Public Comment

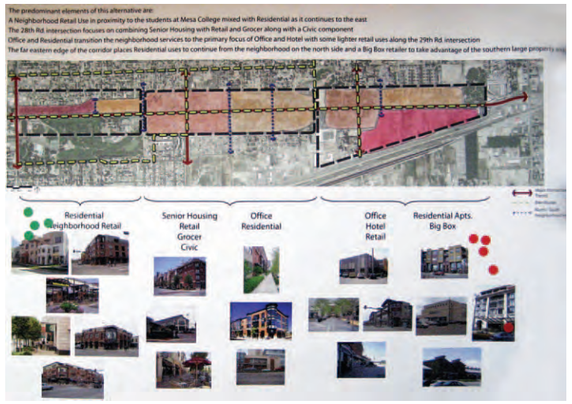
Public comment received during the open house was consistent with that heard at the first Open House. Additional comments received included; the need and desire for more high quality restaurants, the need for quality senior housing in proximity to grocery amenities, improved streetscape and pedestrian realm. Additionally the proposed student housing and entertainment district was well received along with greater mixed use development that would promote a neighborhood and community district where amenities and services are in proximity to housing.

Public Comments regarding the realization of improvements and redevelopment to North Avenue spoke of the need for the City to actively be involved in land assembly and incentives to propel any development. Incentives as corridor-wide enterprise zone, tax rebates and mixed use zoning, where voiced, The investigation of current disincentives that prohibit residential on commercial properties was also noted.

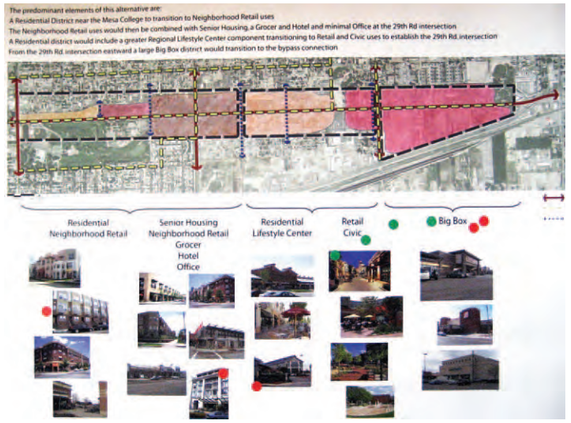
Alternative 1

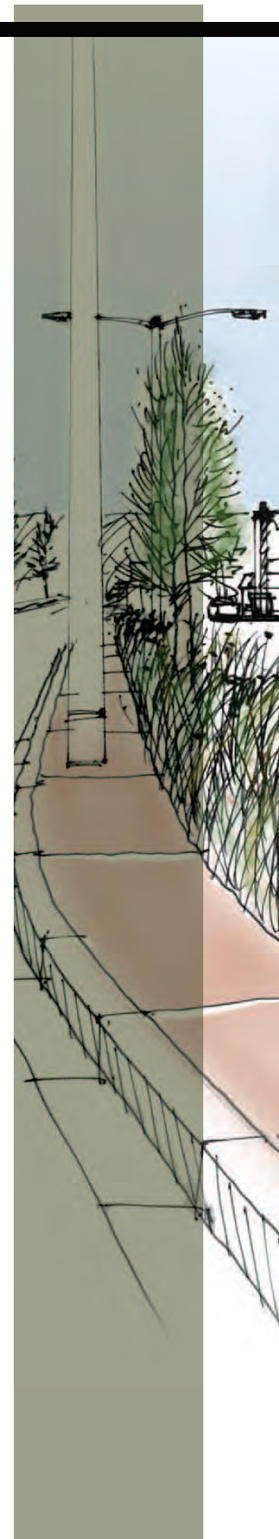


Alternative 2

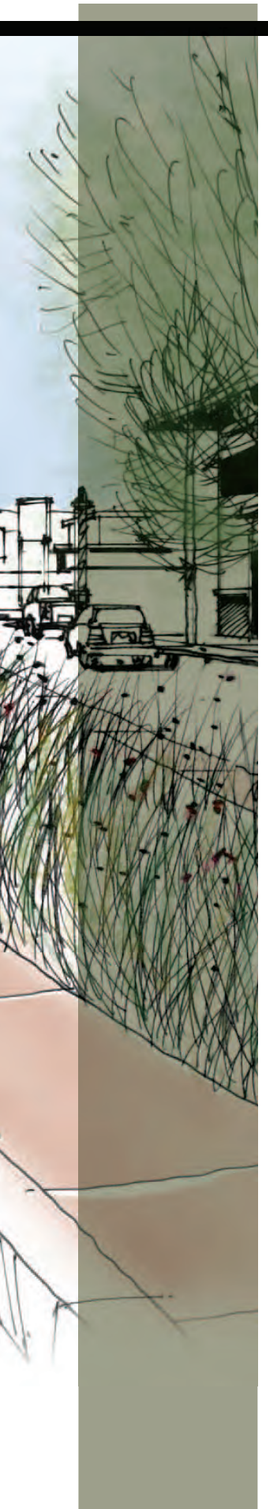


Alternative 3



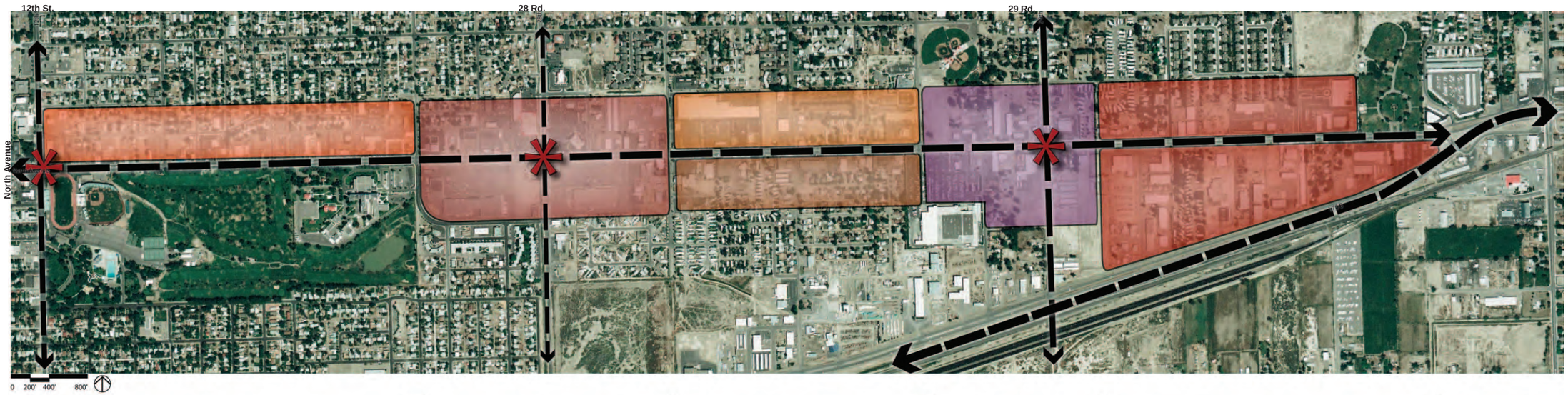


SUMMARY & RECOMMENDATIONS - Preferred Alternative



The predominant elements of the preferred alternative are:

- A Student and Entertainment District in proximity to Mesa College would also provide student housing, after 5 activities and the opportunity for a quality Hotel to serve the area
- A Neighborhood Center where Senior Housing located in proximity to a quality Grocer, Neighborhood Retail, and the potential for a Hotel to serve the hospital and surrounding neighborhood
- A Multi-Family and Attached Residential district connecting to the neighborhoods to the north, and potential for Office space to the south
- A Mixed Use area with residential over retail incorporated with the Governmental Functions and Public Plazas to create a gateway for the 29 Rd. intersection
- Regional retail to anchor the east end of the corridor



Key Projects

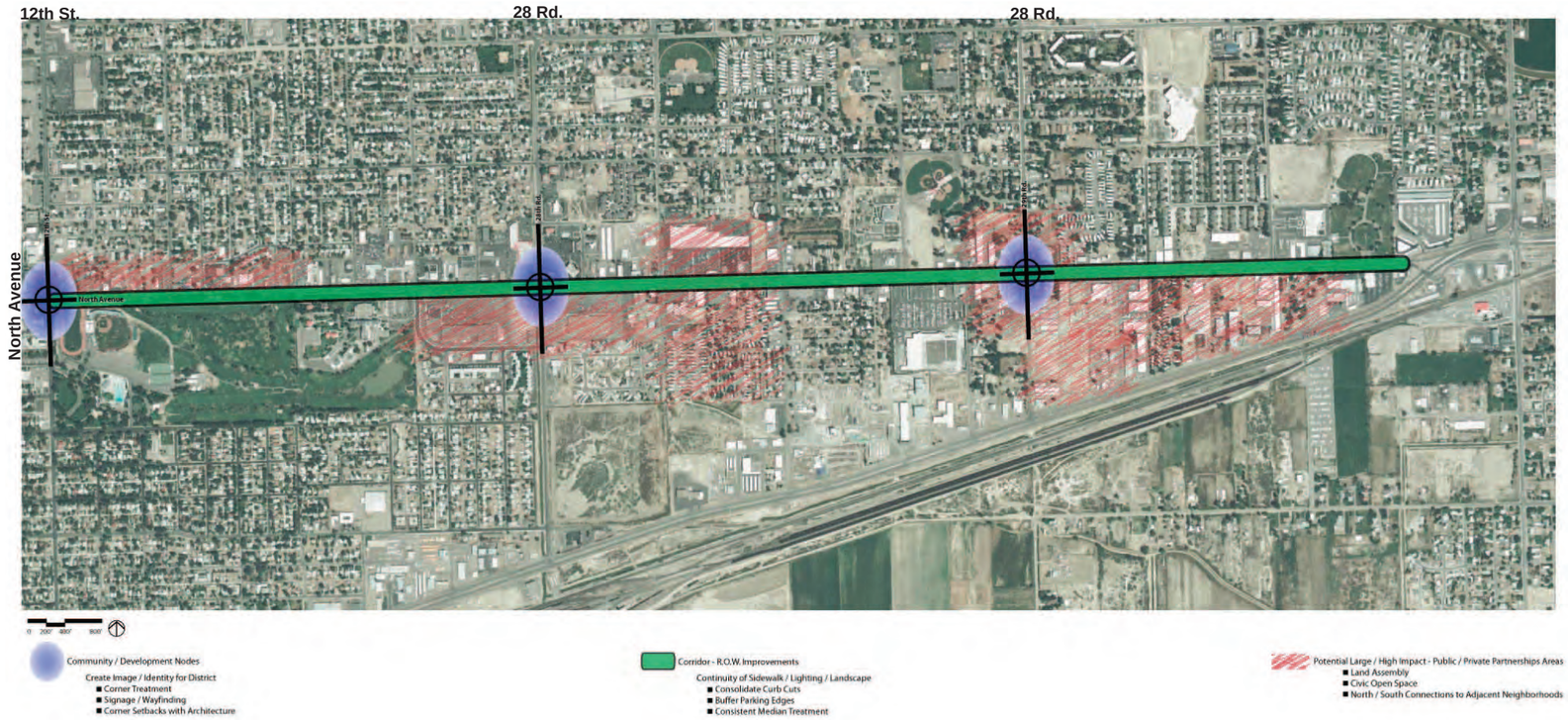
The Key Projects board presented the three catalytic areas identified that would provide the greatest results for improvement and attraction of the North Avenue corridor. These Key Projects are the primary areas in which investment can best empower the revitalization of North Avenue.

Concentrated efforts in streetscape treatment, community identity, way finding, signage and architecture at the key intersections of 12th Street, 28 and 29 Roads would launch the future development of the corridor area.

The overall improvements of the streetscape, primarily around the community / development nodes would set a foundation that is enticing for new development and improves the reputation and use of North Avenue.

Areas surrounding the Key Development Nodes provide the greatest opportunity for land consolidation and large development projects that would create the greatest impact and results.

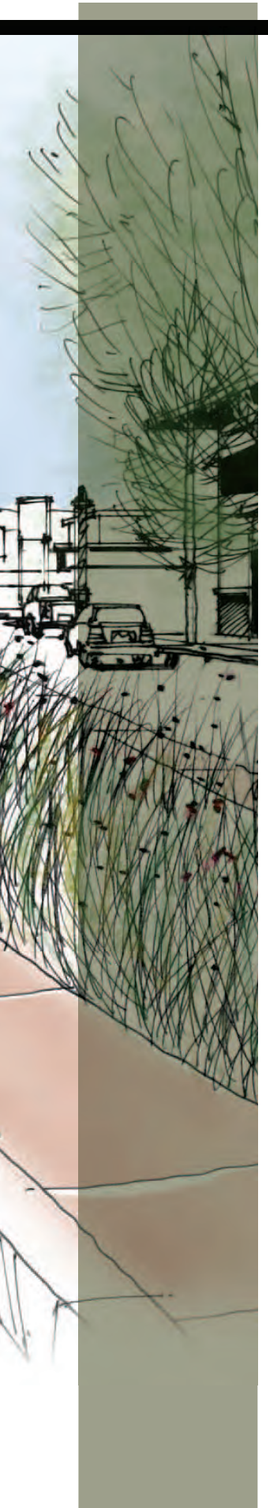
Artist renderings provide a visual character and feel for these key development concepts proposed.







SUMMARY & RECOMMENDATIONS - Key Projects

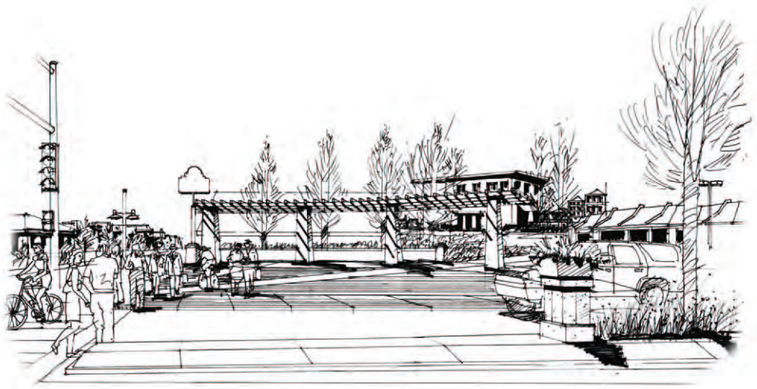




The illustration above presents a vision of a civic plaza where the intersection treatments would provide for clear and safe pedestrian traffic movement. The civic space would serve as a gathering space and as an entry marker giving the North Avenue Corridor an identity. Existing restaurant spaces could be maintained while new residential development would be tucked around existing building pads.

Such projects could be realized at the intersection of North Avenue and 12th Street, where a student and entertainment district would create a marker and gathering space for students as well as the surrounding community. This potential project could serve the needs for higher quality restaurants, entertainment, and a student housing district.

This key project ultimately could serve as the catalyst to entice development and the further revitalization of the greater North Avenue Corridor.



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 parkinglot 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.



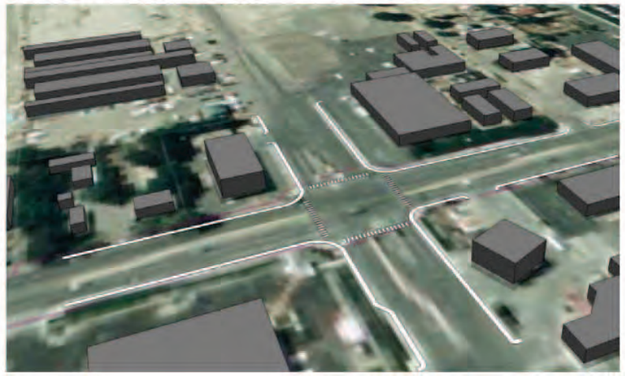
Finally, the assembly of parcels of land where a large development can build momentum and entice greater investment would bring the vitality back to North Avenue. The illustration presents retail and commercial uses with residential above combined with a plaza and patios. Senior housing, a grocer and neighborhood retail provide an environment to attract individuals interested in living within a vibrant community. Surrounding neighborhoods would further sustain the community node.

Infill development as this, will assist in a neighborhood center as well as a regional destination promoting activity beyond 5:00 pm and on weekends.

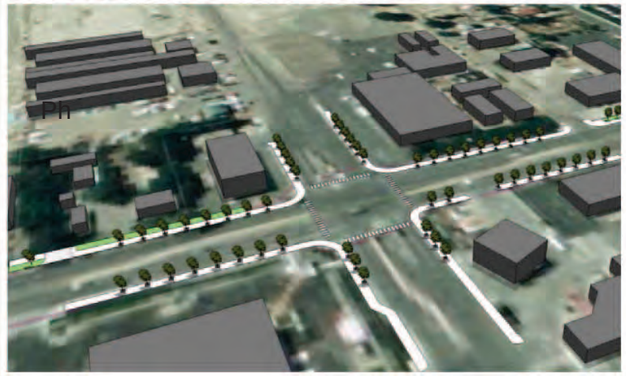
The phasing of development would allow for existing buildings and uses to slowly become integrated into the larger vision of the North Avenue Corridor.

Illustrated below is an example of how such phasing could occur:

1 Existing Condition: Lacking a consistent streetscape and character to create a sense of place for pedestrians and vehicles.



2 Streetscape Improvements: Sidewalk and landscaping with greater emphasis along the intersections of 28th and 29th roads.



3 Phase 1: Corner developments that bring focus and attention to areas of higher impact. Potential for Civic spaces to activate the public realm.



4



Phase 2: Further continuation of development of vacant land with residential uses for added activity and support the commercial area.

5



Phase 3: Additional supporting commercial and mixed use development brought forward with civic space to create a gateway and sense of place.

6

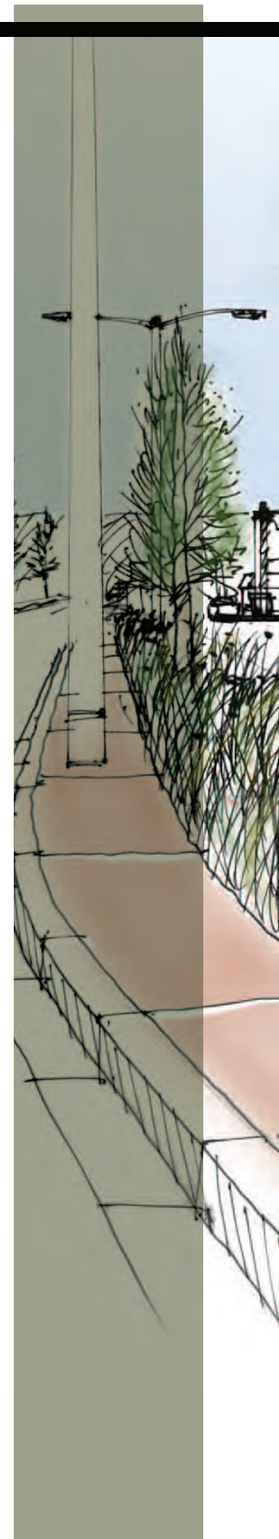


Phase 4: With further consolidation of parcels can provide opportunity for larger retail anchors (potential grocer).

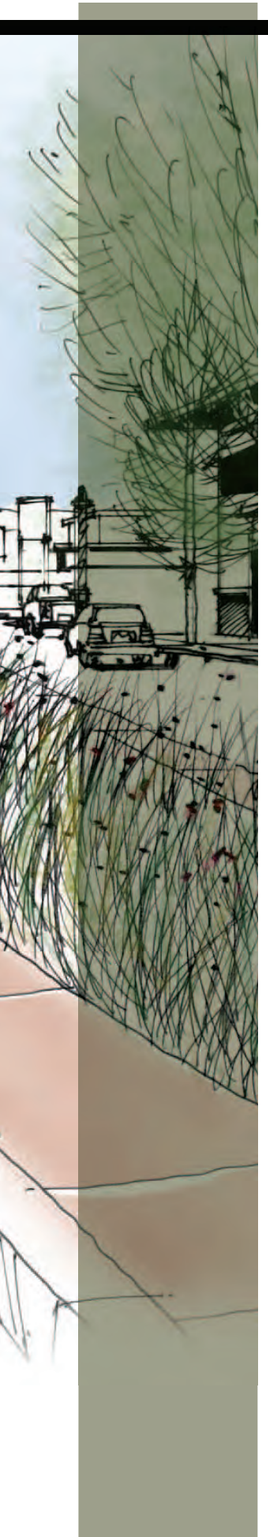
Mixed Use (Residential or Office Over Retail)

Single Family Attached / Multi Family Residential

Mid Box / Anchor Retail



SUMMARY & RECOMMENDATIONS - Transportation



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.

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).

- Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability – Drivers know where to expect pedestrians;
- Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;
- Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;
- Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street;
- Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and
- Clear Crossing – Eliminating barriers and ensuring accessibility for all users.

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 mid-block crossings.



Recommendation For Streetscape Kit-Of-Parts

The following illustration and images serve as a guidie of how the streetscape character using amentities can create a cohesive and unified streetscape.





① Benches



② Trash



③ Median



④ Plantings



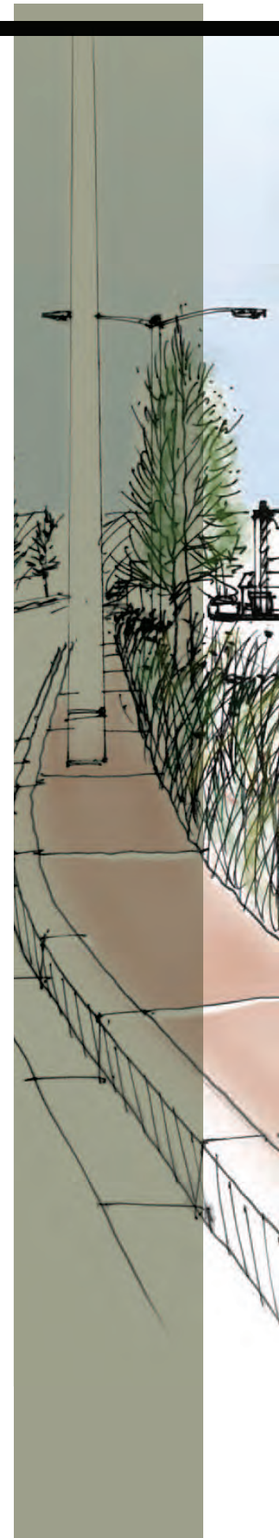
⑤ Lighting



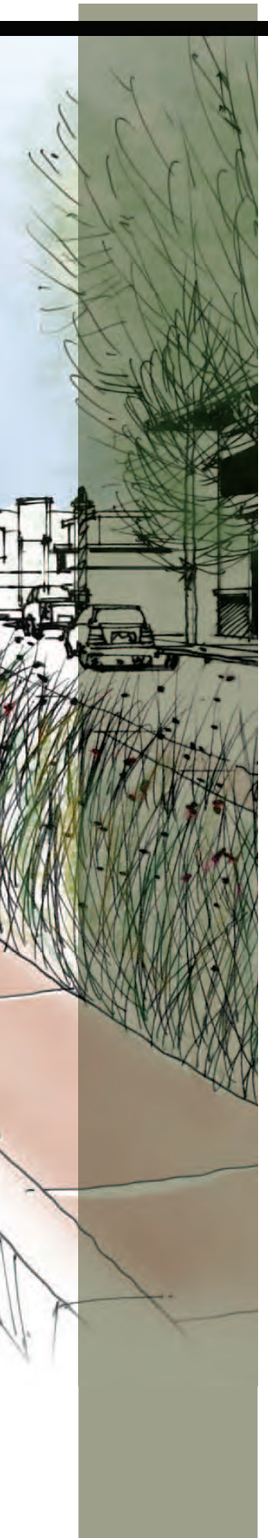
⑥ Bus Shelter



⑦ Crosswalks



SUMMARY & RECOMMENDATIONS - Streetscape



The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or bike along the corridor. Most of these improvements can be made within the existing street ROW. Suggested improvements outside of the ROW can be made without the removal of existing structures.

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.

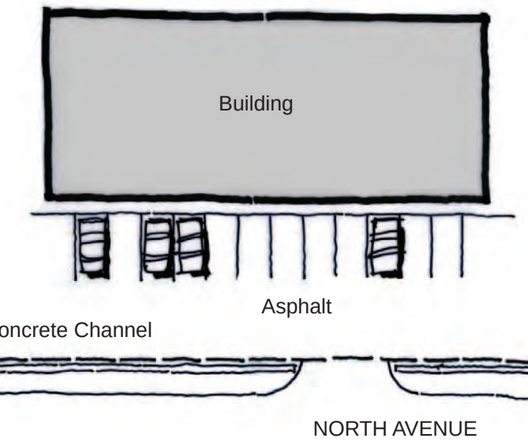
An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this run off for future plantings.



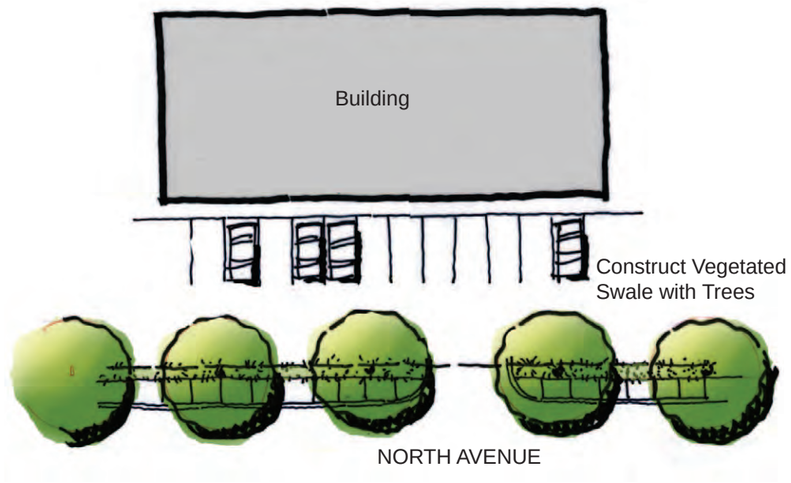




Existing Condition



Existing Condition



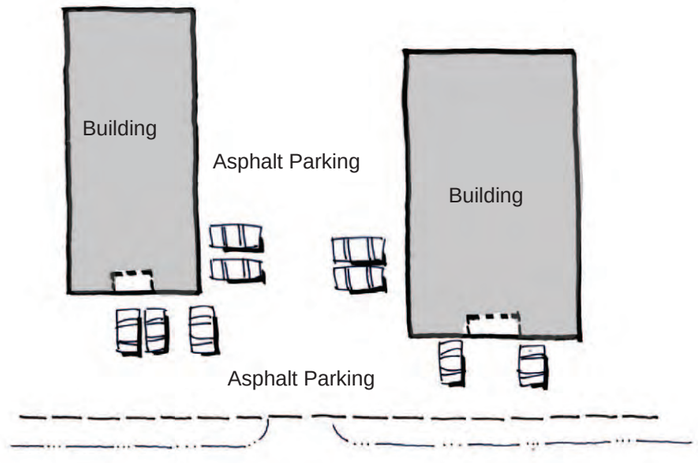
Proposed Condition

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.



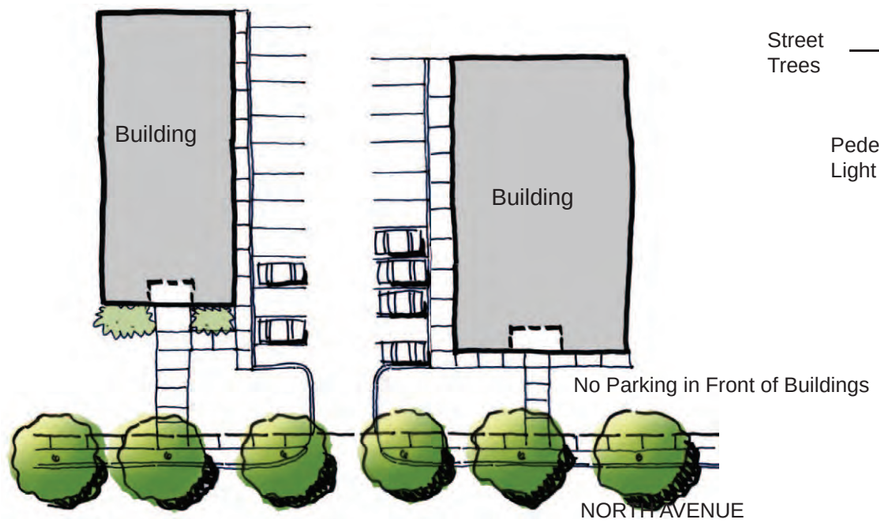
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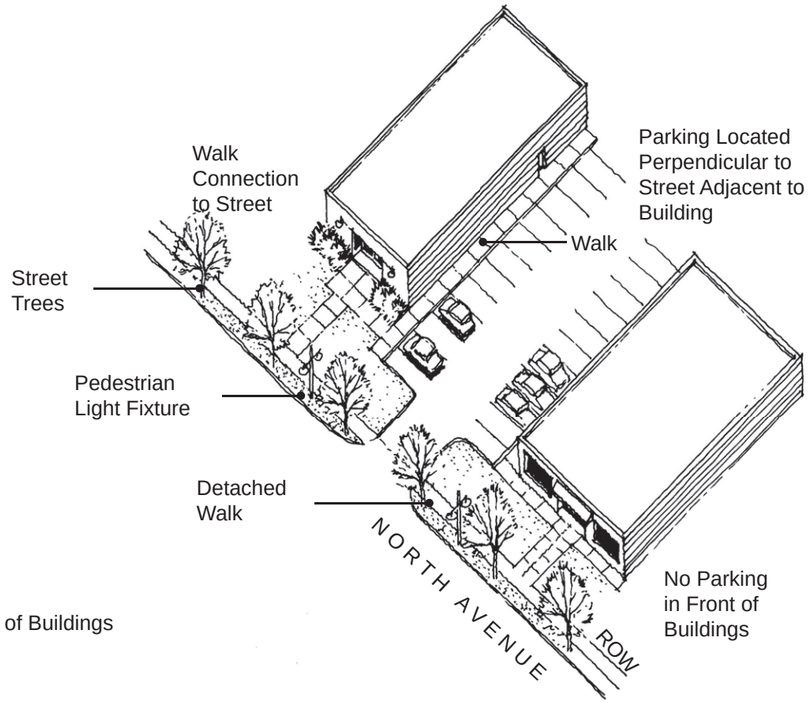
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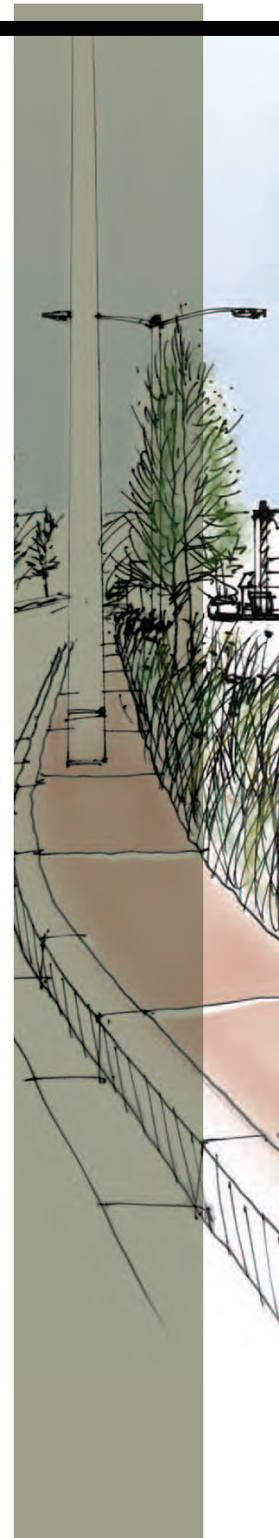


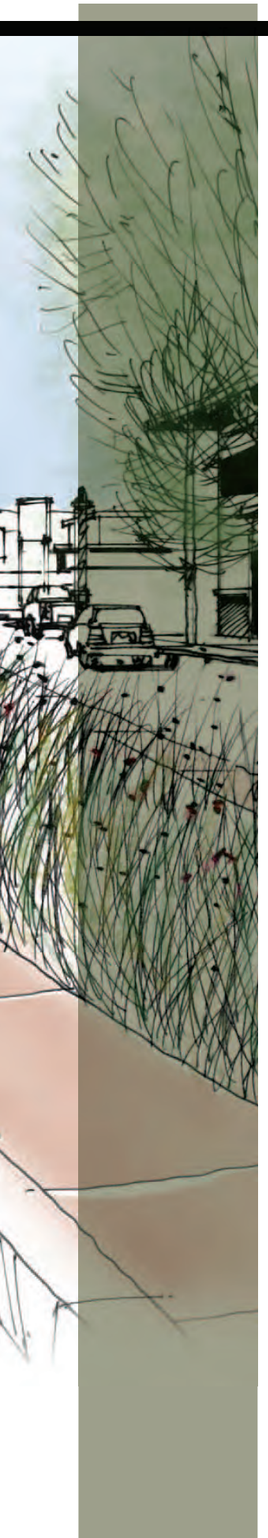
Existing Condition



Proposed Condition







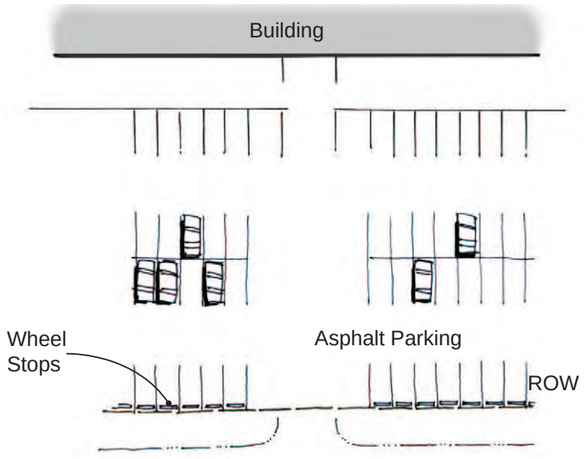
Parking Lot Adjacent To Street

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 ROW. Fencing, 42” 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.

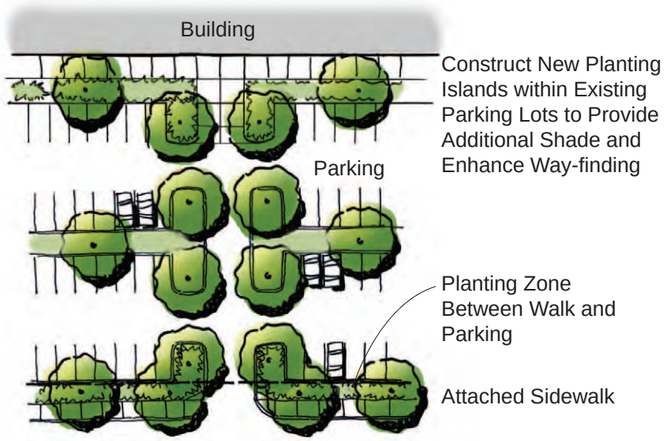




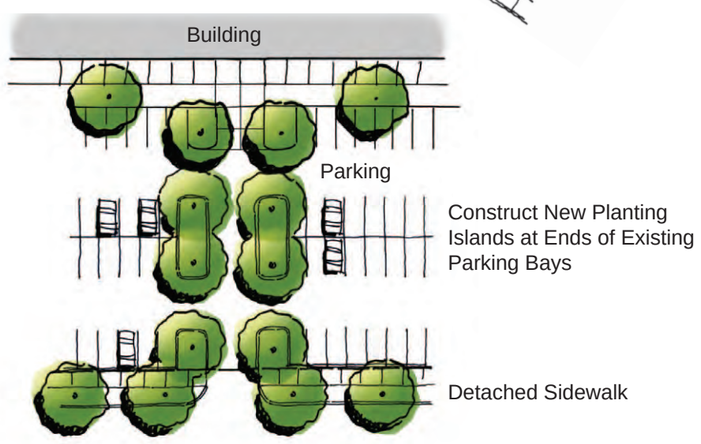
Existing Condition



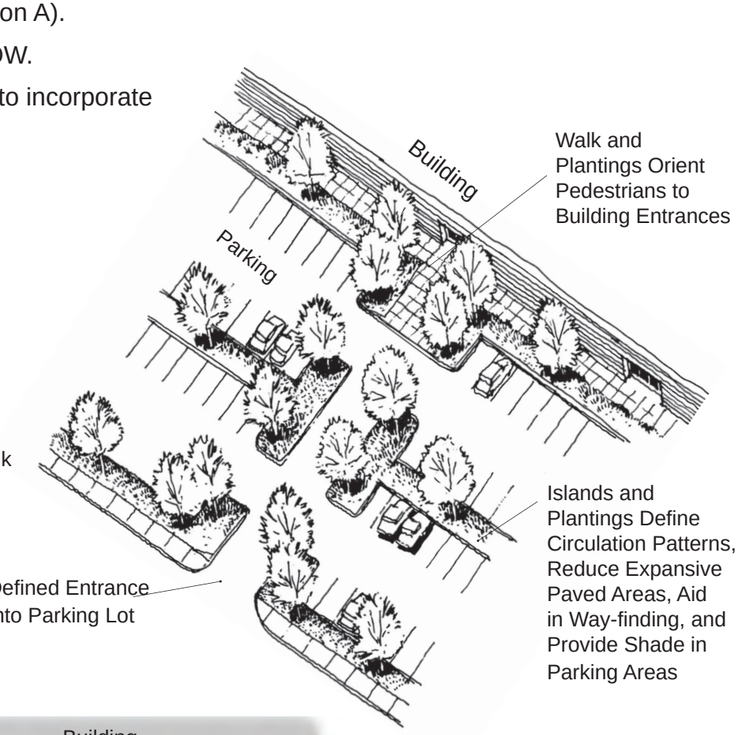
Existing Condition



Proposed Condition - Option A

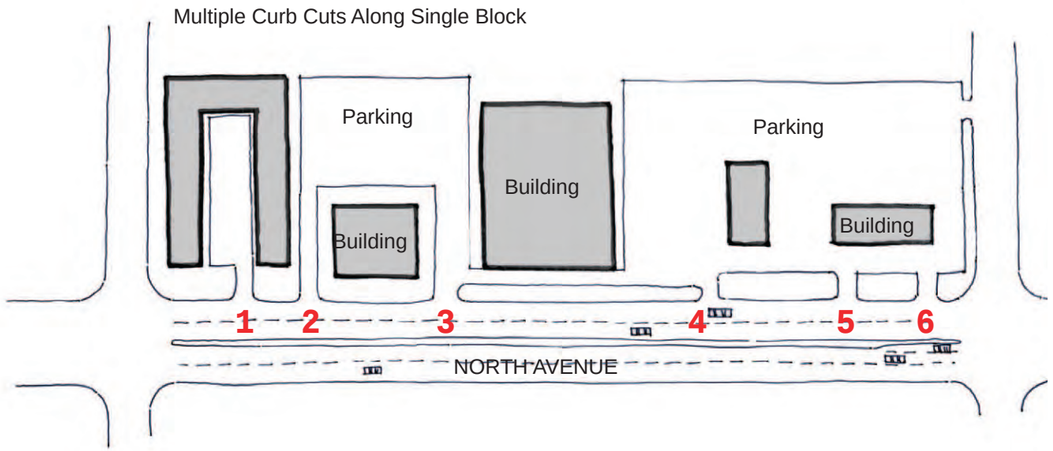


Proposed Condition - Option B

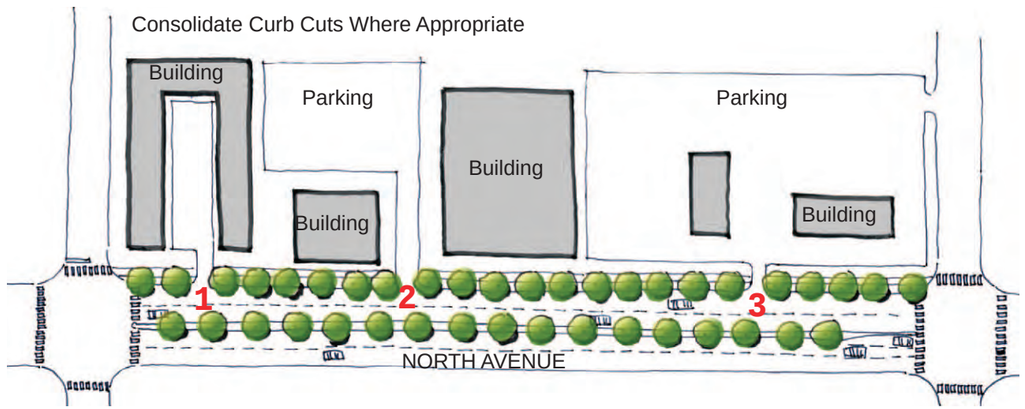


Curb Cut Consolidation

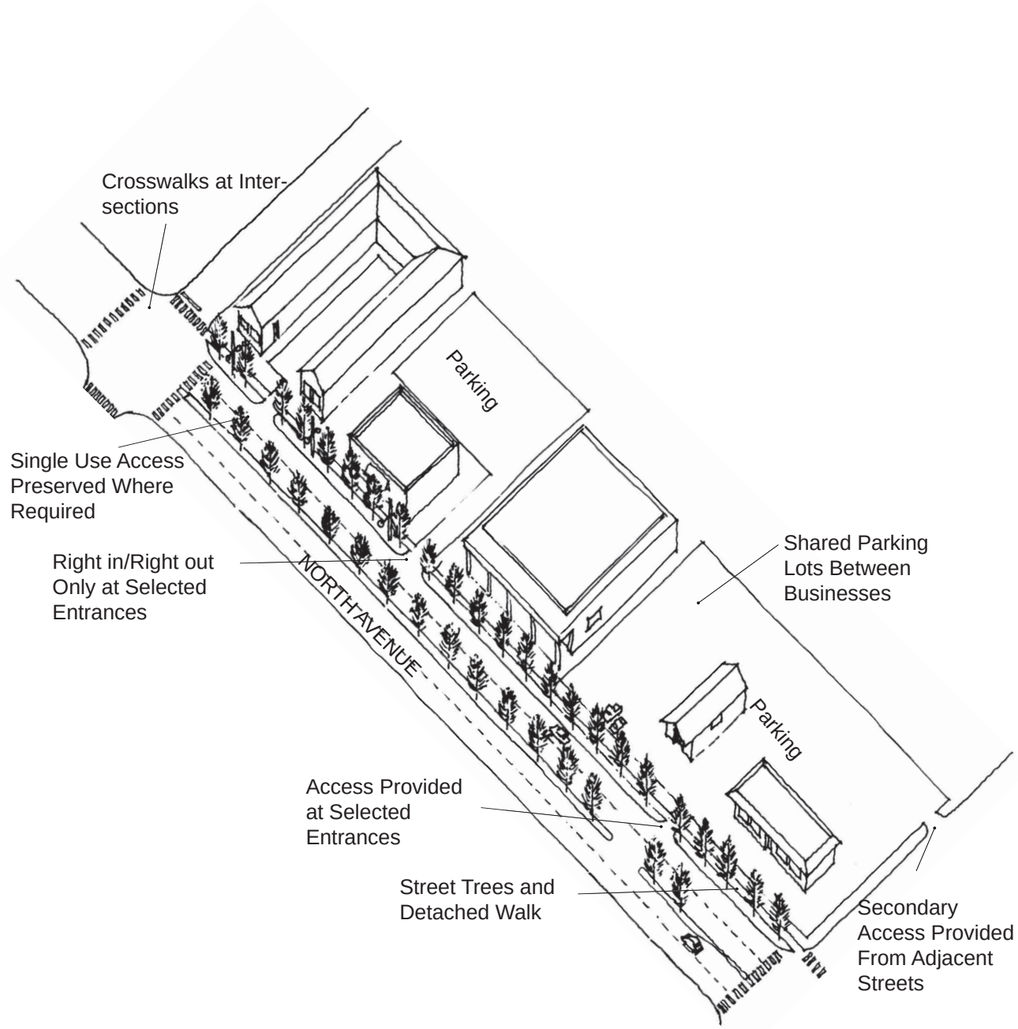
Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular & pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the ROW and less discontinuity of the sidewalk.

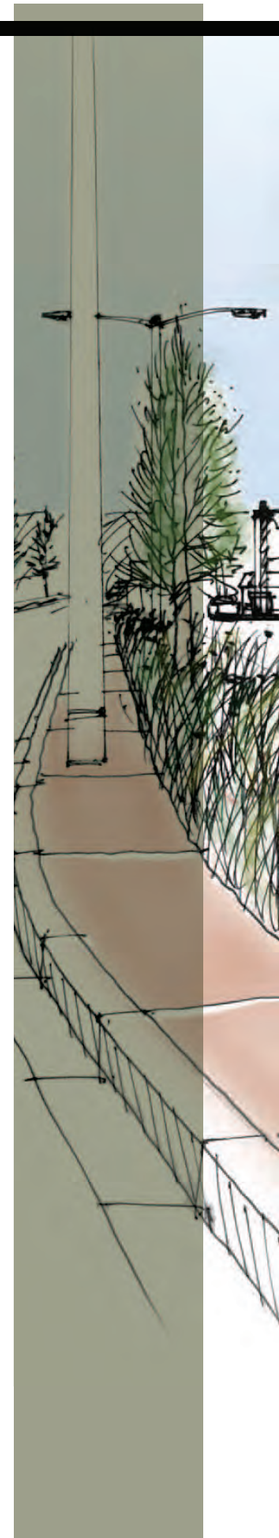


Existing Condition

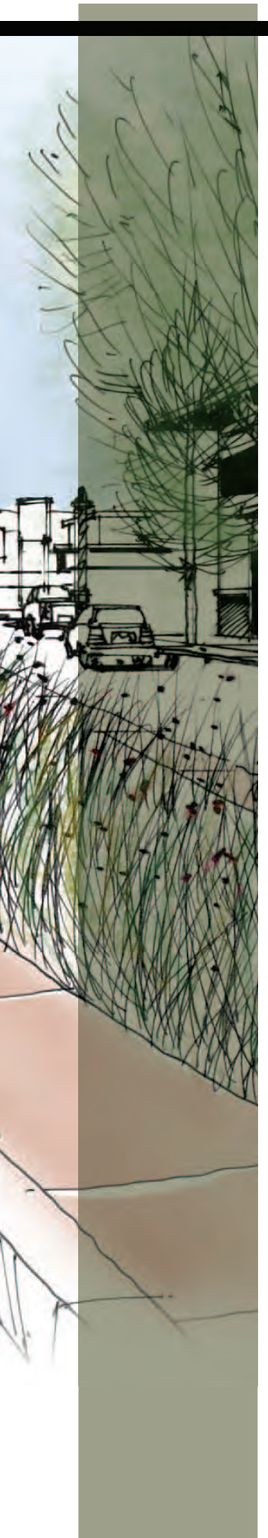


Proposed Condition





SUMMARY & RECOMMENDATIONS - Streetscape New Development



Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. As shown on the land use plans, these areas of redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new regional store developments.

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



Florence Square - Aurora, CO



Stapleton - Denver, CO

Residential

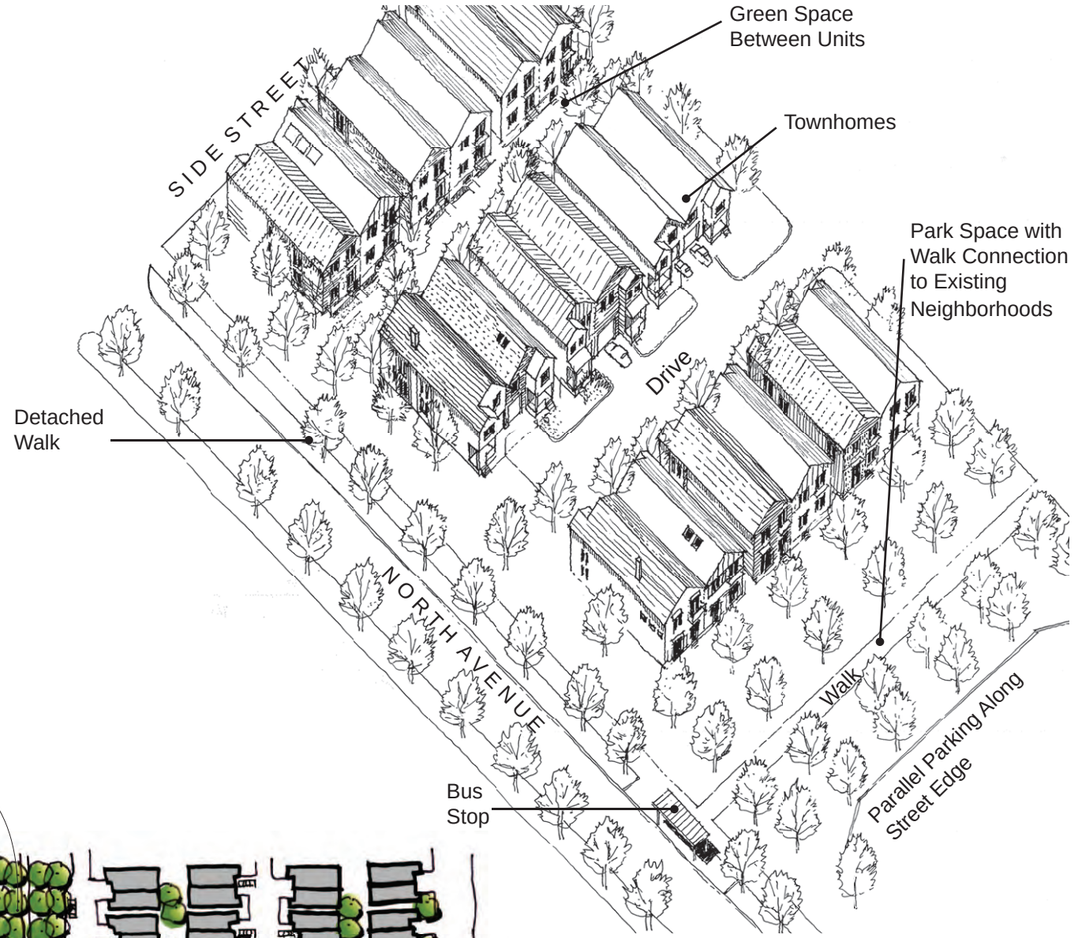
Clustered townhome developments adjacent to North Avenue, will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.



Florence Square - Aurora, CO



Florence Square - Aurora, CO

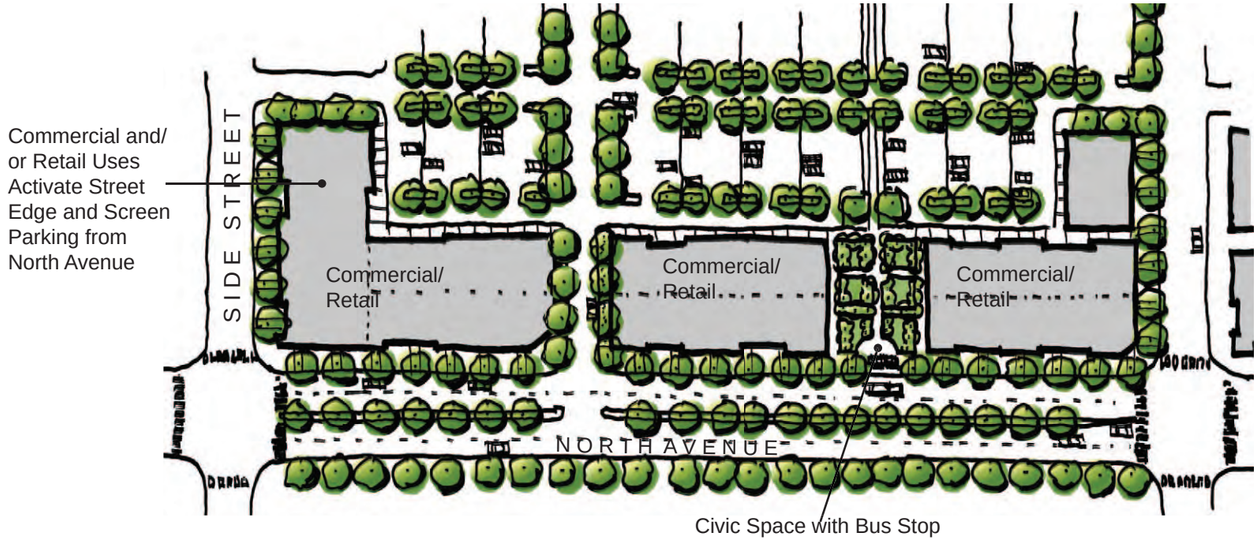




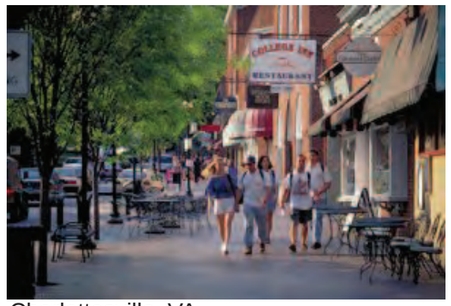
North Avenue Corridor Plan

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 provide along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.

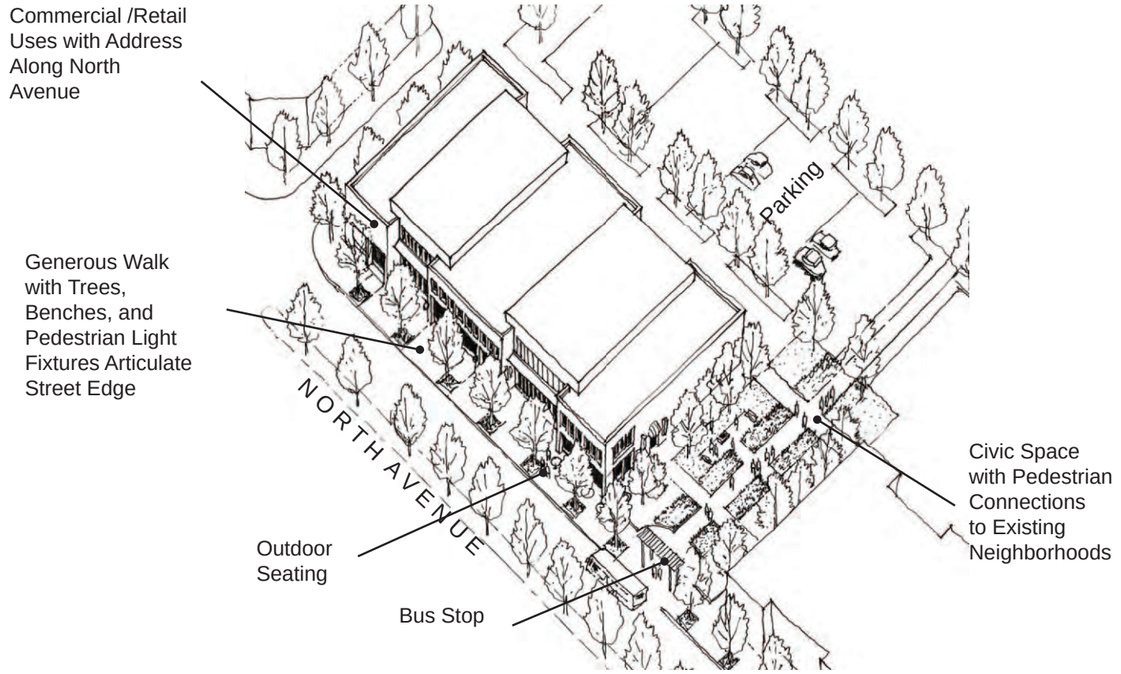


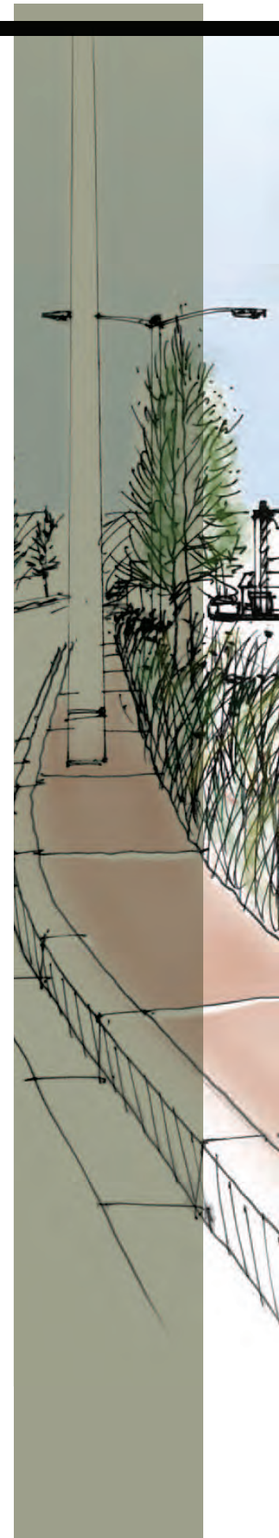

Stapleton - Denver, CO


Charlottesville, VA

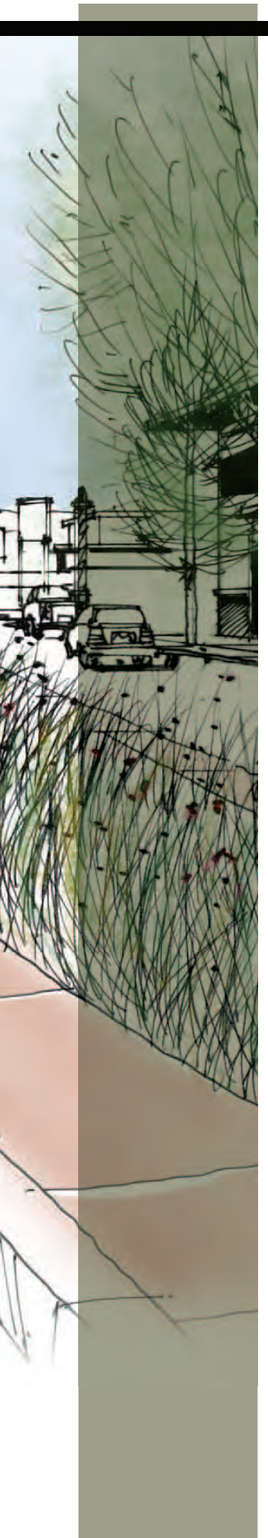


Longmont, CO





SUMMARY & RECOMMENDATIONS - Streetscape New Development

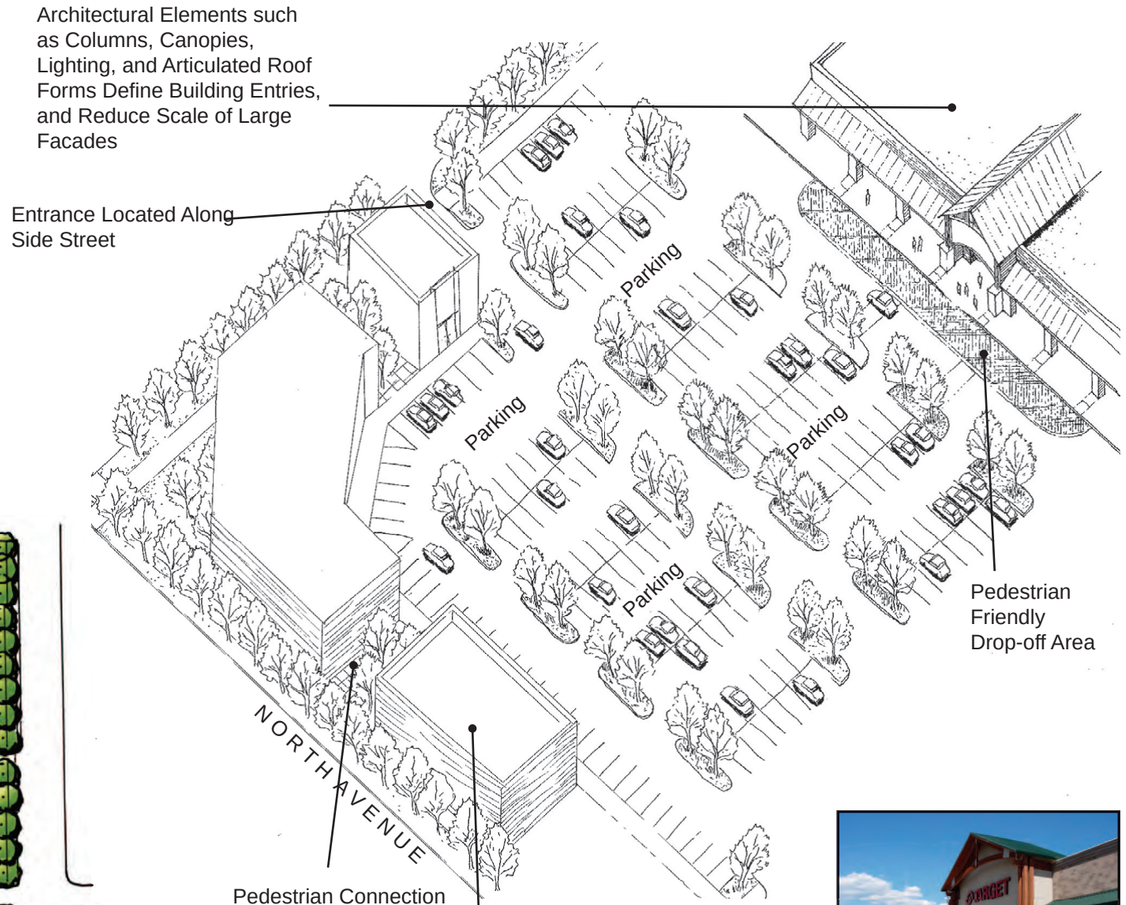


Regional Store

New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior Parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.



Super Store With Neighborhood Retail Along Street





Centerra - Loveland, CO



Mulberry Crossing - Fort Collins, CO

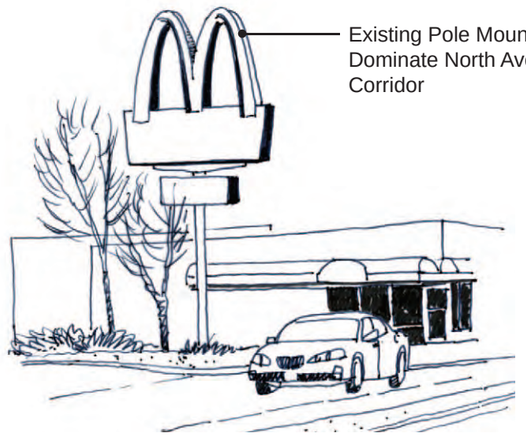


Centerra - Loveland, CO

Signage

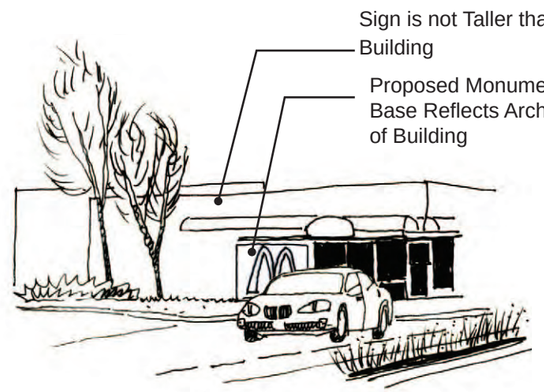
Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole mounted signs, and replacing them with monument signs. This will aid in reducing the visual clutter of the pole mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. Further detail on signage and recommended adjustments to the Grand Junction Sign Code are provided.

This philosophy supports the neighborhood or district concept, in that distinctions are to areas and not individual pad development. This encourages the walking environment and provides for a group of retailers to engage the property as a whole.



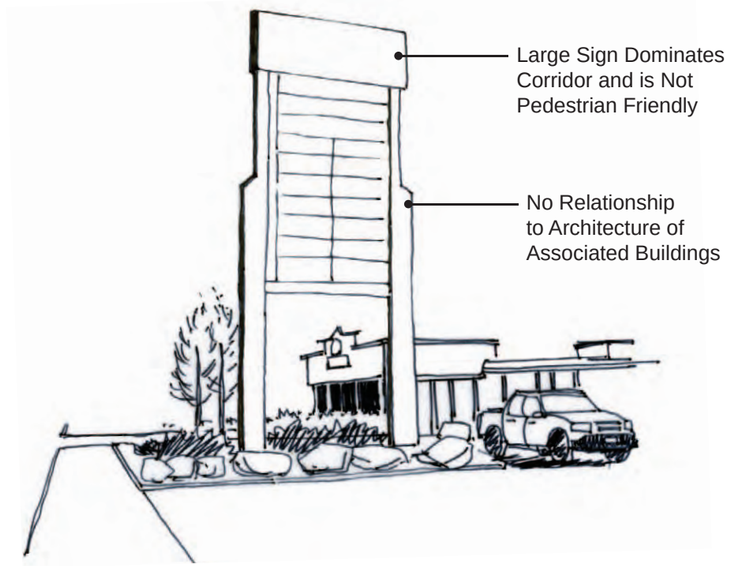
Existing Pole Sign

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

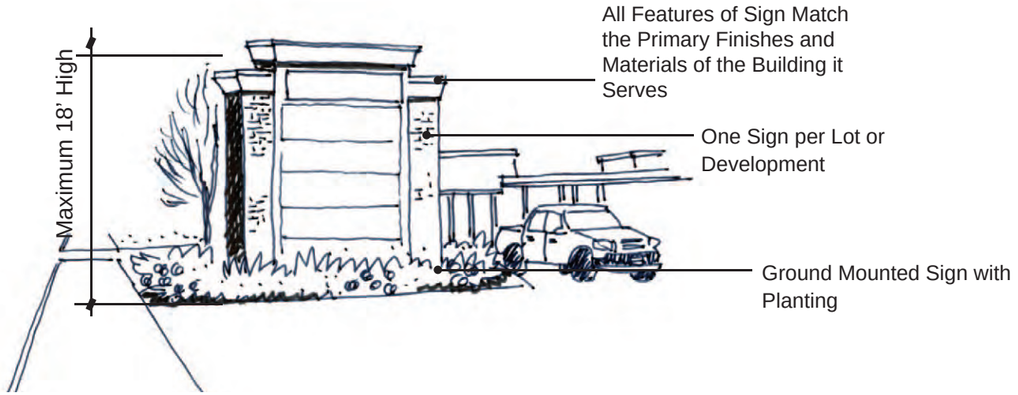


Proposed Monument Sign



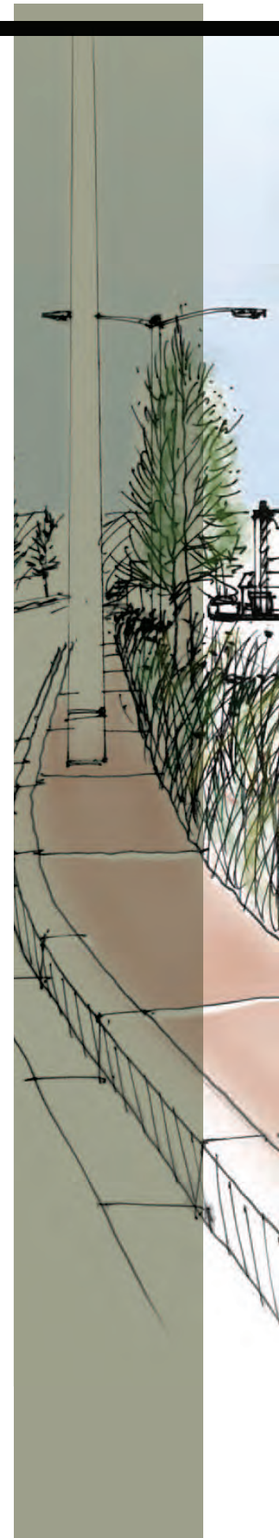


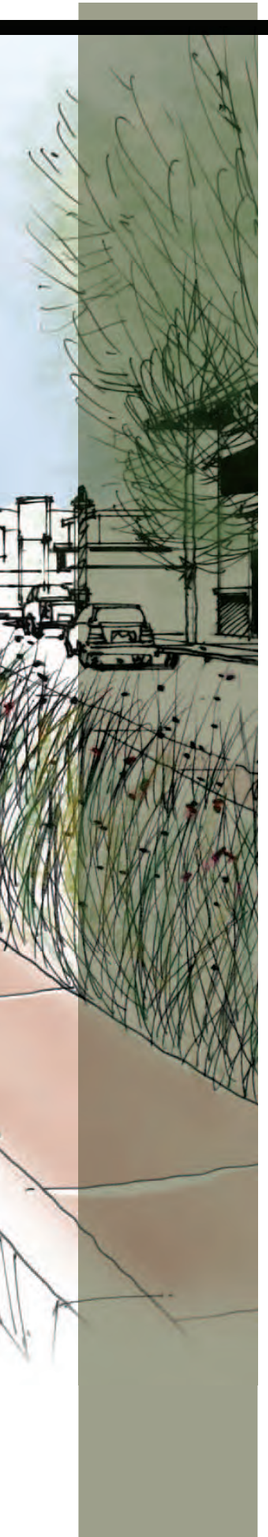
Existing Pole Sign



Proposed Monument Sign







Summary of Grand Junction Sign Code Strategies and Recommended Improvements

Summaries of particular sections from the Grand Junction Sign Code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:

Sign Location 4.2G1e(3)

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 sf.

Recommended Improvements:

- No signs permitted at the right-of-way
- Establish setbacks from the right-of-way
- Limit square footage of signs based upon to-be-established criteria

Building Mounted Signage 4.2G1e(5)

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.

Recommended Improvement:

- Limit square footage for building mounted signs based upon to-be-established criteria.
- Limit number of signs to 1 per building or tenant.
- Prohibit roof signs.

Projecting Signage 4.2G1e(6)

Code Summary:

A minimum size (12 sf.) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.

Recommended Improvement:

- Limit square footage of projecting signs based upon to-be-established criteria.

Freestanding Signage 4.2G1e(7)

Code Summary:

The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25’ for 2 traffic lanes and 40’ for 4 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.

Recommended Improvement:

- Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.
- Lower heights of signs from what is now permitted.
- No signs permitted at the right-of-way.
- Sign design reflects the associated building architecture.
- Signs shall be attached to the ground or with minimal space between the sign and the ground.

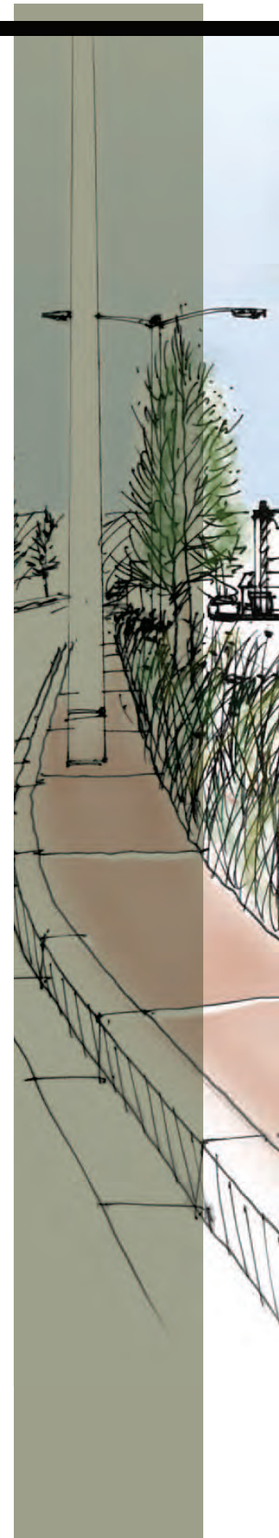
Off-Premise Signage 4.2G1e(8)

Code Summary:

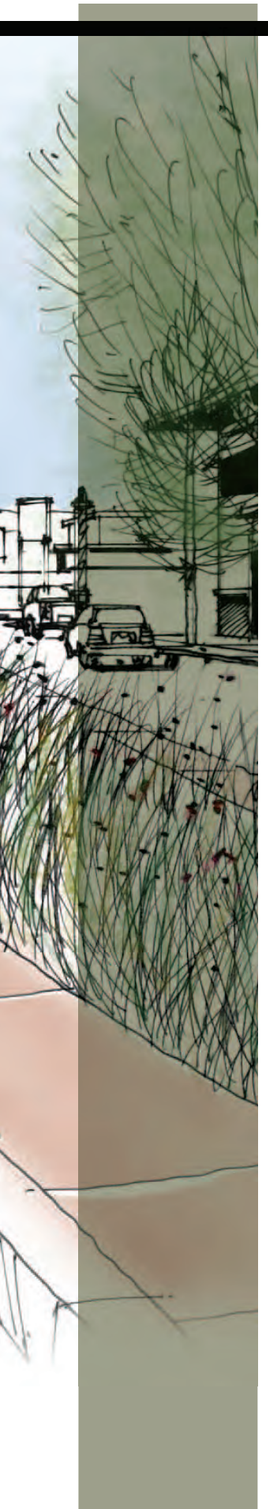
Off-premise signage (building mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 sf. and 300 sf. Some municipalities are not allowing any off-premise signs within the City limits.

Recommended Improvement:

- Prohibit off-premise signage.



SUMMARY & RECOMMENDATIONS - Sign Code



Recommended Sign Implementation Measures from other Municipal Sign Codes:

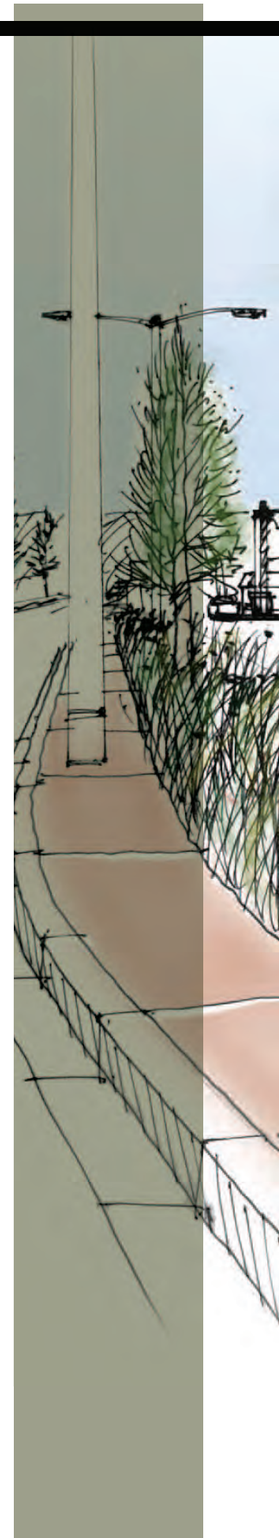
The following are representative regulations found within the Sign Codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated; often based on a formula determined by the setback distance from the face of curb or edge of pavement 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.

General

- Existing on-premise signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.
- 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.
- All signs which are greater than 4 SF 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.
- Signs shall be professionally designed and fabricated from quality, durable materials.
- No roof signs.
- Lighting shall be indirect.

Maximum size of letters:

Use	MAXIMUM LETTER HEIGHT	MAXIMUM LOGO HEIGHT	MAXIMUM BACINET HEIGHT
Auto-related, roadside, and business services	12”	18”	18”
Convenience shopping center	18”	24”	24”
Neighborhood services center, neighborhood commercial district	24”	30”	30”



Sign Location

- Signs will be set back from the right-of-way based upon the sight distance triangle requirements, zoning district, or size of sign.
- No signs allowed within the right-of-way, with the exception of projecting signs which meet all requirements set forth in the regulations.
- No off premises signs.
- 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.

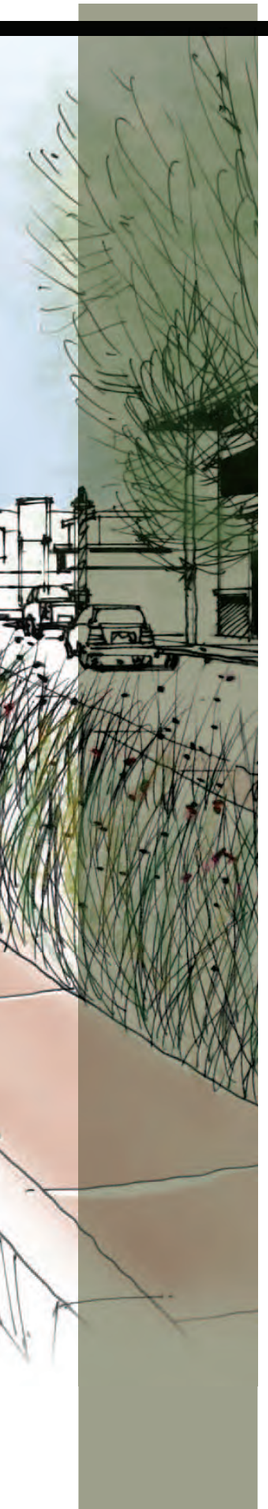
Freestanding / Ground Signage

- Freestanding or ground signs comply with the following requirements:

USE	MAXIMUM AREA PER SIGN FACE	MAXIMUM NUMBER OF SIGNS PER STREET FRONTAGE	MAXIMUM HEIGHT
Auto-related, roadside commercial, and business services	Primary – 32 SF	Primary – 1	Primary – 5 ft.
Convenience shopping center	Primary – 40 SF	Primary – 1	Primary – 8ft.
Neighborhood services center, neighborhood commercial district	Primary – 55 SF Secondary – 32 SF	Primary – 1 Secondary – 1	Primary – 10 ft. Secondary – 6 ft.

- Freestanding signs only permitted with a supporting sign structure, the width of which exceeds 70% of the width of the sign face.
- Freestanding or ground signs shall have no more than 2 faces.
- Maximum height for freestanding signs shall be 18 feet above grade; and for ground signs shall be 12 feet above grade. (Another code said max. 6’ height for freestanding.)
- 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)
- Monument bases shall be equal or greater (up to 20% greater) in width and length than the sign cabinet. Sign cabinets for freestanding signs shall not exceed 24 inches in width.
- Multi-tenant buildings or developments are allowed one sign per lot or development parcel (no individual freestanding or ground signs).

SUMMARY & RECOMMENDATIONS - Sign Code



Projecting Signage

- Not allowed to be located on the same street frontage as a freestanding sign
- Shall not exceed 30 sf. for all faces
- Shall not extend more than 5 feet from the building face nor extend beyond the curbline of any street or parking area
- Minimum of 8 feet of clearance from the ground, and a maximum of 25 feet, and shall not extend beyond the roofline or parapet wall
- Only 1 per building or tenant
- Not allowed on a wall that already has a wall mounted sign

Building Mounted Signage

- No building mounted sign shall exceed 100 sf.
- Multi-tenant buildings allowed one wall sign per street frontage of business
- Only one building mounted sign per building (single tenant). Shall not project above the roofline

Awning Signage

- Signs on canopies or awnings are limited to the name of the building, business and /or address of the premises
- Shall not exceed 50 sf. per face in area
- Only allowed on first story of a building
- Minimum clearance shall be 8 feet

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

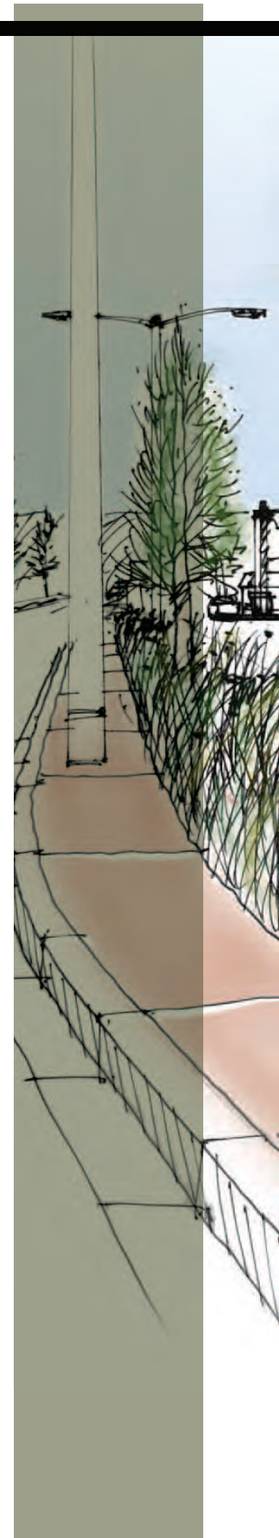
Determine the appropriate level of regulations for signage based upon other similar Colorado communities, as well as the desired aesthetic and scale of the signs within the corridor

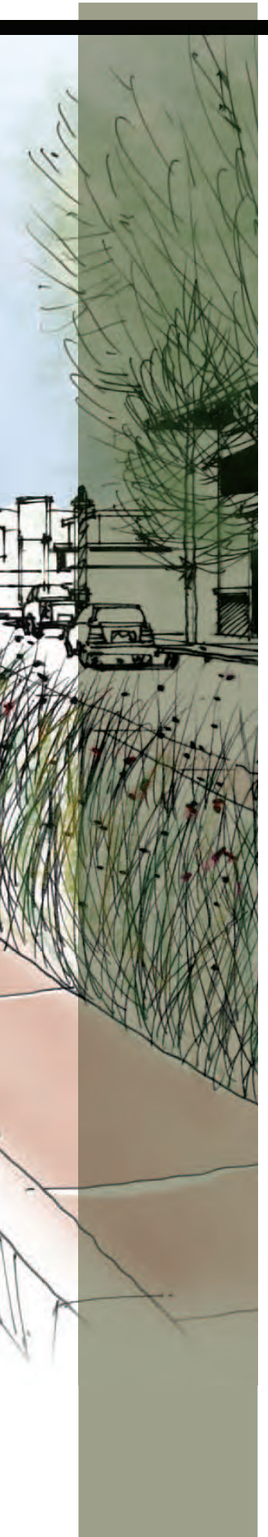
2. Determine How to Approach Existing Non-conforming signs

Decide whether to require existing non-conforming 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.





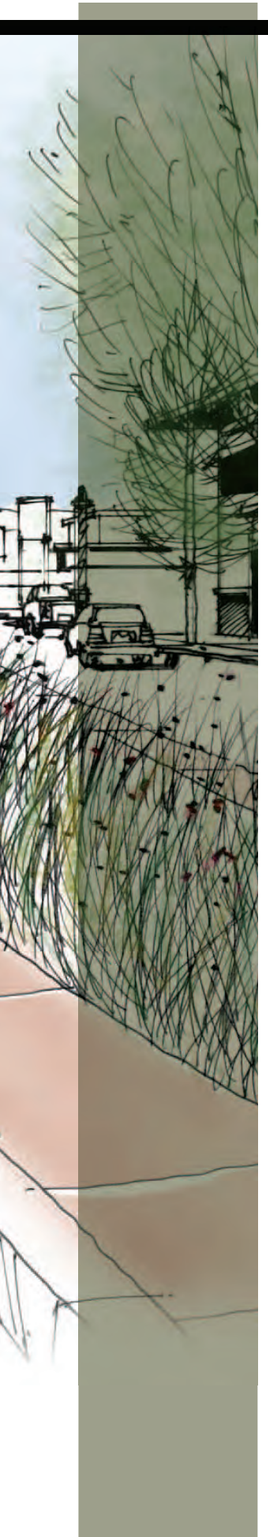
Market

	West	Central	East
Barriers	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out -- lacking critical mass	• Central GJ losing ground to fringe for commercial development • Veterans hospital may not generate enough demand for spin-off med. Office development • Retail and commercial uses too spread out -- lacking critical mass	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out -- lacking critical mass
Strategies	• Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning • Educate Council about this market reality and prepare them for “filling the gap” of catalyst projects resulting from inflated land prices and other factors • Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements	• Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity) • Encourage hospital, or unrelated clinics, to explore partnership opportunities • Encourage mixed uses including affordable residential and multi-family	• Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity

Financial

	West	Central	East
Barriers	• Fragmented Ownership/difficulty in assembly • Unsupportable Land Costs		
Strategies	• Work with private and non-profit interests to assemble and hold opportunity sites; • Share market opportunities with various audiences to encourage investment • Use range of mechanisms – land swaps, low-interest loans, acquisition / write-down • Consider establishing appropriate districts as holding entities		• Problem is less severe near logical development node – probably can use traditionally land assembly



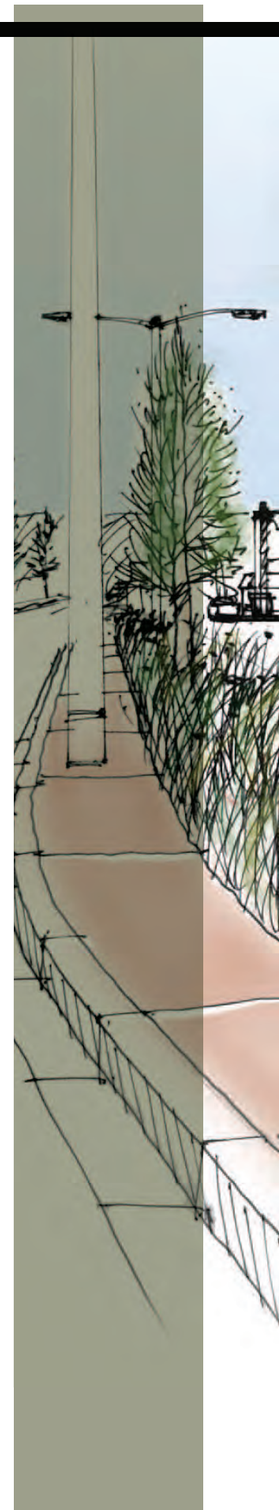


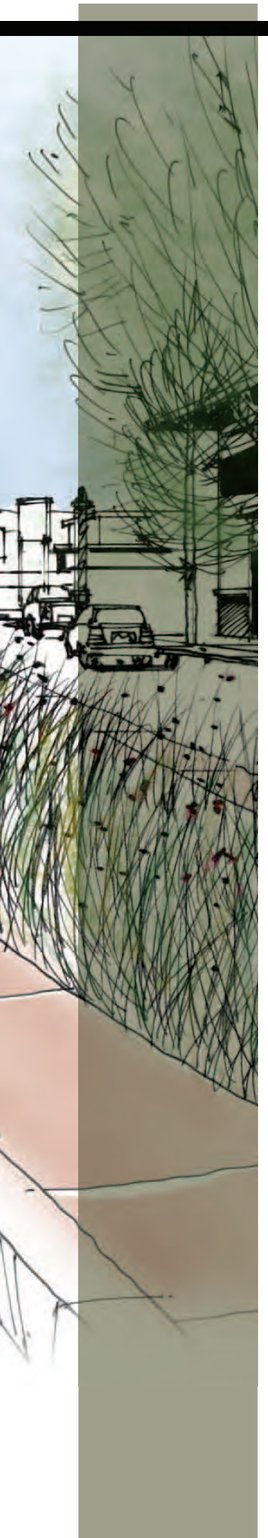
Physical

	West	Central	East
Barriers	• Inadequate size and shape of lots for redevelopment • Building relationship to the street (inconsistent setbacks) • Balancing the role of the street (cars vs. peds)		
Strategies	• Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations • Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope • For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines • Establish street standards – define the street's role by district based on the vision and desired character • Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops • Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible • Redesign intersections and access points within the nodes to simplify and coordinate signal sequences		

Regulatory

	West	Central	East
Barriers	• Over-zoned for commercial – limiting development of housing		
Strategies	• Consider overlay district that is more supportive/encouraging of mixed-use • Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses) • Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners) • Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.) • Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.) • Work with private and non-profit interests to provide opportunity sites for residential development		





Political

	West	Central	East
Barriers	• Lack of committed “cheerleader” • Limited Examples of Creative Financing Strategies (lack of catalyst / demonstration projects) • Homeless shelter is a deterrent to redevelopment		
Strategies	• Request Council support for participation in at least two demonstration projects – enlisting the participation of existing property owners (if feasible), identifying partners, soliciting lender support, and committing a range of tools to assist with filling the gap • Once a “tool box” of incentives have been assembled, publish a request for development, non-parcel specific to encourage investment • Through this corridor plan process, identify individuals and organizations which have the desire and resources to continue this effort and ensure the implementation strategy is implemented • Develop a range of “stories” which speak to the interests of different audiences – physical, fiscal, market, financial, etc. – educating about the opportunities and commitment to overcome barriers • Encourage transitional programs (e.g. job-training, adult education) that provide positive daytime activities for homeless shelter population		

Roles and Responsibilities

City Leadership

- Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of "gap filling" tools
- Once potential incentives are identified – publish a request for development
- Consider the range of district mechanisms which could potentially fund improvements in the corridor

New Initiatives

Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)

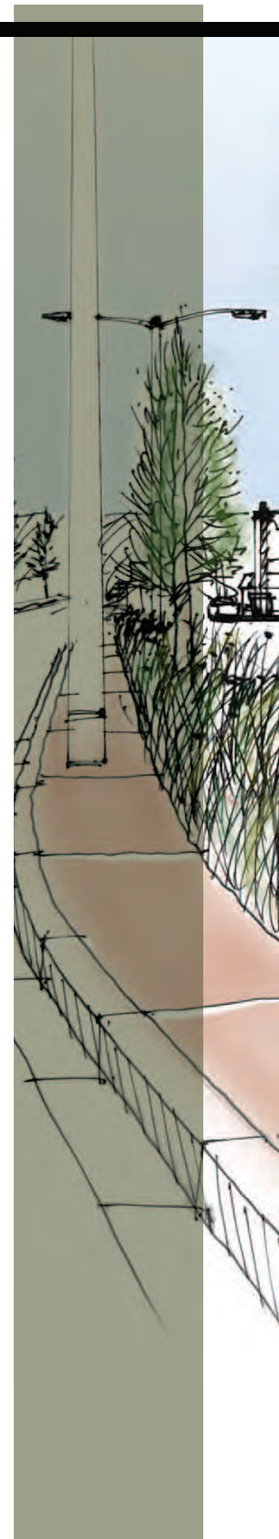
- Continue to monitor the market and development climate – establish benchmark database
- Develop targeted marketing materials – solicit regional retail opportunity
- Establish street standards
- Link parking lots, minimize curb cuts and consolidate driveways – within nodes
- Complete regulatory review – eliminate "gaps and barriers"

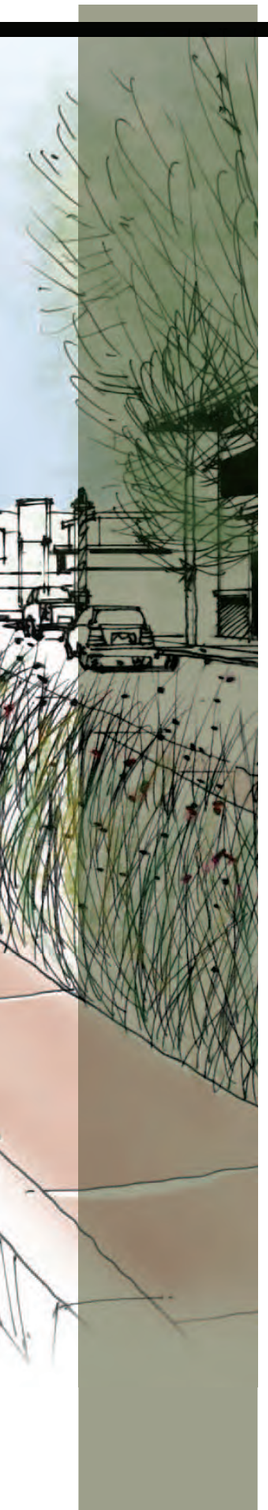
Investors / Private Sector

- Host developer / lender ("delivery system") information meetings – progress updates
- Share development challenges – open book and open dialogue

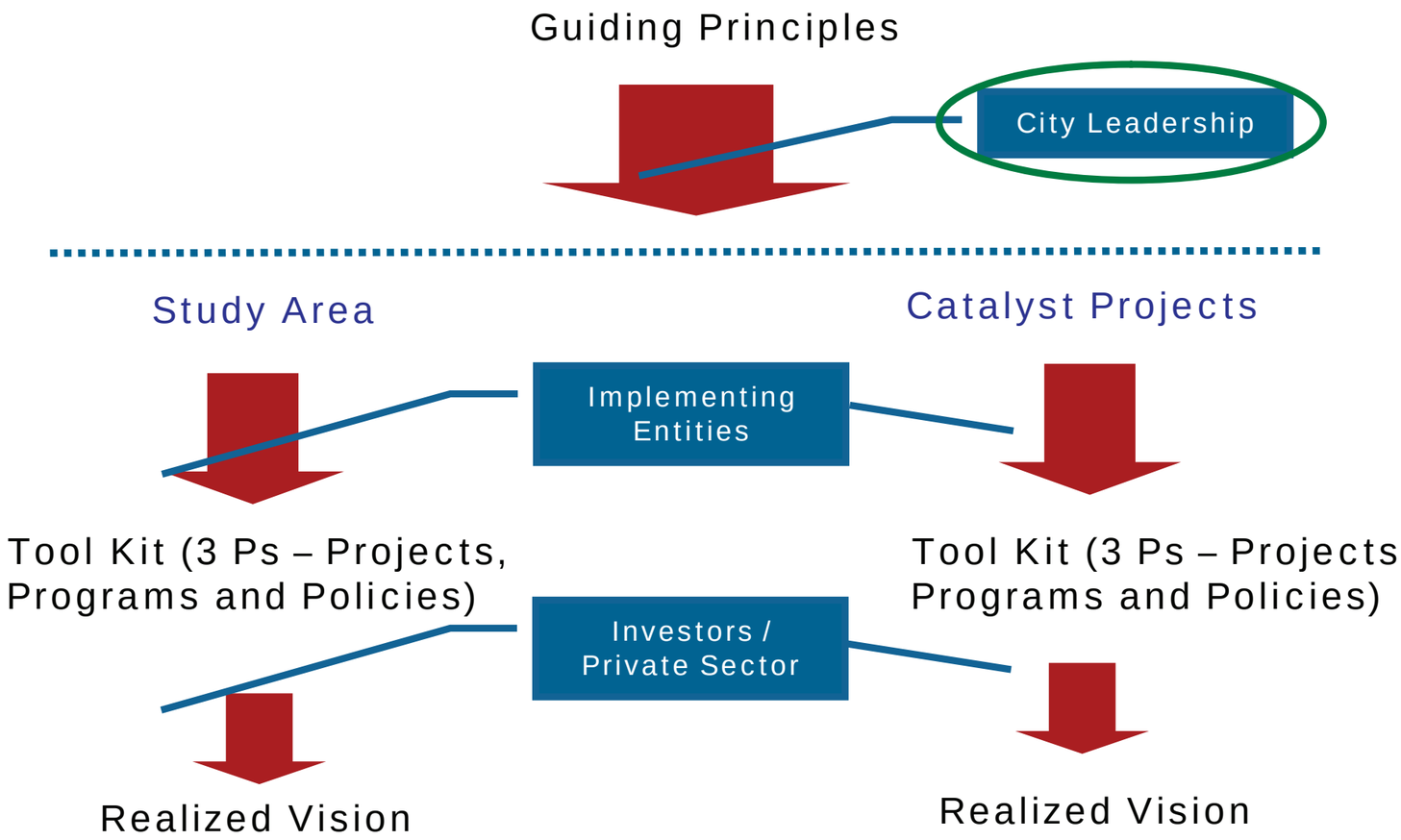
Community

- Continue to participate – get educated
- Support leadership decisions which advance the vision





Strategy Layers





CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4486

AN ORDINANCE ADOPTING THE GRAND JUNCTION NORTH AVENUE WEST CORRIDOR PLAN

AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE AREA GENERALLY LOCATED ALONG NORTH AVENUE WEST OF 12TH STREET

Recitals.

The North Avenue area is experiencing deterioration due to aging and dilapidated structures, movement of businesses to the western areas of Grand Junction and high turnover in area businesses. Because North Avenue has been primarily zoned for commercial use, the result has been sporadic disinvestment, underutilized buildings, old strip malls and vacant property.

To remedy this and to reinvigorate the area, the City has undertaken a planning effort in two phases, one for the east end of the North Avenue Corridor, and one for the west end. The first phase occurred when the City Council adopted the North Avenue Corridor Plan (for the east end of the corridor beginning at 12th Street) in December 2007. The second phase is the North Avenue West Corridor Plan, which includes that area from 12th Street west to I-70B.

The North Avenue West Corridor Plan has been developed based on input from focus group meetings with property owners, residents and Colorado Mesa University representatives and input received through an online survey, a questionnaire, two open houses and a Technical Advisory Committee made up of representatives from CDOT, Grand Valley Transit, and City staff. The Plan was developed during a year of extensive public involvement and deliberation. The City Planning Commission has forwarded a recommendation of adoption of the Plan for the future growth of lands within the North Avenue West Corridor Plan planning area.

The Grand Junction North Avenue West Corridor Plan does the following:

1. Focuses on the Comprehensive Plan's vision for the community "To become the most livable community west of the Rockies";

2. Identifies four *Guiding Principles* that will shape the planning area's growth. Those Principles are:
    - Safety – establishing a multi-modal approach to pedestrian, bicycle, transit and vehicular safety.
    - Aesthetics – creating standards that support the vision and corridor as a destination and a crossroads.

- Placemaking – envisioning North Avenue as a corridor that is a destination itself, not simply a street to travel through.
- Neighborhood Impacts – minimizing impacts to existing neighborhoods as growth occurs in the corridor.

3. Recommends the two block area of 3rd Street between North Avenue and Sherwood Park as the neighborhood core area for the neighborhood center established with the Comprehensive Plan.

4. Recommends a future street cross section for the entire length of North Avenue that includes narrowing the travel lanes, adding bike lanes on each side and expanding pedestrian amenities on both sides of the street.

5. Includes an Implementation Plan that recommends creating and establishing an Overlay Zone district to include the entire four miles of North Avenue.

6. Respects individual property rights.

The Grand Junction North Avenue West Corridor Plan will amend the Grand Junction Comprehensive Plan and completes the corridor planning for North Avenue that was started with the 2007 North Avenue Plan encompassing that area of North Avenue east of 12th Street which is also an element of the Comprehensive Plan.

The Planning Commission is charged with the legal duty to prepare and recommend for adoption to City Council master plans for the City.

The North Avenue West Corridor Plan was heard in a public hearing by the Grand Junction Planning Commission on July 26, 2011 where the Planning Commission recommended that the City Council adopt the Plan.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the North Avenue West Corridor Plan, City of Grand Junction, Colorado, in the form of the document attached hereto, and as recommended for adoption by the Grand Junction Planning Commission is hereby adopted.

The full text of this Ordinance, including the text of the North Avenue West Corridor Plan, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the 17 day of October, 2011 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the 2nd day of November, 2011 and ordered published in pamphlet form.

/s/: Tom Kenyon
President of City Council

ATTEST:

/s/: Stephanie Tuin
City Clerk

2011

North Avenue West Corridor Plan

(12th Street west to I-70B)



CITY OF Grand Junction COLORADO
Comprehensive Plan
North Avenue West Corridor Plan

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Executive Summary

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

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

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

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

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

The public process for this plan was as inclusive as possible, involving focus groups with residents, businesses, and Mesa State College personnel and students, who were asked to fill out a questionnaire. This was followed by an open house and questionnaire for the public. The second public open house introduced concepts and design elements and asked for comments. Six options for street cross sections were developed and presented to the public for input, and an online survey was made available that was promoted to all previous open house attendees and the public at large through the

media and the City's website and social media sites. There were 351 people who filled out the online survey.

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

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

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

Planning Boundary

Why Plan North Avenue?

Historically, North Avenue was the northern most boundary of Grand Junction. As development continued to grow to the north, the North Avenue corridor now finds itself in the City Center area of Grand Junction, in proximity to many great assets and amenities such as Stocker Stadium and Lincoln Park, Colorado Mesa University (previously known as Mesa State College) and a wide range of community services, hospitals, and easy access to downtown.

Until the 1990's North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years the area has experienced a dramatic loss in revenue in great part associated with the extensive development of new and large commercial and retail centers along the western edge of the City. With business pulled to these new commercial centers, North Avenue has an opportunity to reestablish itself by creating a unique community environment where people will come back to again and again.

Rather than mimic the developments occurring on the western edge, the North Avenue Corridor can reclaim its identity by promoting developments that combine retail, office, residential and civic components to establish a distinctive and thriving sense of place and character. This will provide, as supplement to downtown, a historically rich active neighborhood with a focus on educational opportunities, employment, entertainment and mixed use.

Questionnaire Question #3

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

Survey Responses:

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

(Note: multiple answers were received)

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



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

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



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

North Avenue West Corridor Plan Vision

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

Questionnaire Question #1
What brings you to this part of North Avenue?
Survey Responses:
- Pass through here = 52%
- Obtain services here = 39%
- Live within a couple of Blocks = 23%
- Own a business here = 20%
- Go to School, Church = 20%
- Own property here = 18%
- Work here = 14%

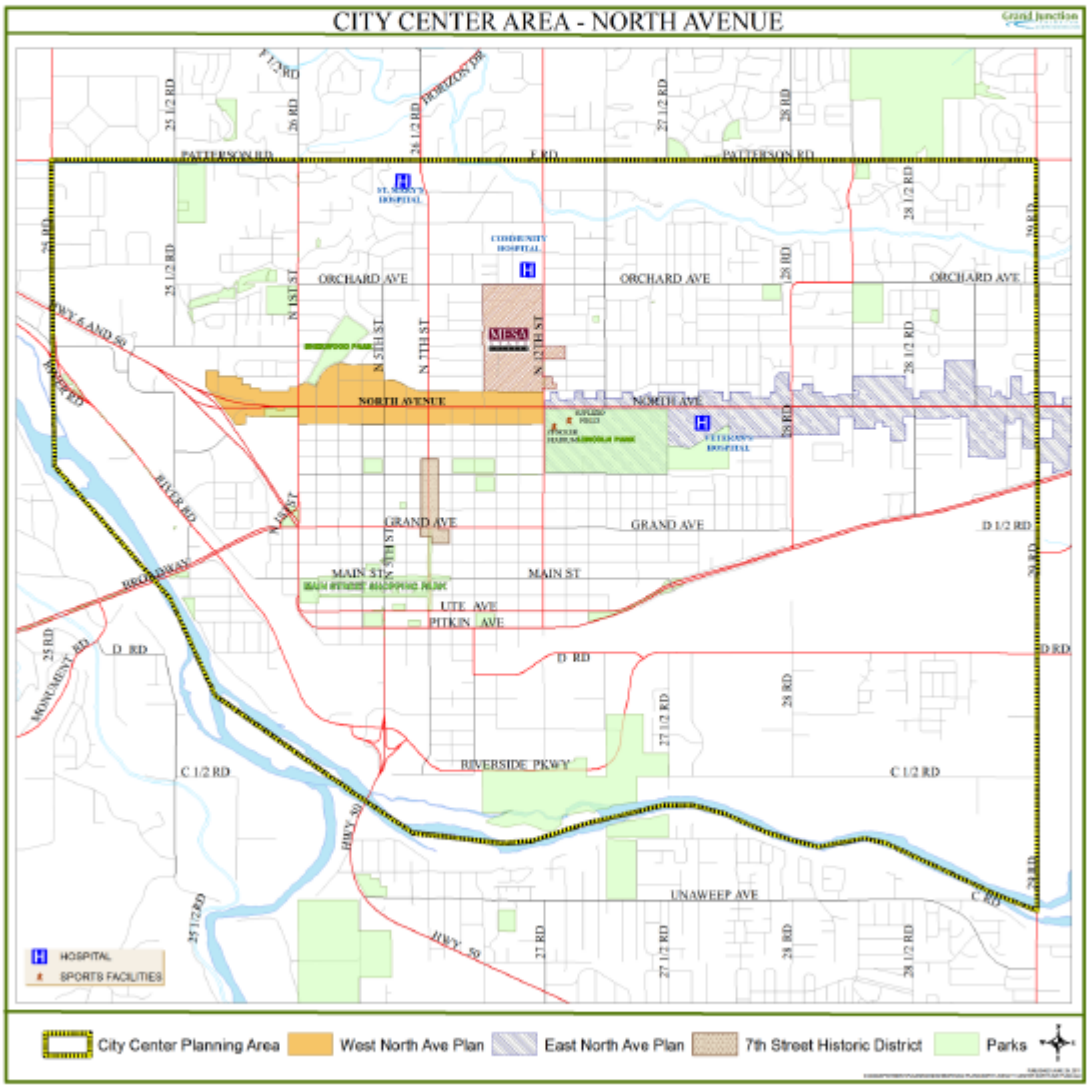
(Note: multiple answers were received)

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

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

1. Create services at the neighborhood level and for the student population;
2. Improve mobility for pedestrians, bicyclist and transit riders; and
3. Create a significant "neighborhood" of residential, retail, commercial, entertainment, educational and public activity areas.
4. Designing the public realm. Develop guidelines for design that answer the questions:
    a. What is the appropriate setback related to the public right-of-way?
    b. What should happen between the street curb and the front of the building?
        i. What is appropriate landscaping? Should it be a combination of landscaping and hardscape?
        ii. Pedestrian amenities, what should they include?
    c. Where should parking be located? How should it be accessed from the building(s)?

d. What is the function of public streets?
   i. What role do alleys and neighborhood streets play in traffic circulation?
   ii. What is the functionality of North Avenue and how does that interface with the street edges?



Guiding Principles

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

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

- Safe pedestrian access on North Avenue Corridor, along and across the corridor. Key crossings include 1st, 3rd, 5th, 7th 10th & 12th
- Provide adequate lighting along the corridor.
- Provide access management by limiting the number of access points onto North Avenue and keep medians.
- Provide a safer environment for bicycle traffic.
- Provide bus pull-outs at transit stops.

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

- Create standards for
  - Landscaping
  - Signage
  - Way Finding
  - Building Architecture
  - Building Location
  - Lighting
  - Entry Features
  - Banners (pedestrian scale)
  - Public Spaces (medians, pocket parks and plazas)

Questionnaire Question #5

What is your biggest concern regarding this section of North Avenue?

Survey Responses:

Safety = 73%
Aesthetics = 57%
Neighborhood Impacts = 30%
Neighborhood Identity = 27%

(Note: multiple answers were received)

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

- Establish an entrance, you have arrived, slow down.
- Establish three sub-areas or districts and create a vision for each.
  - Automotive Sales and Service District (I70B to 1st St.)
  - Sherwood Park Mixed Use District (1st St. to 5th St.)
  - Educational/Student Commercial and Entertainment District (5th St. to 12th St.)
- Create parking areas. Locate parking to the rear of businesses.
- Encourage outdoor spaces/uses (i.e. outdoor seating, plazas).

- Create work/live opportunities (mixed use).
- Establish entertainment venues.
- There is a need for hotel(s).

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

- Establish 3rd Street as a mixed use center (increase density and intensity) and tie to Sherwood Park.
- Allow for university expansion to 7th Street.
- Minimize traffic impacts to existing and future residential areas.
- Encourage the use of secondary streets for neighborhood traffic circulation and buffering from more intensive uses.





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





Revitalizing North Avenue

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

Questionnaire Question #2

How do you access the corridor?

Survey Responses:

Private Vehicle = 98%	Bike = 23%
Walk = 16%	Bus = 2%

(Note: multiple answers were received)



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

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

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





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

Existing Pedestrian Conditions

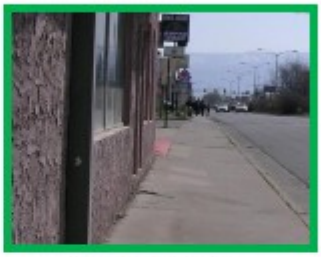
Existing sidewalk conditions along North Avenue range from narrow 3 feet attached sidewalks to paved surfaces that are shared with parking areas, to detached 6 feet wide sidewalks with a landscaped area between the curb and the sidewalk. North Avenue is a high pedestrian use corridor within the study area particularly between 5th Street and 12th Street with the influence of the student population during the day.



Attached to detached



Narrow 3 ft. sidewalk



Attached 4 ft. sidewalk







Wider detached sidewalk more comfortable for pedestrian use

Street Cross-Sections

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

1. Construct wider sidewalks – detached and/or attached; and/or
2. Provide bike lanes on North Avenue by restriping existing pavement or widening pavement section; and/or
3. Provide on-street parking by reconstructing the street within a wider right-of-way.

What we heard at Open House?

Preferred Street Concepts

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

April 2011 Open House Results

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

Existing Conditions	Option 1 (Restripe with Bike Lanes)	Option 2 (Widen sidewalk/Add Landscaping Strip)	Option 3 (Add Bike Lane & Widen Sidewalk/Add Landscaping Strip)	Option 4 (Remove Curb and Widen Street 3 ft/ Widen Sidewalk/ Add Landscaping Strip/ Add Bike Lane)	Option 5 (Remove Curb and Widen Street 5 ft/ Widen Sidewalk/ Add Parking Lane)	Option 6 (Remove Curb and Widen Street 8 ft/Widen Sidewalk/Add bike Lane/Add Parking Lane)

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

- Both options provide wider detached sidewalks.
- Both options provide landscaping.
- Both option are simpler to implement and can be completed in increments.
- The bike lane in Option 3 can be implemented in the future by restriping the pavement to add the bike lane. What is constructed beyond the curbs is the same for both options.

May – June 2011 Online Survey Results

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

Results from this survey indicate nearly three out of four responders said that bike lanes should be

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

	Responses	
Yes	260	74%
No	91	26%
Total	351	

incorporated into the future design of North Avenue. However, creating parallel parking on North Avenue didn't receive much support with 92% saying that it was a bad idea.

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

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

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

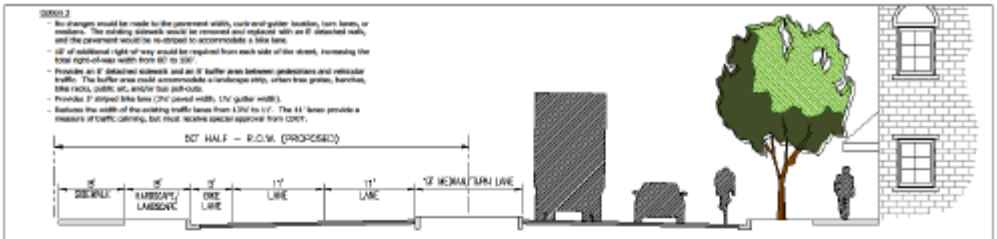
The survey also asked participants to rate various elements of any future redesign of North Avenue from "Very important" to "Not at all important." The results are shown in the following table.

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

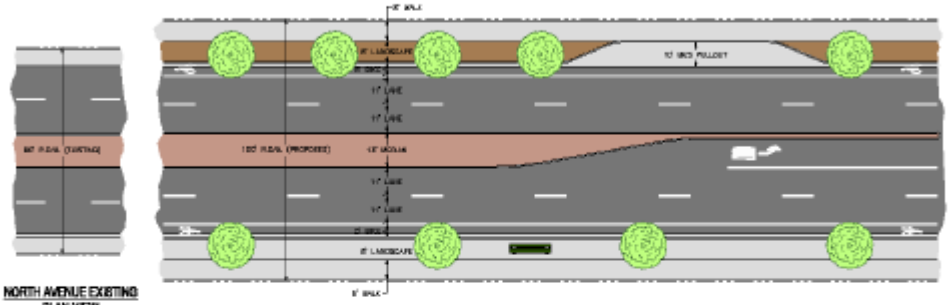
Traffic flow and convenience and safety ranked very important to the public. Aesthetics, bike lanes and creating a pleasant place to walk are important to those taking this survey as well with most people ranking them as either Very Important or Somewhat Important. Results for on-street parallel parking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

Recommended Street Cross-Section

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

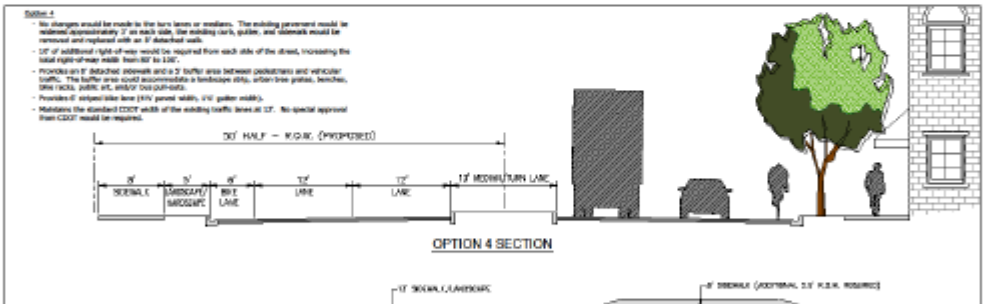


OPTION 3 SECTION

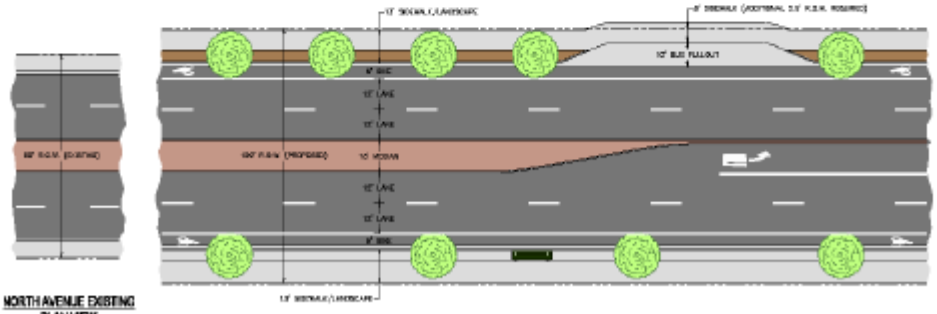


NORTH AVENUE EXISTING PLAN VIEW FOR COMPARISON

OPTION 3 PLAN VIEW



OPTION 4 SECTION



NORTH AVENUE EXISTING PLAN VIEW FOR COMPARISON

OPTION 4 PLAN VIEW

16

Plan Elements

The following elements of this Plan will aid in helping the North Avenue corridor achieve its Vision and Guiding Principles; create services at the neighborhood level; improve mobility and safety for pedestrians, bicyclists and transit riders, and create a significant neighborhood of residential, retail, commercial and public activity areas.

Creating a more unified street edge condition along North Avenue

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

- Consolidating existing curb cuts and parking lots.
- Providing more definition to vehicular entry ways.
- Adding sidewalks and plantings.
- Adding pedestrian scale street lights, trees, benches and other amenities.



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

Designing Street Intersections

The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO'S guide for the Planning, Design and Operation of Pedestrian Facilities (2004).



- Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability – Drivers know where to expect pedestrians;

- Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability – Drivers know where to expect pedestrians;
- Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;
- Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;
- Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street;
- Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and
- Clear Crossing – Eliminating barriers and ensuring accessibility for all users.

Questionnaire Question #6
What would you like see improved or changed?
Citizen Comment:
Safety needed for bikes and pedestrians without impeding traffic.

Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The North Avenue West corridor currently has six signalized intersections. Most of these signals are located at approximately one quarter mile intervals.

In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multi-lane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at mid-block crossings.

Pedestrian Crossings

North Avenue Pedestrian Crossings

Signalized & Striped		Unsignalized & Not Striped
1st Street	5th Street	3rd Street
7th Street	10th Street	
	12th Street	

There are six pedestrian crossings identified within the study area that are the most ideal locations for pedestrian traffic to use. Five of these crossings are currently



opportunity to cross. Future analysis and review of this sixth location will be needed to determine signal warrants for a safer and friendlier crossing.

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

North Avenue Streetscape

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

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

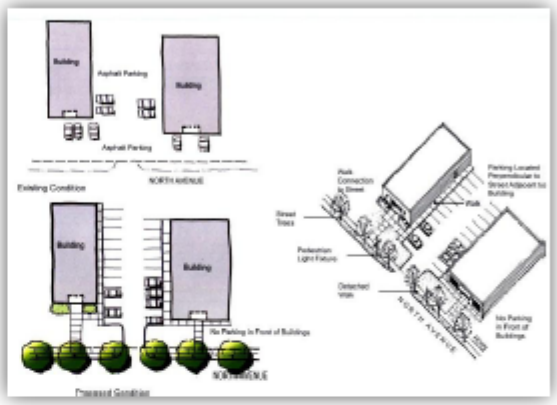


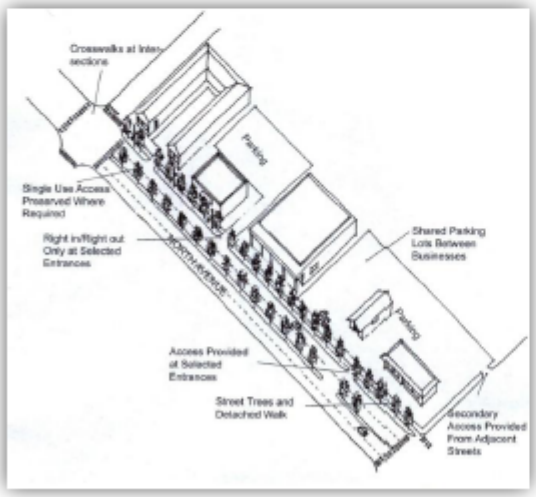


and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or ride a bicycle. Most of these improvements can be made within the existing street right-of-way.

Building Adjacent To Street

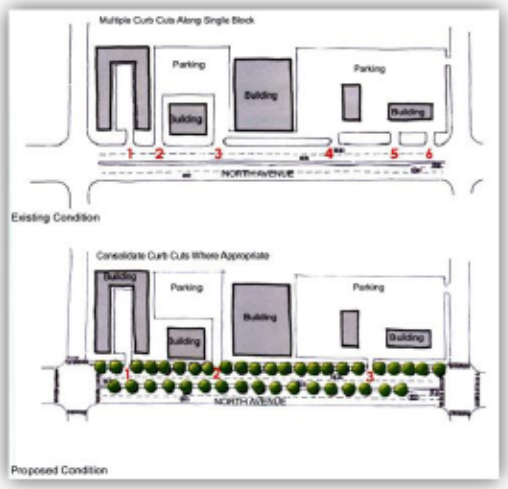
In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt.





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

Curb Cut Consolidation



Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It will result in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site.

Areas of potential redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. Redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new mixed use developments.

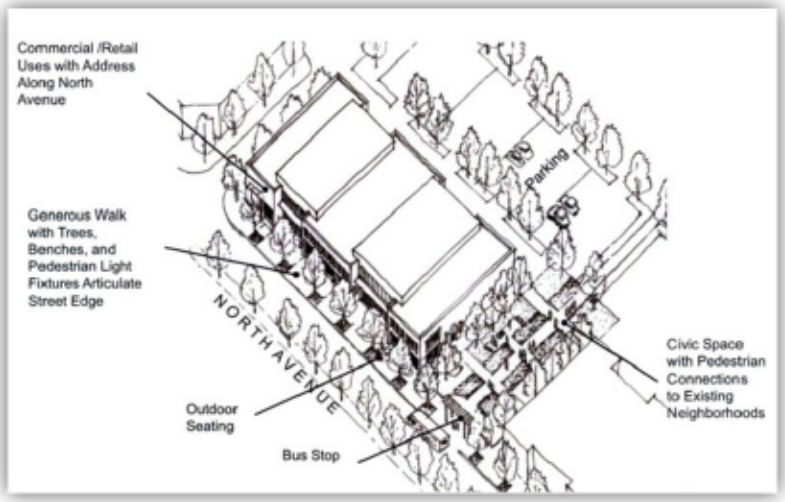
In all cases, each project should provide connectivity to the pedestrian network and include public open space.

Residential Land Uses



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

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



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

Commercial / Retail Land Uses



Building Built to Street

Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor.

Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses should be provided on North Avenue with additional access from the interior side, providing easy access from nearby parking.



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

Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. Parking lots must buffer themselves from adjacent and across the street residential areas through the use of berms, fencing and landscaping.

Transit

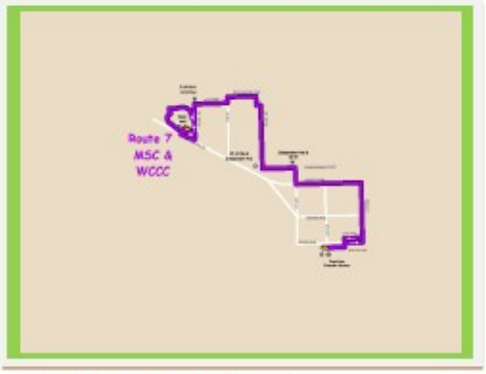
North Avenue is the highest transit use area for Grand Valley Transit (GVT). All transit stops on North Avenue should be off-street pull-outs. Bus Shelters should be incorporated at higher use transit stop locations.



North Avenue Bus Routes



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



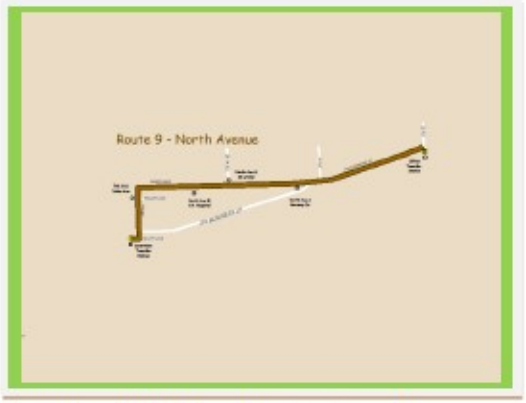
Annual Ridership

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

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

GVT Route 9 Bus Stops
East of 8th Street
East of 9th Street
West of 11th Street

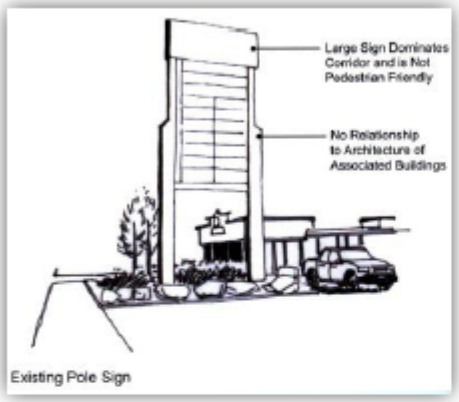




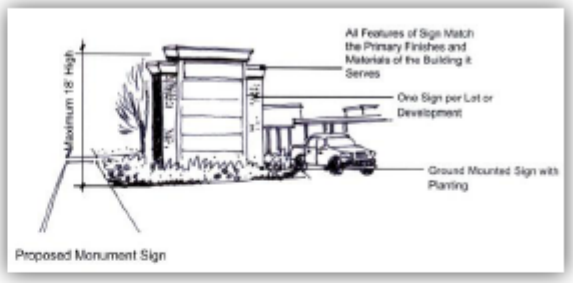
7th Street and 12th Street are bus transfer points connecting passengers to other routes in the City.

Signage

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



Existing Pole Sign

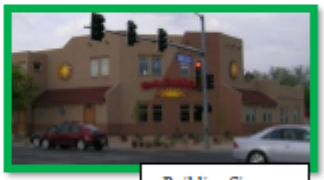


Proposed Monument Sign

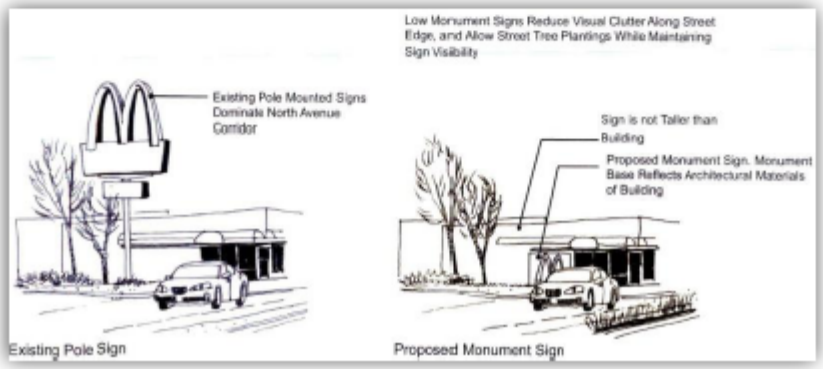
low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. This philosophy supports a distinction of commercial areas as opposed to individual pad development. It encourages a walking environment and provides for a group of retailers to engage the property as a whole.



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


Building Signage

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



Existing Pole Sign

Proposed Monument Sign

Districts

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



Automotive Sales and Service District



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

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



Vision

Continue to serve as an automotive and services center for the Grand Junction area.

Street Cross Section

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

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



Existing Traffic Issue

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



Questionnaire Question #4

Are there currently issues you would like to see addressed?

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



Proposed changes to intersection at Ed Bozarth's

Sherwood Park Mixed Use District



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



Vision

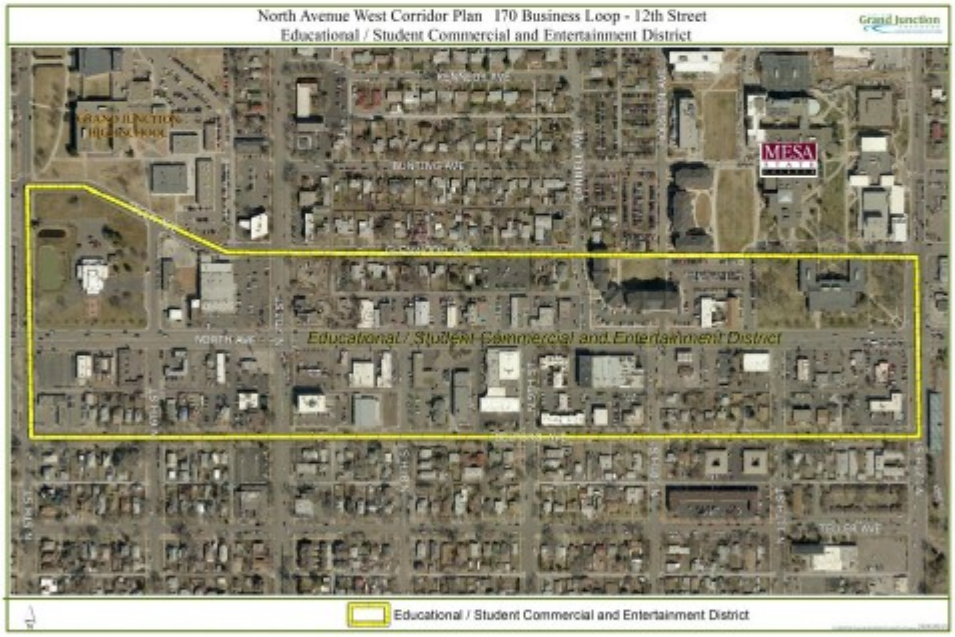
Establish a mixed use center as identified in the Comprehensive Plan.



Educational / Student Commercial and Entertainment District

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





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

pedestrians using this corridor. With students comes the need for pedestrian access and amenities.

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



Vision

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



Implementation Plan

1. **Create an Overlay District for both the North Avenue West Corridor Plan (1-70 B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70 B).**

Include the following elements in the Overlay District:

- Establish a street cross section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.
- Create landscaping and setback standards for the corridor that will:
  - Incorporate design features found in the street cross section.
  - Support the placement of buildings adjacent to the street.
  - Establish desired buffering and landscaping between residential and commercial uses and other Plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.

2. **Establish Implementation Tools.**

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

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

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



c) Modify the Transportation Capacity Payment (TCP) fee for the corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.

d) Define and create a Business Improvement District (BID). Colorado Statute Section 31-25-101*et seq* authorizes for the formation of Business Improvement Districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the District and appoint a Board of Directors. Under the Statute, the District is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the District. All property assessed in a BID must be commercial property. The tax or mil levy is set by the District up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District. The Mesa County Assessor would collect the mil levy for the District through property taxes. These tax dollars can be used by the District for infrastructure, aesthetic treatment and other improvements within the District which will benefit the District members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BID's currently exist are the downtown area and Horizon Drive.

e) Special Improvement District.

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

f) Create a Tax Increment Financing (TIF) District.

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

g) Urban Renewal Authority (URA).

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

h) Establish incentives for development and redevelopment along the corridor.

Establish a City infill and redevelopment policy and define what types of activities would receive consideration for development incentives. Incentives can include many different choices including paying required fees, constructing off-site improvements, undergrounding utilities, etc.

North Avenue - a destination corridor!

- *North Avenue is a great community asset with great potential.*
- *It needs to be planned as a good public place that promotes health, happiness and well-being.*

33

Planning/Public Process

Public Involvement

Focus Groups

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

Public Open Houses



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



Questionnaire

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

Online Survey

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

Planning Commission Workshops

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

Technical Advisory Committee Involvement

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

Plan Adoption

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

Acknowledgements

Grand Junction City Council

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

City Manager

Laurie Kadrich

City Public Works and Planning Director

Tim Moore

Grand Junction Planning Commission

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

Technical Advisory Committee

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Debbie Kovalik, Economic, Convention & Visitor Services
Irene Carlow, Economic, Convention & Visitor Services
Eric Hahn, Public Works and Planning
Jody Kliska, Public Works and Planning
Kristin Winn, Public Works and Planning
Lori Bowers, Public Works and Planning
Rick Dorris, Public Works and Planning
Scott Peterson, Public Works and Planning
Kristen Ashbeck, Public Works and Planning
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Project Manager

David Thornton, AICP, Principal Planner, Public Works and Planning

Special thanks to the Focus Group participants from:

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

Appendix

Street Cross Sections

North Avenue Existing Plan View
Option 1 Plan View – Restripe with Bike lanes
Option 2 Plan View – Widen sidewalk/Add landscaping strip
Option 3 Plan View (Recommended) – Add Bike lane/ Widen sidewalk/Add landscaping strip
Option 4 Plan View – Remove Curb and Widen Street 3 ft/ Widen sidewalk/ Add landscaping strip/ Add Bike lane
Option 5 Plan View – Remove Curb/ Widen Street 5 ft/ Widen sidewalk/ Add Parking lane
Option 6 Plan View – Remove curb/ Widen Street 8 ft/ Widen sidewalk/ Add Bike lane/ Add Parking lane

Maps

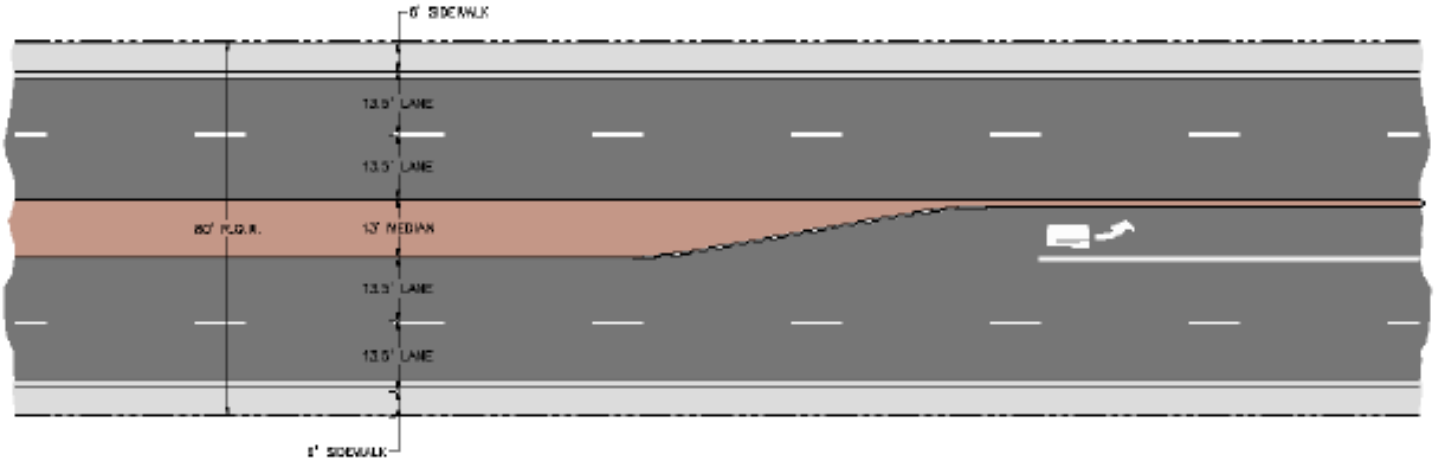
Map of Corridor Plan Area

District Maps

1. Automotive Sales and Service District Map
2. Sherwood Park Mixed Use District Map
3. Educational/Student Commercial and Entertainment District Map



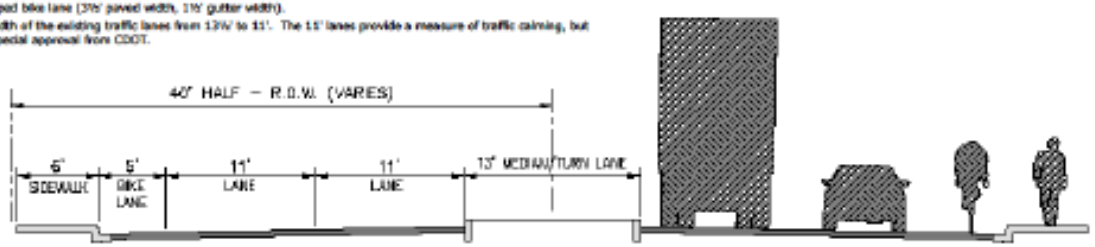
NORTH AVENUE EXISTING SECTION



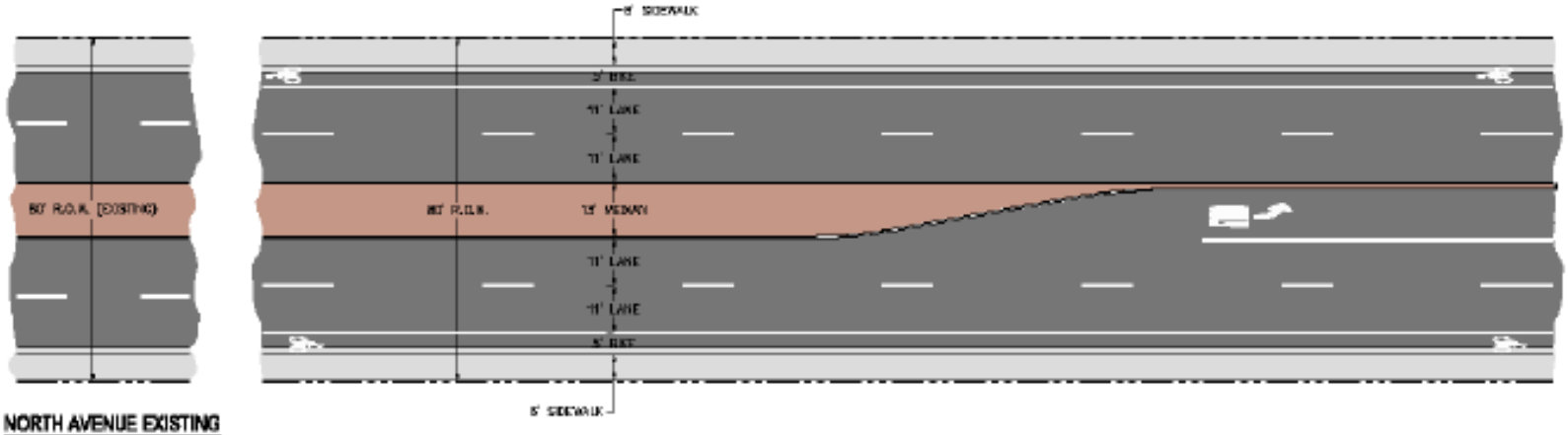
NORTH AVENUE EXISTING PLAN VIEW

Option 1

- No changes would be made to any existing structures; pavement width, curb-and-gutter location, sidewalk width, turn lanes, and medians would remain as they are. Only the striping of the lanes would be modified.
- The changes would be made within the existing 80' right-of-way. No additional right-of-way would be required.
- Provides 5' striped bike lane (3'6" paved width, 1'6" gutter width).
- Reduces the width of the existing traffic lanes from 12'6" to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 1 SECTION

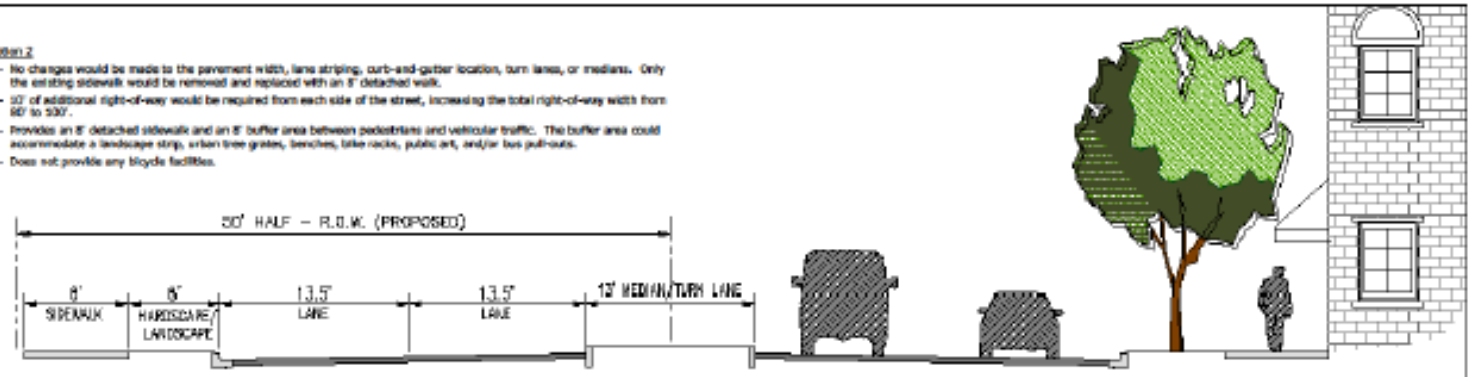


NORTH AVENUE EXISTING PLAN VIEW FOR COMPARISON

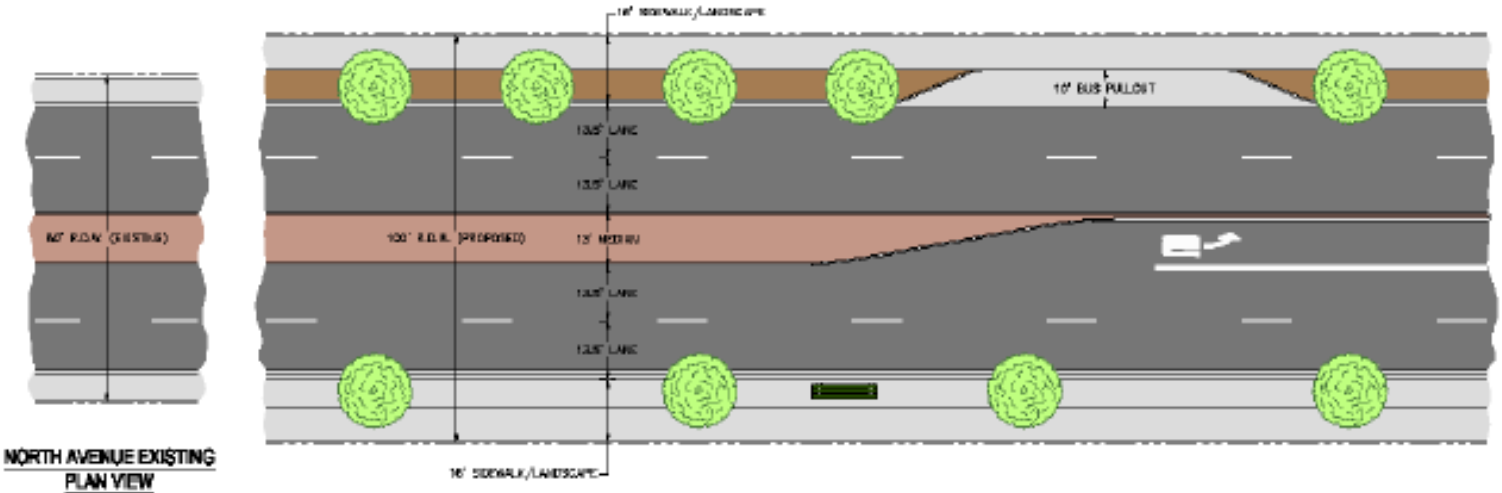
OPTION 1 PLAN VIEW

Option 2

- No changes would be made to the pavement width, lane striping, curb-and-gutter location, turn lanes, or medians. Only the existing sidewalk would be removed and replaced with an 8' detached walk.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Does not provide any bicycle facilities.



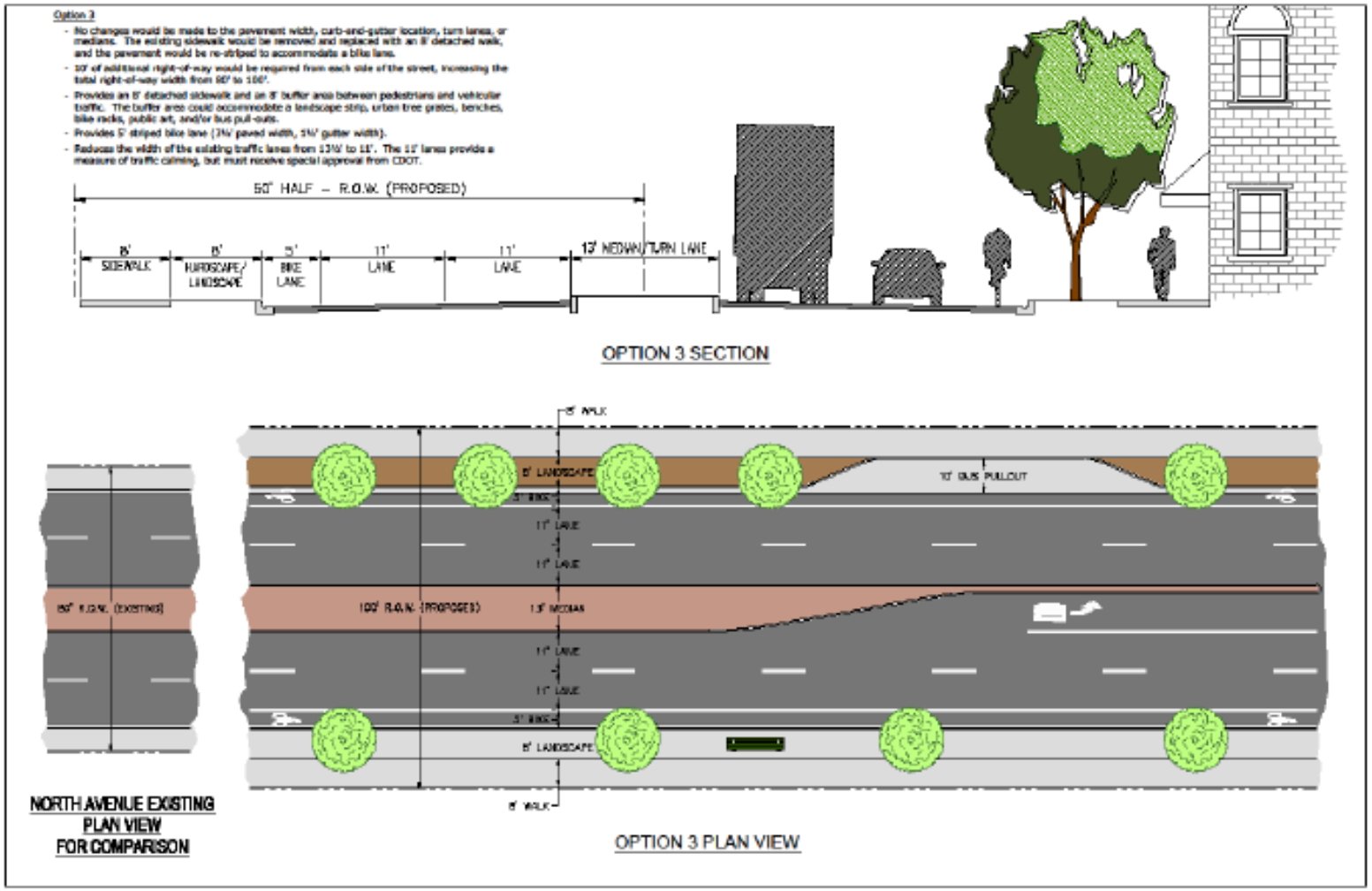
OPTION 2 SECTION



NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

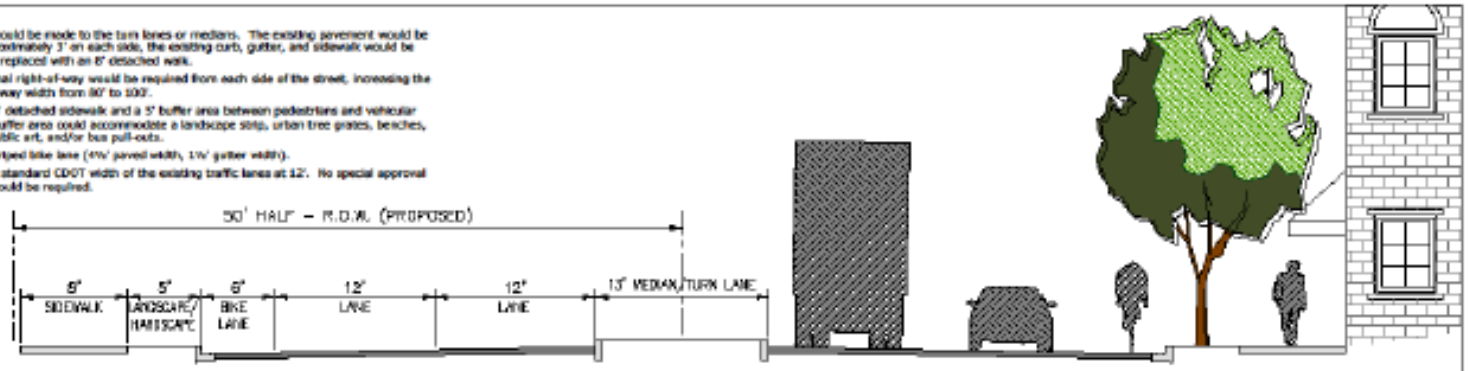
OPTION 2 PLAN VIEW

RECOMMENDED STREET CROSS SECTION

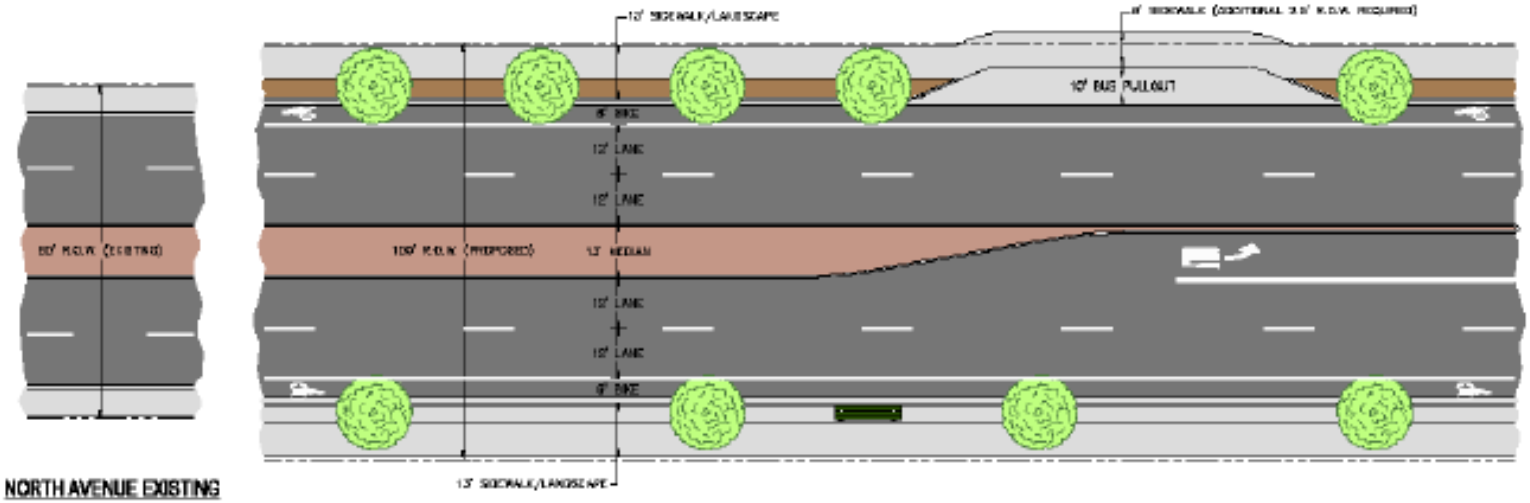


Option 4

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 3' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' detached walk.
- 18' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 102'.
- Provides an 8' detached sidewalk and a 5' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 6' striped bike lane (4'w' paved width, 1'w' gutter width).
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.



OPTION 4 SECTION

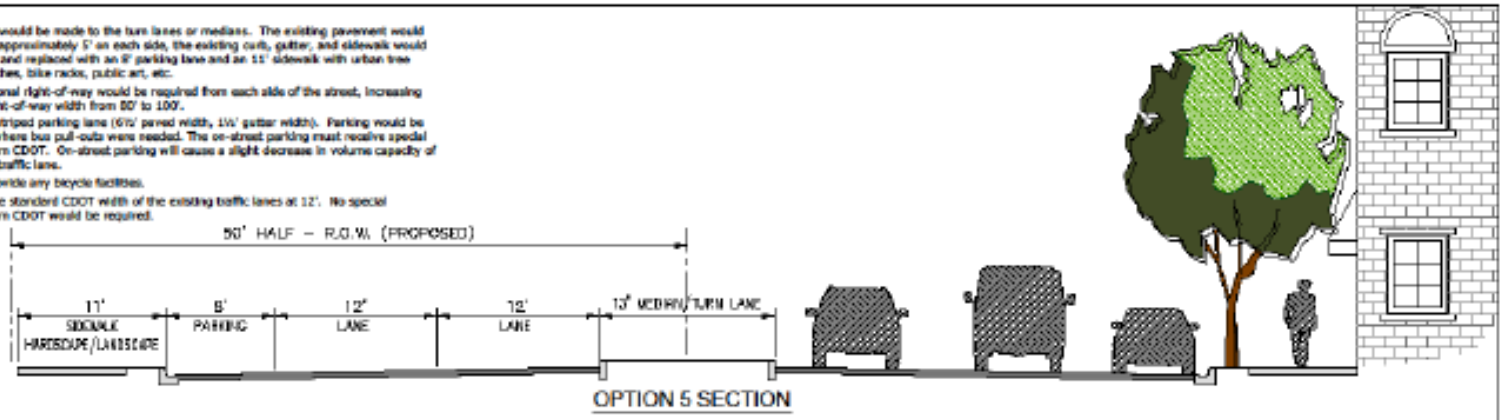


NORTH AVENUE EXISTING PLAN VIEW FOR COMPARISON

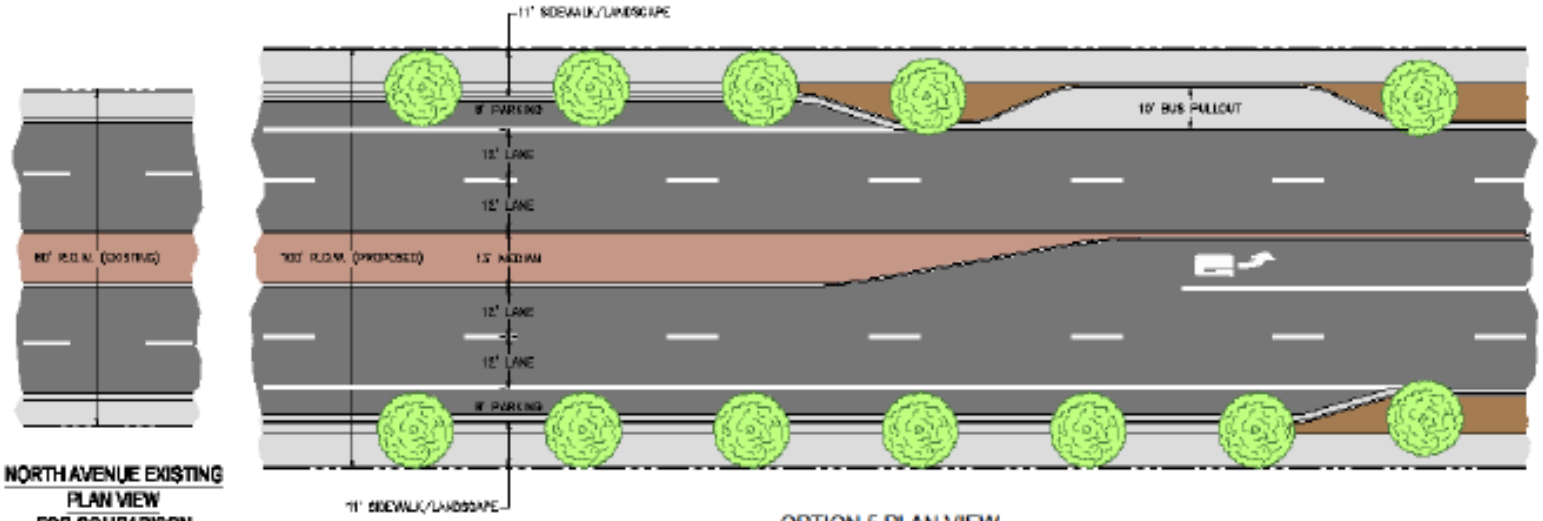
OPTION 4 PLAN VIEW

Option 5

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 5' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 11' sidewalk with urban tree grates, benches, bike racks, public art, etc.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (6½' paved width, 1½' gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lane.
- Does not provide any bicycle facilities.
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.



OPTION 5 SECTION

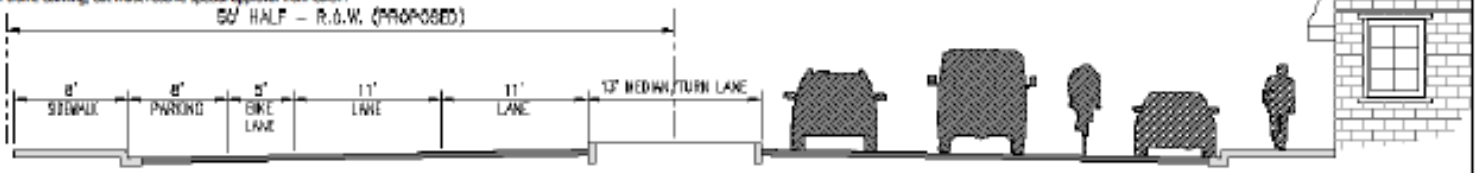


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

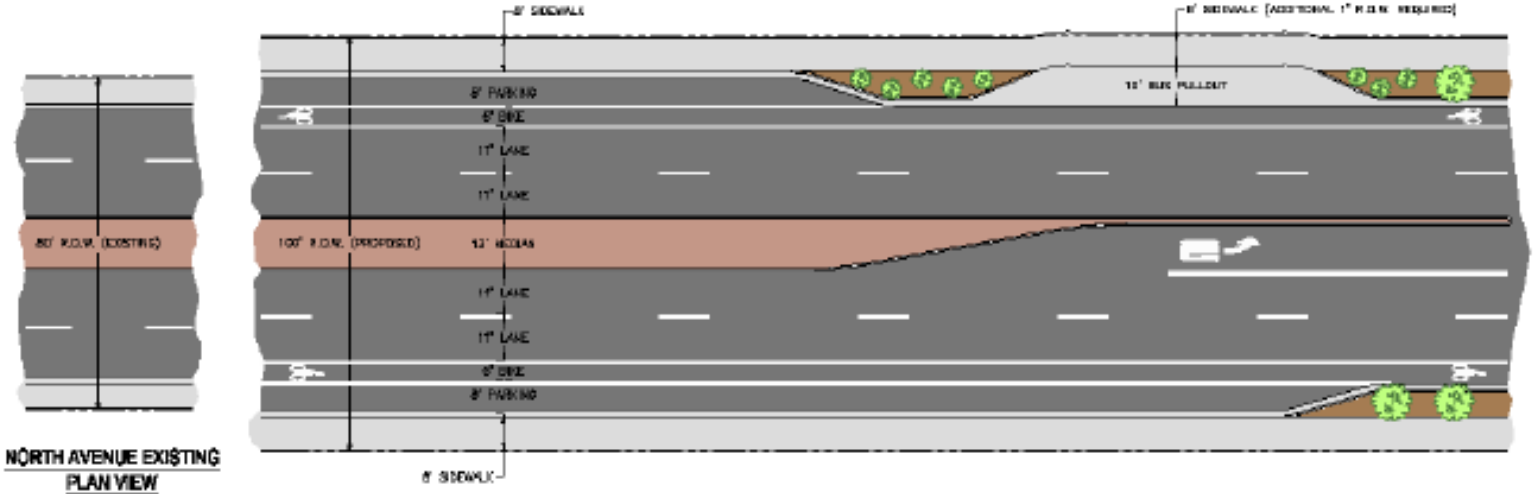
OPTION 5 PLAN VIEW

Option 6

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 8' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 8' sidewalk.
- 18' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (6½' paved width, 1½' gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lane.
- Provides 5' striped bike lane.
- Reduces the width of the existing traffic lanes from 13½' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



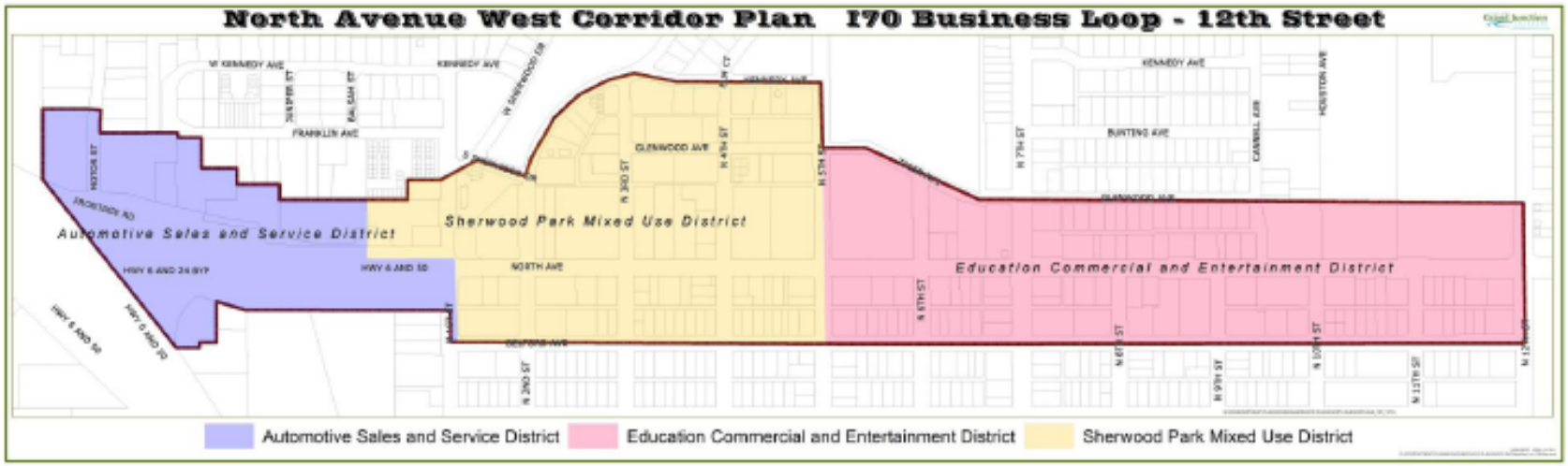
OPTION 6 SECTION



NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

OPTION 6 PLAN VIEW

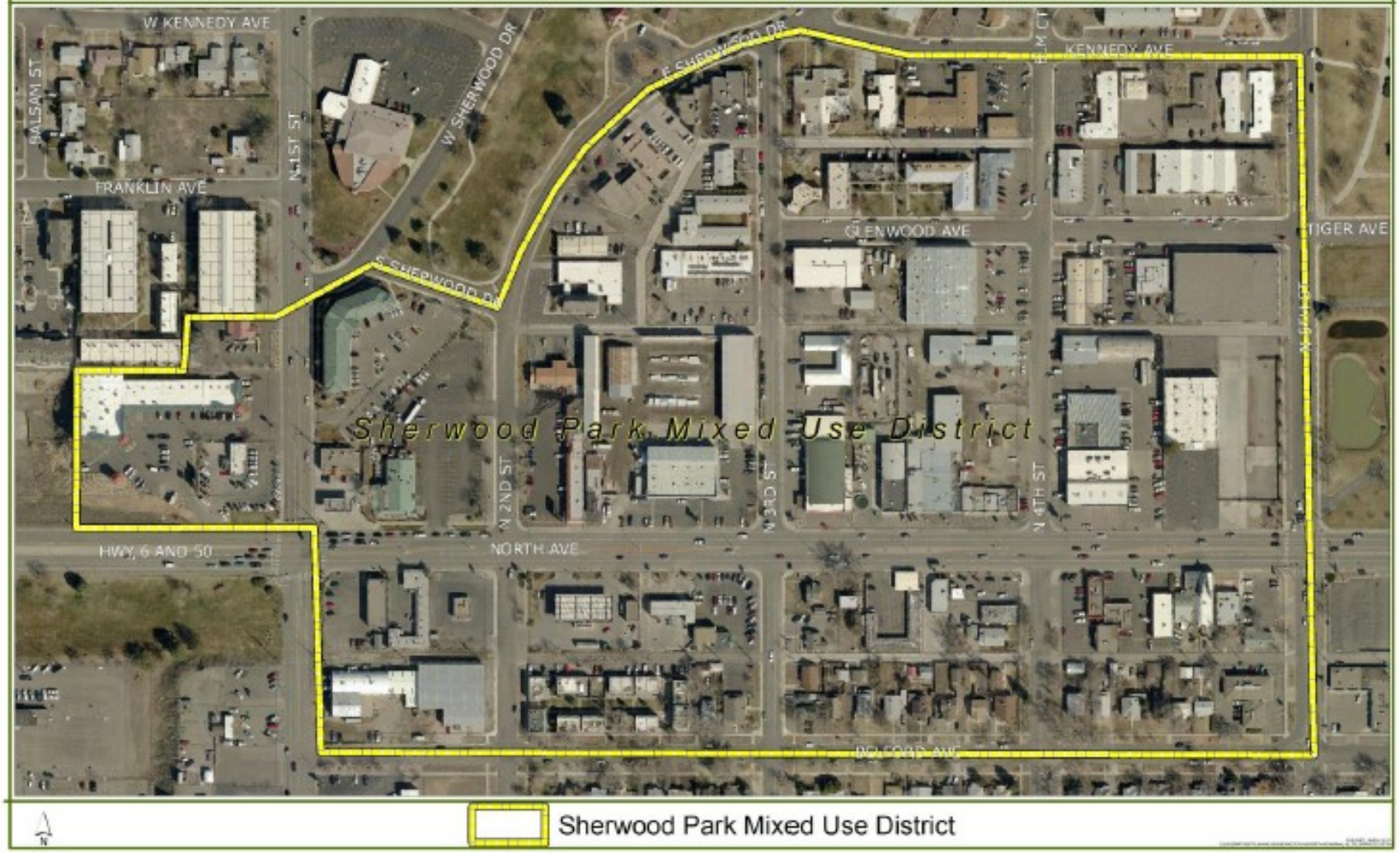
MAP OF CORRIDOR PLAN AREA



North Avenue West Corridor Plan I70 Business Loop - 12th Street
Automotive Sales and Service District



North Avenue West Corridor Plan 170 Business Loop - 12th Street
Sherwood Park Mixed Use District



North Avenue West Corridor Plan I70 Business Loop - 12th Street
Educational / Student Commercial and Entertainment District



North Avenue Survey Results

Thursday, June 16, 2011

356 started the survey, 351 completed it

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

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

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

	Responses	
Yes	260	74%
No	91	26%
Total	351	

3. Why or why not?

There is so much traffic and congestion along North Ave, it is in the best interest of the community to have safety measures for all. Improvement in those areas for pedestrians, vehicles, and bicyclists are very important especially considering transportation to and fro the schools (Mesa State, Dist. 51, baseball games, etc...).
I think the bike lanes should be in the street because that is where bikes belong...not on the sidewalk.
If installed they would be used.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There is a great deal of traffic and I fear that there would be more accidents involving bikers as well as an increase in accidents due to vehicles trying to avoid them. I have no problem at all with bikers but I fear for their safety. I would strongly discourage bike riding on North Avenue and as a resident of this County I would be disappointed to see encouragement for bike riding on that street.
Bike lanes would aid in keeping both Automobile and Bike traffic safer.
they still will ride to close to the traffic like they always do every where else.
in this country we should be, in general, encouraging use of bikes instead of cars
Bikes have a place, but North Ave, is not one of them. I lived on White Ave, when the 12 th st , bike lane was put in. What a waste of traffic flow, for the little use it gets, even to this day !
There is so many college students.
Being bicycle friendly is one of the important factors in the livability of a city. In an area like ours, where outdoor activities are so important to the lifestyle and even economy, we should stay as current as possible.
Safety
They cause nothing but frustration for drivers in Mesa County. While I think they are worthy, encouraging bikes on the roads in Mesa County will only add to traffic problems, crashes and bike riders being injured/death because drivers in Mesa County don't know how to drive with bikes on the roads. Just like they don't know how to use round-a-bouts either.
There are more people biking and a bike lane - safety - would be a good idea. Could ease accidents on other streets that do not have bike lanes and add revenue to local stores.

Traffic is too heavy and Bikers are safer on sidewalks than the Street. Less chance of a cyclist getting hit or hurt.
You don't see very many people on bikes today. The weather in GJ is such that the bike lanes are not useable for many months out of the year. Bike lanes near the college may be prudent but not along the whold of North Ave.
In the future, Mesa College will be a large university with a number of bike commuting students. In addition, as gas prices rise and people become more aware of the consequences of driving a car such as obesity and global warming. More people will want to bike commute or travel by bike for pleasure and excercise. As they say, every time you drive a car you cause some harm and every time you ride a bike you do some good.
College and town bikers
Bikes will always be a part of multimodal public transportation. It would be better to seperate bikes from walkers.
Changes the character of the street by making it less of a highway
North Ave is a major road through town and should therefore be available to bikers.
Bike lanes are crucial for Grand Junction's future - when recreation is more important to the local economy, gas prices are high, and people want to use alternate types of transportation. Widening North will just generate more traffic and fill the added lanes, and will encourage faster speeds.
Bike traffic is absolutely minimal on that corridor. Considering the excessive cost it would take to construct them, I believe the benefit/cost ratio is very small. Considering the limited resources available to the community right now, I think we have better things to spend money on than bike lanes that will benefit an extremily small percentage of the local population.
Bike lanes do nothing to aid in rejuvinating North ave.
Just not enough space for bikes--alternative routes are available.
Lots of people use bikes and more may look at bikes as an option to cars or the useless GVT buses.
I think that all cities should encourage citizens who wish to ride bikes to be able to do so safely and conveniently. This will become more important as gas prices rise.
This is a biking community and not creating a place that is bike friendly will be extremely short sited.
I think clearing traffic and making turning lanes safe with pedestrians is priority for a future. Bikers can travel safely along sidewalks safely. Key point along North Av. is flow of traffic. Clear that, clear parking.
creates option for alternative means of transport. this is a major, essential artery and bikers need safe access to it. The larde european cities have similar designs with trees, grass strips and cycle paths, especially in the hot Mediterranean cities.
It is very important to encourage alternate means of transportation. There are limited options for safe bike travel and without bike lanes, some will ride bikes on the sidewalk which endangers pedestrians. Without the bike lanes ,bikes in the street are unsafe. With the growth of Mesa State and other business we need to encourage safety and calming measures with things like chicanes to slow traffic and make it safer for bikes, cars and pedestrians. We need to think forward with our design and encourage non auto dependent transportation to help us become a more modern city that encourages people to get out of their cars.
Wider sidewalks would help on the south side.
North Avenue is too congested for safe bicycle riding. Bicycles should be on the less used routes.

If the lanes are there, people will use them, especially knowing that they can go a long way on them. Otherwise, it would be a scary ride!
this is a beautiful place to live that attracts families andd retirees who want a healthy lifestyle. Many people would bike if it weren't so impossible here. I had a hard time reading the drawings...option 6 worries me if bike lane and parking are on same side. Could bike lane be on opposite side than parking? people in gj are not used to bike traffic and have a tendency to run into bikers.
North Ave is a very busy street - bike lanes would bottleneck traffic more (motorists slow down around bikes - many decrease way too much and can cause near accidents).
Grand Junction is naturally a bike city. It has great weather and tremendous biking opportunities outside of town, as well as a very bikable downtown. The one sore-spot, however, and a great impediment to those looking to bike more, is the state of north ave. I personally have biked down north ave, however only for brief periods between traffic or at night. during another other time, such an action would be extremely ill-advised. Adding a bike lane to North Ave. would be a great benefit to businesses along the corridor, as well as to outside perceptions of the city itself.
we have plenty of east to west bike lanes ....don't see the need for any on this busy street.
With fuel costs the way the are (and more than likely stay). Give us the option to ride and feel safe. With the lower income population tending to migrate to that part of the valley, help us out.
many nearby alternative streets
More people are using bikes for transportation
As an avid bike commuter, bike lanes along North Avenue would provide greater access to the college and businesses.
Currently, there are no bike lanes on North Ave and bike travel on North Ave is VERY dangerous. I ride my bike on this route 5-7 times per week. Many vehicle drivers are hostile toward bicycles because the vehicle drivers have to change lanes to give the bicyclists any berth. Some type of bike lane on this route is imperative. Most bicyclist now take Elm St East and West because North Ave is so dangerous.
Safety and ecofriendly reducing our carbon print escpecially as the college is expanding and growing.
Near the collegen they may be, but along the rest of the corridor there is very little ped traffic and the bikers and pedestrians can share the sidewalk, even main street sidewalks could be shared with the higher ped traffic
As a biker myself, there is too much traffic going to swiftly. I always try and get to a lesser arterial such as elm or Gunnison.
A lot of people are riding bikes. They either are riding on the sidewalk, which is dangerous to pedestrians, or riding on the street, which backs up traffic and is a danger to everyone involved.
I believe an overall bike friendly community is important to Grand Junction and surrounding communities. When we talk about the area, biking always plays an important part in that conversation and therefore is important that our infrastructure reflects that. Additionally, I think the college students deserve a safe and bike friendly "home."
It's a main corridor accross the center of town. Bike lanes would add safe access on the street to the East and West areas of the North Center of town and provide safe travel for the Colo Mesa Univ. student population
Bicycle and pedestrian safety are critical to encourage non-motorized use, improve the livability of an area and reduce traffic congestion.

It's an important part of the transportation mix
I would actually answer yes and no. I think that pedestrians and vehicles should take precedence. Not to discount bikes, but driving this stretch daily, I observe a greater need for pedestrians and vehicles
So that people can safely ride a bike instead of having to drive a car!
They are a vehicle.....let them share the roadway.
Since the city has already put bicycle lanes on some of the major busy streets it's only logical to continue with putting a bike lane on one of the most traveled roads in the city.
In a college town, right near a college? Hello...lots of bike traffic potential!
Because it is a major street for the college and a lot more students are biking
We have got to start making more options for non-car travel everywhere.
Bike lanes promote alternate transportation usage and improve safety.
The community encourages biking and wants tourists to come for biking events so give them a bike lane. Also a number of people have no other means of transportation, so provide them a safe avenue.
Many college students use bikes. More residents who aren't students would use them if they don't have to put their lives on the line around North Ave.
Too much traffic. Utilize secondary streets for bike traffic.
Biking is an important and optimal form of transportation for health and environmental purposes. Individuals who bike for transportation and/or exercise should feel safe and drivers of vehicles should consider their obligation to share the road with cyclists. A lane designated for bikes would achieve this.
To much traffic and won't be used.
North Ave is a major connector to important areas of commerce and employment, and needs to be safe for bicycles to be used for travel to these areas--without resorting to the sidewalks.
So many students ride their bikes to the college and it is unsafe/problematic for traffic, pedestrians, and bikes the way North avenue is now. The college seems to be growing and so there may be even more traffic there in the future and especially in an area with students, it is important to have room for bikes and pedestrians to travel safely and to slow down cars and/or make efficient routes for cars that are separate from where bikes are.
FOR SAFETY REASONS
Provides safer means of transportation for bike riders in lieu of having to travel the back streets. As our valley population increases the need for safer bike lanes will also increase. This is especially true in the vicinity of Colorado Mesa University and surrounding complexes and parks.
Bicycles are here to stay!! I believe with the continued increases in fuel more bicycle traffic is inevitable. North is an important east/west corridor and would facilitate the increased bicycle traffic if it were made safer for that riders.
We need to get people to use other forms of transportation to improve the quality of life for everyone in this community and we have to give them choices to do that.

Making GJ bike friendly needs to be at the center of future development plans. The bike community in GJ is growing. Many tourists are already traveling here for access to biking and adequate development of bike lanes may stimulate this further. Local bike usage will also increase as safe corridors are created for the more timid cyclists, reducing traffic and heavy vehicle use and air quality issues. Many of us already ride these streets at some considerable risk! Why are the cops running speed traps on the residential corridors when we can't ride safely downtown? Local bike-oriented businesses (MRP, White Bros, DT Swiss, the numerous local bike shops) may benefit increased sales and therfore TAX revenues and JOBS. We may even be able to recruit a b-cycle franchise (similar to Denver, Boulder, etc.). Bike lanes are for these reasons an essential part of planning for the entire downtown area, not just North Ave.
cost of gas!!! People are riding there bikes!
There are very few E/W bike routes across Grand Junction.
Many riders aren't too smart about traffic's ability to kill or injure them and will ride on a busy street no matter what. I think a bike lane is a safety feature for drivers as much as for riders. Personally, I'd ban bike riders from all principal arterial streets (Patterson, North, Grand, Main, 1st, 4th, 5th, 7th and 12th) and make it a first offense $100 fine and a second offense $100 fine and confiscation of the bike and a third offense $500 fine, confiscation of the bike and ten days in the county slammer.
dangerous for bikes on North Ave bike shoud take alternative route
I think it would be to dangerous...Especially the way people drive on North Avenue and the amount of traffic...
I feel its important to draw the bikers to that area and to keep them safe.
Too busy. Look at Fort Collins, Colorado as a guide. On College Avenue, which is also Highway 287 that runs through the heart of town, there are no bike lanes. The bike lanes/route along College Avenue are on secondary streets. Glenwood Avenue, or Belford Avenue would take care of this rather nicley.
Need to encourage alternative transportation methods. Also good for tourism and "sense of place".
There is a decent amount of bike traffic in the downtown area and it would be good to give each mode of transportation their own piece of the thoroughway.
Bike lanes are important but too dangerous if you diminish the traffic lanes to 11 feet. Since no offered option increases the total width of the street bike lanes simply must go to other streets. P.S. -- I am an avid and frequent bike rider.
This would help reduce traffic, as well as improve environment.
We have spent a vast amount of money on bike lanes and they are seldem used. TOO much money for too little use.
tHE SIDE STREETS DO NOT WORK WELL FOR BIKE LANES. WITH THE COLLEGE AND THE HIGH SCHOOL BOTH ALONG NORTH WE NEED TO PROVIDE FOR BIKES.
As a main corridor North Ave. needs safe options for pedestrians and cyclists. There are schools, parks and Mesa State College all along the corridor. Students need a safe route to commute to school.
attract people that do not drive into the area
Bike lanes should be a part of all street projects in the city. The only way the benefits of cycling are going to be realized is if there is a convenient, safe and connected system from everyone's home to all destinations. The benefits of cycling are: energy conservation, health, international security, reduced parking demand and reduced traffic congestion but it isn't going to happen if it's not safe and convenient.

Implementing a SAFE East West Corridor in Grand Junction is MUCH needed. This would allow cyclists to travel to commercial shops via bicycle. Great work GJ City Council. North Ave needs a face lift and adding bike lanes is the sustainable direction the City should work towards. A healthier, safer, active city will only draw more people to settle here and relish in the beautiful community in which we live.
A lot of people commute by bikes around town. Unfortunately North Avenue is the least bike friendly route we have in town, yet it could provide great bicycle access to LOTS of stores.
It would be much safer for both drivers and bikers if there was significant room for each. It is also a major route that is unfriendly to both bikers and walking pedestrians. The extra space would make it feel more comfortable.
Because north avenue is currently a suicide ride. I avoid it like the plague
If you want North Avenue to have a sense of place and to be a longterm $ generator for GJ, you've got to make it accessible for bikers and walkers. Bikers and walkers cannot share the sidewalk. Bikers and cars cannot safely share the road. As gas prices continue to rise, bike friendly infrastructure (including bike-specific lanes) will just become more important. At this point, North Avenue is one of the most dangerous places to ride in GJ. Cars are moving very fast, there is no shoulder, sidewalks are inappropriate for bikes but represent the only option. A few other issues: crossing North is dangerous because of speed that lights change and because pedestrian crossing buttons are often tens of feet away from the corner and make it very difficult to push the crossing button on a bike.
People bike around grand junction and being that North is a major thoroughfare it only makes sense to have bike lanes. What is currently there not only for pedestrians (in some spots) but cyclists especially is unacceptable and dangerous.
This community has so many great resources for bikers, but North is scary and dangerous. As a major E-W corridor, a primary commerce route and a primary boundary for the University, it has to become more bike friendly, safe and efficient.
Bike lanes should be available on every busy street. It doesn't make sense to encourage bicyclists (especially children) to break traffic rules to protect themselves from aggressive traffic. Bicycling should be a viable option for the entire area.
Bicycles are an absolutely vital mode of transportation in any modern city. A city that is inhospitable to bicycles will never attract young professionals and will lead to more traffic congestion and more accidents. Gas prices set to rise and numerous health benefits make bicycling an increasingly viable, popular and responsible mode of transportation. A city without bicycle lanes is living in the past.
It isn't safe to bike it now, and bike lanes promote healthier lifestyles & provide inexpensive transportation methods.
There is currently not a safe way to navigate North Ave. The bike lanes would provide this and would also provide a reminder to drivers to share the road. The sidewalks are currently far to narrow and are right up against the road and quite tight to some of the existing buildings. The traffic moves at such a swift pace that a separate bike lane is necessary to allow for bikers to safely use this main arterial to get around town.
Bike lanes would open North Ave. to safe bike traffic. As a cyclist, I avoid North Ave. because I feel it is a dangerous place to ride. If I do have to travel a portion of North Ave., I end up riding on the sidewalk to stay away from motor vehicle traffic. Bike likes should be considered as often as possible. Bike infrastructure only adds to the appeal of Grand Junction.
biking should be promted for health, transportation, and family/social benefit of city
It is a mainstream of the city and it would be nice to not have to weave in and out of neighbor hood to to travel across the city.

We have a lot of bicycle commuters in this town and could have even more, if we get more bike lanes and if the price of gas continues to go up. GJ should become a bike-friendly town since it is such an outdoorsy, healthy place to live anyway.
Yes, with rising gas prices non-motorized transportation is increasing.
to make it and safer for bicyclists. there are many students who use bicycles as well as many non-students. in order to access businesses and the campus safely by bicycle, it is now necessary to ride on the sidewalk
The city should encourage commuting by bike for ecological and health reasons. North Ave is a major thoroughfare through Grand Junction and is currently extremely unsafe and dangerous for bikers and motorists alike.
It is important that bikes have a right-of-way on all major streets.
The advantages of living in a city include choosing to ride a bicycle to do errands. Bicycles are inexpensive, good for the environment and the health of riders. Easy access to North Avenue businesses by bicycle is important.
Bike riding on North Ave is pretty much impossible. Way too dangerous. Having bike lanes would allow college students/citizens/etc a safe way to access the school, shops and restaurants on north ave.
North Avenue is a main thoroughfare in Grand Junction and is incredibly dangerous for bicyclists at present. A bike lane would create a safer corridor for bicyclists along North Avenue and make biking in the city (commuting etc.) much more feasible.
North Ave is the best option for cross-town bicycle commuting or walking but I only do it in the middle of the night (after my hospital shift) when there are few cars. North Ave bike lanes would provide safety for existing riders, would encourage potential bike commuters, could significantly reduce auto traffic, and would improve the quality of life and downtown liveability.
Bikes belong on all roads.
Bikes make inexpensive transportation and get people where they are going in a good mood!
I think it's important to encourage safe bicycling.
This would be a great thoroughfare for cyclists. It currently is difficult at best to ride on North avenue. With the Expansion of the University & the increase in students, North Avenue will see an increase in both motor & bike traffic. Providing a safe space for cyclists will be to the advantage of all.
Only if they can be done safely removed from traffic - perhaps separated by a median for the buffer zone. I think bikers would be more likely to avoid a North Ave that retains much of its present character if there were just a striped bike lane adjacent to traffic lanes
A major east-west corridor is needed for bike traffic. This is a start. / / Paterson Road really needs this also!
I love to bike (to save on fuel cost and increase daily exercise for health reasons). I have biked North Avenue to work and for pleasure, and it is currently dangerous because bikers are not fast enough to ride safely with rushing, starting/stopping vehicles (which is the legal way bikers should be riding). I have resorted to using the sidewalks, but this is also problematic because motor vehicles aren't watching for me, so I have to use caution at every intersection and at business entrances. A bike lane would significantly impact my enjoyment and safety along North Avenue. A dedicated bike lane would increase safety, promote health, and save fuel costs for other bikers and the college community.

North Avenue is still one of the main East West corridors and is heavily traveled by cars and bikes. Bike lanes create a safer area for people to ride a bike. Riding bikes is good for ones health and good for the environment and good for our local economy.
Because we are leagues behind. Build it and they will come. Any of you experts familiar with complete streets?
I would like to see the Grand Valley become more and more bike friendly. A lot of people not only would like to have an ability to safely ride a bike across town but for some people that is their only transportation.
Bicycle traffic on North Ave as it is now is very dangerous. Cyclisyts must share the traffice lane with drivers and many drivers swerve into the inside lane to avoid them (despite the presence of other drivers in that lane).
I think an east-west bike path is important, and it should be such that it encourages bike commuting--i.e., not necessarily for pleasure riding. However, I don't think that pathway has to be along a street as busy as North Ave.
Safety of bikers.
To promote alternative transportation. To keep bicyclists safe and traffic flowing. To keep our town bike and sidewalk friendly. It is very difficult to walk or bike without sidewalks and bike lanes. Let's promote health and make North Ave a nice place to want to visit. Right now if it old and gross and dirty. It need updated to keep up!!
Yes! There are an increasing number of people in our city who are choosing cycling as a form of transportation, and the city needs to ensure that there are safe means to do this. As a recreational cyclist and commuter cyclist, North Avenue is incredibly dangerous to bike on the way it is right now. In fact, I never bike on North Avenue because of the risk involved.
Promotes bikes and safety issues. More family safety
People try to bike it anyway - might as well be safe and offer more room on sidewalks.
Safety first; and to promote non motorized transportation.
One of the busiest streets in town with businesses that would most likely employ those that need to ride bikes(fast food,retail businesses). The sidewalks are not suitable or safe for bikes and pedestrians at same time.
We are a bicycling community and ease of bike access to the college, stores and housing is an efficient and clean transportation alternative not available on North Ave now.
If there is a right of way/expanded sidewalk, a bike lane is not necessary. If the road is not widened, I don't think there is enough room to comfortably have two lanes of traffic and bicycles, with or without a stripe for a bike lane.
Orchard Avenue is the only other dedicated place for a bike lane and there are many parts on Orchard where it does not exist.
In thinking about rising gas prices and reducing emissions, it would be a GREAT idea to include bike lanes on more of our existing roads. Cyclists need that in this town, especially since the public transportation system runs so infrequently.
Cyclist's don't follow the law as they should anyway. The act like they can do whatever they want.
Because of the college, high school & middle schools. They don't all drive so they ride their bikes & it's really dangerous to try & ride a bike on North Ave now.
Bike lanes provide access to the area for a greater number of vehicles. I'm hoping the redevelopment of the area will include a far greater percentage of multi-family housing than there is now and bike lanes and landscaping will make the area much more attractive. Narrower lanes will encourage more cars and trucks to use I-70B and the Riverside Parkway.

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

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

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

There is no where to ride at this point, especially east of 29 road. I live in Fruitvale and over the years have seen many bikes and wheelchairs in the street. There MUST be accomodations made for these people.
both bikes and people using mobility devices can safely travel with cars.
Bicycles are quiet, they promote good health and a healthier environment, and they may help slow down traffic.
We are not bike friendly and we need to be, and we need to take into consideration how many people either have to bike, walk or ride the bus to commute.
I think it's important to encourage safe bicycling.
No. There are pleny of side roads one can take instead of a busy road that taxpayers have to fork out money to provide their safety.
We need safe bike lanes everywhere. We should do all we can to encourage riding bikes. It is good for individual health, saves gas, and increases sense of community.
they are a hazard to traffic and businesses
Provides an east-west corridor for bicycle transport and separates bicycles from pedestrians and faster moving cars.
It's a main artery for traffic of all kinds. It would provide a better east-west route (and with lanes, be safer) than using side streets for bicycle traffic.
Bicycles are a major mode of transportation and this area is a major access road. Also it allows for wheel chair access when ditches etc are in the sidewalks and wheelchairs cannot tranverse.
Provides a straight through access from 6-50 east to 6-50 west. Great for people to bike to work, or to get to recreational areas
Too major of an automotive route to consider bicycling on
bikers are becoming more and more around the grand valley and we need to meet their needs by proving bike lanes.
Bike lane is important for safety.
It's just flat insane to ride a bike on North Avenue - the traffic is too heavy. But, if you're going to have one at least make it as wide as possible.
While some secondary streets are available as alternate routes, the interruption of the street grid by the high school, college and Lincoln Park makes that difficult for bicyclists. The population in the area includes many bike riders; they have to be safely accommodated.
College area which is expanding would benefit from bike friendly roadway.
Without a designated bike area in this heavily traveled corridor (bike, pedestrians, cars, all of them), there will be too many dangerous conflicts between bikes, pedestrians and cars. There are bicycle commuters here more than recreational bicycling.
Biking along this avenue is impossible as it is now. North Avenue, as a result, is not a place that you casually stroll into. Instead, it is an eyesore, and a place that I dread going to.
Safety ! More and more people are riding and North avenue is used a lot by students. I think all of Grand Junction should have bike lanes and even alternate bike routes for all with stop signs and ped. crossings
Public roads should be safe for all users, and riding on sidewalks is not a safe option for cyclists or pedestrians (even if the sidewalks are 8 feet wide). On a road like North Avenue with very heavy automobile traffic, its difficult and intimidating for a bicyclist to ride in traffic. Wide bike lanes would change that perception and provide the best east-west bike route in that part of the City. From the options above, I would actually prefer a hybrid that uses 8 foot sidewalks with 8 foot landscape buffer, but also pinches the travel lanes down to 11 feet and adds the extra 2 feet on each side into 7 foot wide bike lanes.

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

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

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

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

Total Responses	**310**

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

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

5. Why or why not?

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

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

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

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

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

My thought is no. Does it exist anywhere now? From my recollection of driving North Avenue, all businesses currently located on North Ave have offstreet parking. Keep it that way. Use the extra space for bike lane, sidewalk and tree lined buffer area.
North Avenue is one of the main corredors through town. In my opinion, on-street parallel parking is an inappropriate use of space along North Avenue. It poses a danger to vehicles who are not parking and a danger to those attempting to pull out into traffic. North Avenue should be kept open to the flow of traffic as it is already cluttered enough, particularly through the college area.
I believe that parallel parking would create more traffic congestion and accidents along North Avenue and thus would be horrible for North Avenue.
We should go with that back in again, then we can at least guarantee some job tearing it out in two years.
There is plenty of parking in all the empty retail lots. Businesses should be providing parking not the city.
I think as busy as North Ave is, it would be dangerous to have parking along the street. It seems like it would really cause a lot of congestion. The businesses along North Ave seem to have adequate parking on their lots.
Most businesses along North Ave have adequate off-street parking lots. Adding parallel parking to a road as heavily traveled as North Ave will cause hazards as drivers attempt to either park or enter traffic.
Parking along North would only be to support businesses. I believe the businesses should have parking lots that they pay for, rather than parking spaces that the taxpayer pays for. Also, I think North has too much traffic for safe and efficient on-street parking.
Many parking lots
The business have parking lots and that is adequate.
It doesn't seem like there is enough demand for parking right now. I suppose that could change if there are more businesses along North and/or fewer parking lots for those businesses.
I've never felt the need to park on North Ave. and wouldn't feel like I was gaining something from having the option - there are plenty of parking lots for North Ave. businesses.
Plenty of side street parking
It appears most businesses have plenty of off street parking.
Dangerous with bike lanes on a busy road. /
NO - a total waste of space and money and will make cycling even scarier waiting for a door to open on you.
Many business have parking lots.
Most businesses on North Avenue already have ample parking lots to accommodate its patrons.
The condensed areas of North Ave. have inadequate parking so curb-side will help greatly.
Just stupid. Some people won't realize that it IS parking space & try to drive in it. Will cause more accidents.
Most businesses have ample off-street parking now. Parallel parking slows traffic and is dangerous for adjacent bike riders.
Individual businesses have their own parking, all spaces would be taken up by college students and would not benefit businesses much.
Knowing the driving habits of locals, there are to many dangers areas that can't support stopped or slow moving traffic. To much police presents or lack of presents, along with not wide enough streets and side-walks, and beautification with colors/plants, loss of/bad businesses, impeding golf-course on road-way, have resulted in the slow down of visitor to businesses.
Park to go where?? Most businesses are set back from the street with their own parking lot.
Business has parking
Increases risk of accidents

Many North Ave. businesses have parking already. Parallel is not an ideal option for a busy thoroughfare. /
I'm not sure of the benefit of on street parking, but think it would be a hazard to bikes.
Off street parking is available.
There is parking for most shops already
It's dangerous to have people moving in and out of traffic like that on a main route
Too dangerous
I am conflicted over this one. I can see how business owners may prefer it. However I believe that vehicles slowing and coming to a stop on North Avenue so as to park parallel would lead to additional delays and congestion. I realize that not all business establishments have the luxury of having a lot of off-street parking available.
there are no bussiness cause you ran them to the west end of town by the mall.
Parking is provided by the businesses in this corridor--keep it that way. Cars getting into and out of the spaces will only impede traffic--again, can we have a few streets that are designed to move traffic rather than calm it, causing road rage, because you can't get from one end of town to the other without intentional stop and go traffic??? A person shouldn't have to swing out to the north or south to avoid getting across town.
Unlike Main Street almost all the businesses on North Ave. have parking lots already.
I do not think it would hurt, but I do not believe that should be a high priority.
Most established buildings on North already have parking accommodations---How can parking spaces be created in an already defined space along with the proposed sidewalk, buffer, lanes, bus pullouts, bike lanes. This would affect traffic flow on a very busy street.
Parking should be off-street in parking lots.
too busy of a street to have cars parking in such a fashion when most people struggle to do so without any pressure
If a business believes parking is important to its business, it can pay for the parking. The city, however, must plan for the future. We should not be subsidizing a form of transportation that is in an inevitable decline.
Let 'em park off street. Again, follow Fiesta Guadalajara. It's the trend nationwide. / It also keeps the inside of the businesses cleaner. There's gotta be another city w/ the same challenges, but I'm stumped as to where.
Businesses should have to provide their own parking not the taxpayer
This is even a worse idea than bike lanes! There is plenty of parking for the businesses now. Opening doors into traffic is dangerous and parallel parking is time-consuming for many of us who rarely do it anymore and would stall traffic flow. Watching for children jumping out of cars is dangerous. Really bad idea! / Since you forced me to choose two options in question #1, I chose the one without a bike lane, but I would rather have voted for option #2 twice and not be forced to choose parallel parking!
Parking is now in up front lots, but as it developes, can be provided in rear.
traffic hazard - stopping and backing in. adds only nominal number of spaces.
This will make for many accidents I think, and since it's once of the main roads this will be very bad.
,Hardly anyone is capable of parallel parking any more. Not used enough to be proficient. Holds up traffic behind them.
I thing off street parking is safer
plenty of parking right off N. Ave
Too expensive
I see the heavy flow of traffic on North Avenue being problematic with people trying to enter or leave parking spaces along the street.

Most businesses have parking available
no it will impede traffic on an already busy street
It does not seem like there is currently inadequate parking for the businesses along North Ave. It would seem the space could be used more effectively with one of the other options presented.
There is enough off street parking.
most businesses already have parking and there is parking available on most of the side streets. for the safety of walkers and bikers, there should not be street
safety
This is an equally insane idea, as it takes times to parallel park & that causes traffic flow to really slow down, unless you provide extra space in which to do it, out of the traffic flow. Parking spaces are adequate at the businesses as it is, IMO.
Because the businesses along North Avenue already provide parking for their customers. Parking has never been an issue for me when patronizing any businesses along North Ave. Additionally, On-street parking will inhibit the safe and convenient flow of traffic.
don't think it is necessary and will make it more dangerous for driving and biking.
This is more of a "shopping thoroughfare," rather than a small, compact shopping area. The parking needs to be off North Avenue for reasons of safety and traffic flow.
I have never had a problem finding parking at various businesses along North Ave.
Too dangerous for passing traffic and bikes.
No parking of any kind on the street. It would impede the traffic flow.
Many businesses structures are already a sidewalk away so how can you shrink the road to add parking. Most businesses have their own parking. / Maybe you should clean up the medians you have inplace and put money into getting businesses into all the empty building. Changing the street and getting rid of Lincoln Park Golf Course isn't going improve the street.
it will interrupt traffic flow, which will detour people from the area. help traffic and parking by developing the next street north and south of North with some parking...
Takes up too much land, land better used for traffic flow. Parking will slow up traffic.
There is an ample amount of parking off of the street.
Most all of the business have off street parking.
I think it would be more of a hazard then a help - few if any businesses need street parking, they already have parking at their place of business.
Businesses seem to have adequate parking off of North Avenue. Moreover, the tradeoff for on-street parking is a loss of traffic lanes, bike lanes, or sidewalks, none of which is a good idea.
Most businesses on North have off-street parking. Also, the combination of busy traffic and biking don't go well with parallel parking.
No reason to park on North Avenue when the businesses along North Avenue have their own parking. It isn't like downtown where there is no parking for each individual business. I think this would be a waste of money.
North Avenue is already too busy to add more chaos (parallel parking) to the mix of heavy traffic and heavy pedestrian traffic that is already associated with Grand Junction High School and Colorado Mesa University and events at Suplizio, Stocker Stadium and Lincoln Park.
People can park at places of business that already have off-street parking.
I feel it would congest things too much on a busy road.

the street is too much like a hwy. Backing in and pulling out would be a problem. Off street parking lots and bus shelters is the best.
Off-street parking should be promoted along North Avenue.
So many of the store fronts have parking, it's not like Main Street.
Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.
Absolutely not. There are enough parking lots and no businesses on the street that need street parking.
On street parking reduces safety for pedestrians and cyclists as a result of reduced visibility.
too busy a street.
The majority of businesses have sufficient private parking. Side streets can also be utilized for parking.
There is plenty of parking available as it is now. Most businesses are set back from the street enough.
Parking lots are available with most businesses.
Most businesses have sufficient parking, in my view. Of course, I would want to ask the business people this too--their response is most important. I have never had any problems finding parking to access the many businesses I use on North Ave because they all provide parking.
Works just fine as a major route
north avenue doesn't seem to have a lot of "draw" shops that require parallel parking
Parking is important for businesses.
It will interfere with flow of traffic and most businesses have off-street parking.
Traffic volumes on North Avenue are too high to have the constant traffic flow interruptions of people trying to park or leave spaces. Accidents are inevitable. Businesses will be better served by improving their own on-site parking and working with neighboring businesses to have shared parking. Also, there needs to be consolidation of curb cuts to limit traffic movement onto and off of the street.
On-site parking and sidestreet parking should be adequate.
There seems to be plenty of parking spaces in the area for most businesses/residences (I've never had trouble parking). It seems way too congested for on-street parking to be retro-fitted into this area. It seems that it would create a lot of blind spots for people who are trying to pull into traffic or cross the road (and this hold true for pedestrians, bicyclists AND motorists). I would rather the tight space be used for more pedestrian and bicycle amenities. The street is in need of street trees!
There is already too much parking along North Avenue. This is part of the reason why the avenue is so ugly.
most stores on North avenue have parking lots and the likely hood of an accedent happening in a parking lot is less then if you pull out from the side of the street with the speed that people travel on that road.
Between a "yes or no" I have to choose no, but I qualify that by saying that there may be some locations where on-street parking could be appropriate (ie, between 1st Street and about 28 Road where the development pattern is denser and more urban). But for most of the length of North Avenue, its a suburban development pattern where traffic moves faster and the road is used primarily for mobility to different destinations around the City. For those segments, its more important to provide good buffering for pedestrians and wide bike lanes so bicyclists feel safe on the road. Plus, if conditions on North Avenue change dramatically in the future, its easy enough to add in the on-street parking later when its more feasible (by removing sections of the landscape buffer and switching to a more "downtown urban" section).

I think this would create traffic back-ups and accidents, North Avenue is too busy to have parking like Downtown - businesses along North Avenue should be forced to provide parking in the rear or on the sides of their businesses. This should be at the businesses expense and not tax payers as they are making a profit and done so for many years along this corridor. Business must be held accountable to pay for their own improvements including access and medians.
I think it's a good idea and could work, it's just hard to imagine with the present configuration of North Avenue. I think Americans can't get past the park-out-front mentality but maybe some parking in the front, with more in the back will get people used to the idea.
I am a strong advocate of bike paths, and I find that on street parallel parking represents a considerable danger to bicyclists. This danger presents itself in two ways: First, and most obviously, people opening their car doors, which any bicyclist on the adjacent bike path will then slam into and sustain serious injuries. / / Second, with on street parking encouraged, it is likely that occasionally a driver will simply park in the bike lane.
There is already adequate parking, and the street is too busy for parallel parking to be safe.
all or almost all business have private parking
Unsafe
businesses have ample parking spots now and do not need anymore
There is plenty of parking in parking lots and off-street parking.
Most current businesses have parking lots
I feel it would congest traffic as well as make it dangerous for bikes.
to busy
Most businesses have parking lots.
maybe? Not sure since i do not frequent areas that I woud use a parking spot...let others weigh in on this one...
Parallel parking is not important for north avenue due to how businesses are set up along North, they typically have their own parking, and there is such high traffic that parallel parking would not be the safest option.
Historically, there have not been many requests for parking along North Avenue. We should keep it as a quick fareway to get from one side of the City to the other.
Isn't there enough parking here already? I do not have trouble parking at businesses on North Avenue (and I patronize a lot of the businesses here!). Wouldn't providing even more accommodations for cars, seemingly at the expense of bikes and pedestrians, make it very difficult to create a 'sense of place' and a place that people want to come back to which is the point of the study/plan? I only shop here because this is where some businesses are located that provide the goods/services that I cannot find elsewhere. Believe me, if I could go somewhere else to get what I need, I would have no reason to be on North Avenue. I'm sure the CMU students, faculty and staff would agree!
Retailers all have huge parking lots. Plus, car lined streets aren't as attractive.
It will slow traffic flow and could cause accidents
It is a major arterial and there are enough large parking lots to accommodate the businesses there.
Plenty of parking spaces already. Waiting for someone to parallel park (back up into the space) would just stall traffic further. Not to mention cars pulling out into oncoming traffic.
all the businesses have their own parking lots - its way too congested after 7th street going towards 6th and 5th to have parking and it would all be taken up by Mesa State Students
Too much traffic to park on North Avenue. To dangerous.

There are a number of parking lots at the businesses, and the side streets. The parking just adds to the congestion.
It would be nice, but not necessary.
traffic is too heavy to have any parking, parallel or angle
I think it's a great idea, but at the bottom of the priority list. It falls into the catagory of if I could have my cake and eat it too, we'd have detached walks, at least an 5 ft buffer, parking (personally I'd do angle parking and make the street 2 lanes - one each direction) and a bike lane. Just don't think that's going to happen.
Parking is already available in area businesses and additional buffer will take away the existing parking that some of those businesses already have.
too dangerous.
North Ave. is not Main Street and people will not be strolling up and down the street. North Ave. is a going in to a specific busy and get out.
Too much traffic if continue as primary access.
Again, too much traffic. Cars slowing down to find parking, backing up traffic to pull in and out, or stopping to wait for a space that is about to become available, are all problems that will occur on a constant basis (especially near the college) if there was parking on North Avenue.
Too much potential for accidents with high volume of traffice during busy periods. More than adequate off street parking currently available.
North Ave. is a thoroughfare designed to move large volumes of traffic quickly and efficiently. Someone trying to parallel park would be a significant hinderance.
Same with the bike prob to many people not paying attention more parking lots or maybe a parking grage someday
There is plenty of parking off of North Ave.
most businesses have their own parking so i don't think that it is necessary to have on-street parallel parking. also it would be troublesome to parallel park on such a busy street.
Business should provide parking along North Ave.
I really like this idea and I think that it would add character to North Ave. as it would create more of a shopper friendly environment and would be somewhat similar to a downtown Fort Collins. In Fort Collins (Old Town) the parking spaces are in the median at a slight angle.
no we dont have funds
It will only congest traffic more blocking views and become unsafe in attempting to find a parking space. Traffic is only going to increase and on street parking on a main thorough-fare does not make sense. This is not like Main St or other small downtown side streets.
Too many people drive fast through that area whether or not they are supposed to we are increasing the risk of cars getting hit and people getting injured.
Parking on North would be a disaster! People already don't watch where they are going and to add traffic moving in and out of parking spaces would be asking for trouble.
Businesses have their own parking. Parking on a busy street is hazardous - to the person entering or leaving the car, to the drivers, and to bike riders.
It is hard enough to get in and out of he parking lots on North Ave. Trying to park, or exit a parking space on such a busy road is a whole lot of accidents waiting to happen. /
This road is simply too busy for that type of parking. I believe it would cause all manner of accidents and traffic delays. The traffic load is prohibitive for safe parking, and exiting/entering one's vehicle.

There is no parking needed because the stores are closed. The stores that required parking have parking lots. / North Ave is Not main street. There is no way a "Park and walk to stores" idea can fly. The stores are too far apart. / The buildings have parking lots and do NOT need parking on the street.
All the shops on North Avenue already have their own parking lots. Parking is NOT an issue on North Avenue like it is in older parts of the city.
I don't see a lot of people parking parallel because north has a lot of people driving on it.
more parking equals more shoppers, and meters could be used for extra money.
Motorists won't slow down enough to allow someone to parallel park. Then trying to inch your way out of a space would be a disaster.
No one will come to any poor quality establishments.
Parking will promote unsafe conditions for motorists and pedestrians. It will also lead to further congestion.
The slightly outdated buildings along North Ave. have poor parking. Adding parking would be a benefit to potential customers of North Ave. businesses.
would cause too many accidents with cars trying to pull out.
Any room used for parking should be used for pull outs to improve traffic flow.
North Avenue is a very busy street and I think that having the on-street parallel parking could create more accidents.
Too much traffic on North Ave. Businesses should provide parking off-street.
It depends if you want a main street feel for North Ave. parallel parking might work. If you want a more commercial appeal I feel the parallel parking would make North Ave too congested and would slow down the traffic flow.
Most if not all of the businesses located on north avenue have their own parking lots. Also, parallel parking on a business street such as north avenue would be very unsafe.
North ave is crowded enough as it is. NO parallel parking. Bike lane is more important. Businesses have their own parking lots. Parking on the street is unnecessary!
Parking will produce problems for traffic flow.
there are many parking lots that could be spruced up for usage
There are plenty of businesses with plenty of parking areas along North Ave already. I assume that parking would be located to the right of the bike lane, often putting the bike lane right into the "door zone" where cyclists are at risk fron car doors opened suddenly. In those type of situations I avoid a bike lane and ride in the car travel lane for my safety.
If the planning of North Avenue is to increase the commercial viability of the properties, then parking will be required.
North Ave. is a state highway.
North Ave is already congested enough without the added confusion and sudden starts and stops added by people trying to paralellel park on such a busy road. Not a good idea.
North Avenue is already a difficult street to manuver without having to worry about people trying to parallel park (which most people aren't very good at) or when they pull out into traffic without looking.
I personally would be uncomfortable parallel parking on North Avenue. I would avoid those parking spots because it is a very busy street and would be nervous having to back into a parking space.
I think it would be very dangerous. North Avenue is a very busy thoroughfare at a higher speed limit (and more people speeding at any given time) than other streets which have parallel parking (downtown).

Most businesses provide their own parking and there is ample room for that on North Ave. Parallel parking can obstruct traffic as cars pull in and out.
I think the additional parking would give more access to businesses for customers and if the parking includes parking meters it will also give more revenue to the city.
No as important as bike lanes as most of the area as developed with off street parking over the last 50 years. As with the bike lanes it's slowing effect on the corridor would encourage compliance with speed limits.
I think it will be difficult for people to park and not avoid tying up traffic that wants to continue down North Avenue. They will end up waiting for the person to park and this may back up traffic unless there is enough space that the parker can get out of traffic to park.
esthetics and safety
Businesses have their own parking.
Again, many use this street as a thoroughfare. This will add even more stoppage of traffic that will cause back-ups.
Most businesses along North Ave already have off street parking.
Businesses should have enough on site parking. It would very expensive to add another lane for parking.
More accidents
Not enough room, too busy of a street.
It would disrupt the flow of traffic too much as people take time to parallel park.
The businesses on North ave have plenty of parking spaces.
On street parallel parking would be very dangerous since this is a major arterial and backing and exiting movements would cause a traffic hazard
Too much traffic. Use of off road parking. Parallel brings traffic to a halt while someone parks, lane changing to avoid a car in the process of parking is hazardous.
It isn't that kind of street.
Too dangerous.
Traffic is too heavy for parallel parking. There will be many accidents. If you added those in addition to a bike lane, you're asking for trouble.
Once again, it would be a safety hazard once the traffic picks up again. If businesses don't or can't offer parking, I would rather see parking areas interspersed.
Parking on a heavily congested traffic zone would be like putting parking on Patterson Road. Bad idea
Traffic would be impeded and businesses have parking lots, this would just create additional blind spots for more traffic accidents.
Any real business would need more space other than frontage.... off street in lots
Parking would slow down traffic flow, especially in the right lane, as people slow down to pull over and park. Further, everyone starts moving to the right lane as they approach 1st Street in preparation for merging into I-70 B west of 1st Street. Most businesses between 1st St. and 12th St. already have adequate off-street parking, so there is no need to add parking spaces along North Ave.

Total Responses	**308**

6. How important would you rate each of the following to the redesign of North Avenue?

	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important	Responses
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%	351
Safety	85.20%	10.80%	2.30%	0.60%	1.10%	351
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%	351
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%	351
On-street parallel parking	2.30%	6.00%	9.40%	16.20%	66.10%	351
Creating a pleasant place to walk	42.50%	33.60%	13.10%	5.40%	5.40%	351

7. Is there anything else you would like to add?

Keeping the area prestigious will contribute to the overall economy.
More lanes.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
North Avenue east of 12th avenue is detriorating rapidly. Businesses are leaving the area and the quality of the neighborhoods are suffering. I have noticed however, that people are buying houses and making an effort to fix them up. Lets fix up north Avenue as well!!
bike lanes on the entire stretch of "G" road so people can drive in our lanes without swerving into on coming traffic in order to miss the bikes.
Just read aloud, twice to yourself, what I wrote above . Thank you Joe Higginbotham Palisade, Co.
Be sure and over communicate why this change is being done, why it is needed and how it is funded. Our community is struggling with the recession and it is difficult to see local government spend money on projects while laying off staff.
North is a main thoroughfare from east to west. It doesn't appear to be the destination that Main Street is. Traffic just keeps moving. Now thaat the west end of town has been built up it is important for the City to not let too many years go by without marketing that area or it may die and be a blight for Grand Junction. Market those empty stores. The empty restaurant (Sizzler?) building location may be a great place for a park. We have beautiful parks all around the City but none for use on North Avenue. Visitors could stop for a picnic and get a sense of the area, etc. A small visitor center?

The scope of this is rather large for a single plan. For instance, the area near the golf course (12thand North) is certainly different that the area near 32 road. The dynamics of the college brings a whole different need compared to the area of, say... WalMart or the car dealers on the west end of North Ave. I do like the idea of compatability and a BASIC plan of traffic lanes, bike lanes and sidewalk. Possibly a minimum number of trees along the road per business or per 100 feet. What about turn lanes and a minimum number of feet for a turn lane... most are too short for todays traffic. How about no left turns without a turn lane? What about lighting? OK, I guess you have to get the basics before the specifics. Thums UP!
It would be great to see an area that emphasizes the businesses and residences much like Main Steet and not the "straight shot" approach to making a road with little or no landscaping and no character. A new North Avenue that encourages people to slow down and enjoy the scenery and study the businesses or appreciate the residences along the throughfare may not only increase the business opportunities of the area but make it a desireable place to live and work as well. Thanks for all that you are doing to improve our quality of life! Chris
no
It will be a real challenge to make it safe for bikes, pedestrians, and motor traffic... but any improvements will make it safer than it is now. Thank you!
Tree plantings would be desireable.
What about a bus lane?
thank you for asking our input. I would like to see the city of gran junction expand in thoughtful ways, making the north ave corridor a mix zoned area with nice housing, and accessible services. This would incorporate creative multi-use structures that would include multi-family dwellings, commercial centers, places of business, retail, cafes, bars all together as small clusters with North Ave connecting them.
I do not rid on streets but my son was run over in January by a car coming out of a gas station while he was on the sidewalk. A bike line would help improve safety. It really sad to see all the empty building. Could any of them be used by the city for a recreation center?
Please void my number 2 choice on the first question. I really don't like that answer or any other choice, but the system would not accept my survey with that question being incomplete.
I was completely impressed with the communication about traffic, bike lanes and canels etc last year, but have not heard anything lately. I love the way you are keeping people in the loop and educating us along the way. Thank you!
I use this street as a main thoroughfare daily - as do thousands of other people. Why would you try to deter this? Adding bike lanes or parallel parking would create a traffic jam nightmare - it already is bad most of the day. This street is so busy because it is one of only three thoroughfares for east-west traffic (North, Patterson, and 70-B). Adding bike lanes and/or parking would just cause more headaches on Orchard, Grand, and other streets that are currently not able to handle the traffic. You should try DEALING with the traffic problems rather than trying to force people off of the street.

I highly, above anything else, support an creating a pleasant aesthetic along north ave. the street is a huant for the poor, trashy and homeless. its not good for business, and its not good for our community. the medians REALLY need to be fixed up! along with those terrible sidewalks. Wider sidewalks would be a great idea. more cross walks wouldn't be a bad idea either. i would also support adding camera's to the intersection of 12th and north to catch people who run red lights.
The more that the east side is "forgotten" the less willingness to shop or commute, shop, or live there.
There needs to be more plants and trees on North Avenue. it's turning into nothing but ugly. The signs are garish and there are vast areas of blacktop on some blocks with no landscape. The businesses need to get some kind of coordinating look , or something else might be created to bringing a sense of community instead of urban blight.
Thank you!
All progress depends uon the unreasonable man - George Bernard Shaw
Make it more attractive to locate there by slowing down traffic, making it more attractive through landscaping, perhaps expand art on the corner, create a walking atmosphere. Currently it is a barren race track
You can "beautify" the road all you want, but you still see a bunch of big empty buildings when you drive down North Avenue. That's sad.
This area has been neglected for a long time it's it's business importance atrophied with the development of Downtown and the Malls. It's beginning to become more active, especially around 12th & North. Improvements to safety and appearance will impprove that whiole area and make it a part of the overall attractiveness of our City. I love that we take pride in our appearance, and care to spend the money to do so. It elivates our impression to visitors, and will make us more attractive for continued outside investment for new businesses who want to be part of a vibrant place to live. BP Mahoney
Thanks for the opportunity to comment.
As I am sure has been discussed, the number of access points to North Av should be reduced. While I think aesthetics are important, I don't think it should be heavily emphasized in this area. I think that the downtown serves this purpose. North Av can be cleaned up gradually without pooring dollars into expensive landscape options. It can be made to be pleasing without over doing the landscape and "aesthetics".
With right and left turn lanes, many of the traffic lights could be eliminated. This would help speed up traffic flow. Of course, one might have to wait 15-20 seconds longer to get onto NOrth Avenue, but patience is a virtue. They're probably talking on their cell phone, anyway, and wouldn't notice the wait.
As long as you put in turn outs for the buses and turn lanes at least for the major intersections I think either one of the choices I put above would be good.
While redesigning North Avenue itself is an important step, it is more imperative to replace the anchors (such as grocery stores, etc) that make it a family-friendly area to live in.
North Avenue is an eyesore... anything you do would be better than what's there now.
I like the pullout areas for the bus. Aesthetics are important.
Don't break the bank.
Bikes could use the sidewalk. There isn't that much pedestrian traffic or bike traffic. They could co-exist.
I am most concerned with the safety on North Ave to pedestrians, motorists, and vehicular traffic. I think Option 3 or 4 addresses those concerns best for me.

As the city and college grow and especially as gas gets more expensive, it is important to make the area around the college, the area schools and the hospitals where so many people work safer for bikes and pedestrians to get to. This could also ease some of the congestion in terms of traffic and parking. Also, where there are bike lanes - the other lanes can be left for cars who will not have to drive around, wait for bikes in order to pass as often. It is more efficient. North Ave could really use some work - thank you for doing this.
GOOD LUCK
North Avenue has long been neglected, and it's good to see forward planning in the process. Our downtown area is a large tourist draw and improvements to other amenities will only add to the desirability. Also, Los Colonias Park would be a wonderful addition to the downtown and trail attractions.
Thanks for allowing us to have imput ...
North Avenue is dying clearly. All development seems to be moving out to the mall area. I live in the lincoln park area. I moved in when it seemed like things were on an up tick and the neighborhoods in the area were improving. Now the exact opposite is happening and it almost appears terminal. If things don't turn around by the next real estate recovery, I will cut my loses and move to a more prosperous part of the city (or out of Grand Junction entirely) rather than seem the slow Cliftonization of my area.
An exclusive bus loop for main and north might be worth considering.
Good Luck
Re traffic flow: the only way to improve this is to add a through lane in each direction, right and left turn lanes and no bicycles. I doubt that there is sufficient room anywhere along North Avenue to do this.
Nope...
Why has it taken so long for the city to realize there is a problem with the east end of town?? Anyone thought about what it looks like to a visitor to drive in from Highway 50 and end up by a bum park and Ute and Pitkin Ave with all the deserted boarded up houses?? For a town this size, there are some serious problems going on.
Try to make it safer. Many older people avoid driving North Ave. because of the traffic and speed of that traffic.
Excited for North Avenue to get an uplift! No matter what it looks like. Thanks!
North Ave needs much help!!
People cruised North Ave in the old days. For some reason the government decided that people cruising in cars was a bad thing for that street and that area. (not only here but in most towns and cities like Colfax in Denver) I am not sure why but I believe that now it would not just be the younger drivers that would be attracted to an area where cars, shoppers,and folks just walking could mix and mingle but a mixed bag of all of these. An area like the main streets of times past.
It's exciting to see the possibilities of a safe route on North for cyclists and pedestrians.
Thanks for the opportunity to comment.
More trees!
North Avenue is a major roadway in GJ. A major beautification project would reflect well on the city and also help people take pride in the place they live.
North Ave. has become a major eyesore, at no fault of the city of course since development has long ago moved out more west. North has great potential at least for providing bicycles and automobiles an easy way to move across the city. Bike lanes are very important on our major streets. Thank you for taking the publics interests into consideration.

Bike enhanced communities are healthier, happier and more desirable. Let's make Grand Junction a leader by placing a significant emphasis on cycling.
Make it neat or it will be blighted again in the future.
Making North Ave pedestrian and bicycle friendly will attract professionals and business variety. It could be an attractive area for young professionals, college students and retirees alike with the addition of pedestrian and bicycle considerations. Cars are a convenience and important but they are not the end-all in today's world. Give people places they can get to without having to drive and they will gladly do it!
Hurry up, it is an eye sore.
The more infrastructure in place for biking, the more people will feel safe to bike, and the more motorists will take notice of bikers thus decreasing traffic and wear and tear on the roadways. Mesa State College's very prominent location along North Avenue would also benefit greatly for the students if biking navigation of North Ave. is improved.
Thanks for taking input.
Keep up the good work!
North Avenue is in dire need of updating. I am often embarrassed with out of town guests and avoid taking them that route.
Beef up the center median so that pedestrians cannot jaywalk. Right-hand turn-lanes for traffic need to be available at all intersections.
Great idea!
North ave is pretty ugly, it could use a serious facelift
I highly encourage the city to provide safe and accessible bike routes throughout Grand Junction.
The Main Street facelift is great: as a newcomer to Grand Junction I am so impressed by the attention to the heart of downtown. North Ave could blossom as a commercial area by being more beautiful and easier to navigate as a non-driver.
Thanks for the opportunity to comment.
Good job providing options and asking for feedback! Thanks!
Create a Boulevard with landscaped median through parts of North or median separating traffic from bike lane and sidewalks
Good luck with this! It's a hard one. North Avenue is like the ugly step sister to GJ's downtown! If the City can come anywhere near as nice in the redevelopment of North Avenue as it has for the downtow area, you will have worked a miracle!
Having a bike lane could potentially increase public health (exercise contributes to weight loss, and positive mental health and well-being). A dedicated bike lane would contribute to a sense of community in the valley, and provide a viable alternative to expensive fuel consumption which pollutes our environment. Bike lanes have been needed in the Valley for a long time. I hope the bike lane gets added soon.
Thanks for taking the time and putting the effort into long range planning that is better for all concerned in Grand Jct.
Let's make sure we hire plenty of outside consultants, gather tons of useless information and stats, and have lots of fancy meetings and attend symposium interacts in far away places. Maybe do some more 45,000 dollar logo design. Get those folks involved again. They're good at spending our money.
Businesses should pay for things that benefit business, while the city should pay for things that benefit everyone, such as traffic flow, safety, and encouraging alternate transportation.
Make North Ave more like Main Street. A pleasing and welcoming place to visit.
no
no

North avenue is a commercial zone. I can't imagine anyone walking for pleasure along North Ave when a block north or south is more residential/less traffic. No one walks to go window shopping in strip malls.
It is good to see that the City is considering adding more bike lanes in our community. Perhaps we would have less car traffic on the roads if we had more access for people choosing to use their bicycles in a safe designated lane. As it stands, there are only a few routes one can safely use without feeling like their life is in the hands of a careless driver.
Glad to see there are bus pullouts planned, instead of holding up traffic, like they do now.
In the 3rd paragraph of text headed "Why plan North Avenue?" you used it's instead of its. Its is correct because the context requires a possessive pronoun rather than the contraction of "it is". The use of incorrect grammar takes way from the credibilty of this project and is distracting to the reader. Please correct your error.
It would be great if their were store front grant opportunities on North, like there is for downtown businesses. Some of the buildings on North ave. are becoming very run down.
There are several other things I have thought of over the years, but don't have the time right now to put on your survey. I grew up in Grand Junction during the 70's and I can be contacted by dansrco@hotmail.com.
Yes. There has been a great waste of money all the way around. We are not and never will be Japan. No one rides a bike to work. Our kids wouldn't even ride a bike to school. They preferred to WALK! If you really wanted to rejuvenate North Avenue you should have put the Police Department at Eastgate where City Market and StarTek moved out instead of building an expensive monument to yourselves downtown that the City can't afford and didn't need. Police presence would have made that area safer so business would want to be there. Let me say the reason we moved to GJ 30 years ago was because we fell in love with Downtown. Unfortunately, that changed. First there was the 7th Street fiasco, narrowing a busy thoroughfare and creating a huge bottleneck; How many times has that brick flower garden been repaired because a truck couldn't get around it? Then, back-in parking- which no one will use; Now, Downtown renovation which eliminates on-street parking , HELLO! can you say retirees? How about "HANDICAPPED"? We can't walk six blocks from the dark, scary parking garage and then shop for two hours AND eat lunch. It is too far, and if the meter runs out, we get a ticket. Have you seen the graffiti down there? Can you say "MUGGING"? And it the symphony goes to the Avalon, I am done with that, too. I personally have abandoned downtown. It is no longer user friendly, and pouring tons of concrete into wider sidewalks merely makes my back ache more. I liked Hobby Lobby on North. It was easy access and easy to park. Now, in its new location there is an 8-lane gridlock to get there and idiot drivers who have no idea what lane they need, so they just cut at will. Making a left turn out of Lowes or Walmart to get to the light is next to impossible. One way in, one way out, super long waits at the intersection, talk about pollution; and have you ever counted the number of accidents between Golden Corral and Pier One? I am not against progress or improvement, but I am for reasonable spending of taxpayer funds for genuine needs, and in NOT creating a solution for problems that don't exist. I shop at the Mall at the three stores that are not geared to teenagers, and online where I don't have to park at all. I am not the only retiree in Grand Junction. Our ranks are growing. Do we count?
I think the east end of North Ave. is the bigger eyesore, and with so many vacancies in the old malls, restaurants, etc., now would be the easiest and least disruptive time to improve the area. North Ave. will always be a main east/west route through the city. It is important to slow traffic to a reasonable pace, but also allow for smooth traffic flow with good timing of traffic lights. Drainage during rainstorms is poor.
Thanks for asking for input!

You would have more shopping if you provided safe access for bikes and pedestrians along north ave
More landscaping!!!!
I would like to see bike lanes installed as soon as possible. It appears that this option can be implemented quickly and at minimal cost. Long term, I think it is important to try and make North Avenue a place that people want to visit. The city has been successful in transforming the downtown area. There is a reason that people like to go there and not so much to North Avenue.
don't screw it up like yu always tend to do
We have a lovely main street for ambling pedestrians. It is important that people may walk along North Avenue, however, it isn't a promenade--getting from point A to point B is the "point".
I'm glad to see this is finally being addessed.
thank you for taking the time to seek input from the community. I agree that North Ave needs "some work". I think that it primarily needs aesthetics (i.e. landscaping, etc) because it just looks too ugly-urban-dirty in some areas. Pedestrian access is also important along this key E-W corridor. But people will not want to walk in areas where they do not feel invited (i.e. safe, comfortable or welcomed), so you have your work cut out for you if this is one of your goals. Partnering with the local business will be a key to success in this endeavor, I would believe. --Jason Bittle
I gather from the designs that the center median areas that contain planters and light poles would no longer be there?
It's time to do something about the look of North Avenue, even if it just makes it a nicer place to "cruise".
is there any plans in the future regarding zoning of building and aesthetics of those? Many of the buildings over the years have been allowed to be run down and create a very poor image of our town along a busy part of the city. Renovations by Mesa State and the businesses near by have done a great job for that stretch but further west is a bit of an eye sore.
Surely the city can duplicate it's success with downtown and all the commercial development west of 1st St. The old design of US Hwy 6 is obsolete. Time to get with the times.
Do not put trees in the center or on the corners. Aesthetic beauty should not compromise public safety. If you need an example just go down the riverside parkway. I can't count the number of times the trees have hindered my ability to see oncoming traffic while turning.
Encouraging business participation in the beautification of the area by asking small groups to form an alliance along their section of North could improve store front appearance, keep the landscaping under control, and encourage visits. Reconfiguing North Ave by the City would encourage the busines owner to do his part in upkeep of the area, esp. if the business is part of a small group along their section of North. Pride in the appearance of a busines goes a long way to keep customers coming. / On a separate issue, have you considered overhead ped. walks, particulary at 7th where GJ High students completely dominate the area at certain times of the day, without regard for traffic flow or their own safety?
no
I walk down north ave a lot and it is always trashy. Pot holes in sidewalks, uneven side walks, weeds make this whole area look like a dump. It needs a complete make over. Covered bus stops would be nice. A buffer on the south side between side walk and road by the VA would be nice. I would hope these improvements would bring more business to this area, but since many stores have closed or moved it looks like terrible and it used to be such a nice place.

Take a look at the medians and side right-of-way strips that are currently on North Ave. They are overgrown with weeks, lots of dead foliage, not at all attractive. Who is taking care of them? This can go a long way to improving the esthetics of the street. How about adding this care to the volunteer opportunities available to food stamp recipients. / The parking lots at K-Mart, Eastgate and Big Lots could stand a lot of improvement, too. I realize they are private property, but / you can bet their patronage would pick up a lot if the surroundings were nicer looking. Use the new college buildings fronting North Ave. as a model. Some guidelines as to paint colors on the existing buildings could be developed. Ex. no purple.
Drop the speed limit to 30mph along the busy sections of the street
I am curious about why the bike lane on G Road from 27 to 24 Road is intermittent. There is a mile where there is no bike lane delineated. I don't think it would be difficult to connect the "dots" with a stripe to remind motorists that cyclists have a place on the road.
For years North Ave has been neglected. It is time to offer incentives to businesses to locate their operations there and make improvements to the area.
either re-route buses or make dedicated pullout bus stops as to not impede traffic when a bus stops to pick up and drop off passengers.
I wasn't aware of the reason that the city ceased mailing the regular info sheets on these topics - I used to read them completely & save for future referral. Glad this article was in the 5-30 paper so I found this survey. It seems to me that your top priority is to slow traffic in any way you can, whether using safety or whatever as the reason; guess you think most drivers/passengers want to dawdle along or the business owners think slow traffic will increase their business. Or maybe you mainly want to cater to visitors & ignore those of us who live here, who are mainly affected by traffic flow. I will make an effort from now on to attend the input mtgs. Then again, I'm not sure how much you intend to take our opinions into consideration, if your minds are made up & you're required to have these mtgs. just for the formality. What percentage of the population actually walk that much along North Ave.? All bus stops need to have their own pull-off area for stops, as this is also a no-brainer. What could be the rationale for making it worse for the 98% who drive North Ave. vs the 2% who walk it? It strikes me as if your motto is "change for the sake of change" or let's spend more money than we need to. I do understand that improvements are necessary, as stagnation is not a good thing. Let's strike a happy balance.
This part of the State is gaining a Nation-wide reputation as a mountain bike mecca. Our City's attitude should encourage and embrace this reputation through demonstrating our commitment with bike and foot friendly public thoroughfares.
Maintaining the current access points for all of the businesses on North Avenue needs to be a primary focus, concern and goal. This is especially true for existing left-turn lanes. These small businesses are an important part of this City, providing many jobs, sales tax dollars, and a vibrancy and variety that contributes to the CIty's character. Doing anything that makes it harder for these small business people to thrive, or survive, would be irresponsible and tragic. The first and crucial focus must be on the businesses, and stay on the businesses throughout the process, not on walking, biking, traffic engineers, aesthetics, or any other commendable concern.
Thank you for taking my opinion into consideration. I would love to ride my bicycle more often and I hope we can create a good environment in which to do so.
Glad to see this happening. Landscape strips with detached walks create a friendly and inviting area. Bike lanes are the most important plus keeping the roads as wide as possible.
Be careful with landscaping. It can be a detriment to sight lines and can create problems in the winter with snow and ice removal on the street.

it is not a walking area and will not be withour a major overhaul, which would be costly. GJ could use more nightlife and lower north ave has potential, say from 1st st to 28th st. give some good deals to bring businesses into that area, make each property more attractive through the owner agreement and let the owners pay for it.... / / from what i see of the city engineering for street planning, well it is moderately poor. downtown GJ main st. is okay for the atmosphere it creates but ever tried to ride a bike there ?? the newly redone Colorado ave. is horible for driving, it is too narrow as 2 F150's can hardly pass each other. trucks are a big part of the west. also the landscaping must be expensive to maintain for the city so they created a poor road for driving, and gave up parking for landscaping that costs money.... the city needs better planning and engineering for these side streets.....
A store like Costco is needed to anchor the redisgn project. A store like that would draw new businesses to the corridor.
Landscaping along North Ave. would greatly improve the look , would give some scale and a sense of safety to people walking along the street.
There are times that I have walked on North Avenue to retrieve my car at Big O, as it is nowc it is very unsafe and not a pleasure. There is no shade, not always a sidewalk and very few places to cross North Avenue safely. I have to plan ahead on where I should cross before I get to where I'm going!
Thanks for soliciting community feedback on this issue.
Mixed use!!!!
Must have a sidewalk that people with all abilities can utilize.
We need pull in areas for busses with shelters and ramping. They would also be rest stops for walkers.
Yes, I couldn't get my Option choices to type in...my first choice would be #3, with both pedestrian way and bike path...and a row of trees either on the curb side on the business side. I would suggest that the sidewalk and bike path could be side-by-side, color-coded to differentiate...as I've seen in Germany. But then the city would have to require bells on bicycles...and require a warning bell when pedestrains are present. It works very well in Europe, the walkers are warned, and it does slow down the bicyclers. Bicycles are a means of getting from one place to another, and North Avenue should not be a racing course for them. My second choice would be #4, but a 5 ft. bike path is adequate. The thought of a friendlier North Avenue is very exciting...I walk it often. Myra J. Hoecker
North Avenue needs help BADLY! /
Good job providing options and asking for feedback! Thanks!
If we are taking the time and spending the money to make changes, we need to be forward thinking enough to be very encouraging for bicycle traffic.
make it look nice and new. then work to bring businesses back to the area!
The proposed improvements could be done in stages, beginning with the restriping for a bike lane and increasing the width of the road at certain locations adjacent to new development or redevelopment. This will allow the public (cars, bikes, and pedestrians) to get accustomed to the changes incrementally.
Wheel Chair Accessiblity is a MUST
Require those businesses that have huge parking lots to set aside some land near the street and tear up their asphalt and plant trees. Also, reward them for this and for adding more trees to their parking lots. It would be really nice to be able to find a shade tree to park under while shopping or using businesses on North Ave. Reduce their property taxes commensurate with their improving the appearance and comfort of their property.

Something need to be done with North Avenue ! Create a reduced tax zone to encourage businesses to relocate on North. If the city doesnt consider this soon North will be "ghetto "
i really hope the city is serious about fixing up north avenue, espeically considering all the stores that have closed down recently.
nothing
Work with the various economic development interests to redevelop the Teller Arms shopping center, K-Mart and the old City Market. These are blighted and a waste of real estate, and will continue to drag down the entire length of North Avenue until improved. / / Continue installing bus pullouts. If you can do nothing else (bike lanes, sidewalks) at least do this.
The 1st question about traffic flow may be misleading. My first reaction was that it pertains to motorized traffic, then I thought that bikes and pedestrians are traffic and although traffic flow and convenience are important for all, too much emphasis in the past on motorized traffic to the detriment of other traffic makes me want to answer the question as 'not at all important' even though I know darn well that it IS important. So, yes it is important, but I'm OK with less flow and convenience for motorized traffic IF it gives bicycle and pedestrian traffic more fair consideration regarding their flow and convenience.
I moved to Grand Junction a little over 2 years ago, and I love it here. I live in downtown and I bike to work. Main street is amazing. Most of downtown is a wonderful place to ride, walk, and live. But that said, there are certain parts of town that are an embarrassment. North Avenue is one of those places. This is a very major and very imporant street- you can't get very many places in town without travelling on it- and its current condition for bicyclists and pedestrians is shameful. There is no excuse for the dirt paths worn on the side of this major street where people walk because there are no sidewalks. I'm so glad to see that efforts are being made to correct this situation, because the fact that it was ever allowed to get this way represents an absolute failure of government (and a failure of the People to hold thier representatives accountable). We all suffer when investments in bicycle and pedestrian infrastructure are neglected, but none suffer worse than those who can least bear it- the poor, disabled, and underprivledged Shame on all of us, and lets hope we can correct the situation out there sooner rather than later.
I think their should be an arched pedestrian crossing going over the roadway at 12th St. and North Ave. for the safety of all attending events at the college or at Stoker Stadium. This would be a nice idea at 7th or 5th Street for the benefit of GJHS students and the businesses in the area. Improved and aesthetically appealing bus stops with water fountains and trash cans can also provide a shaded place to sit and rest for pedestrians and the elderly who are walking in the area.
Looking forward to the next 25 years!
Roads that are hostile to bicycles ultimately discourage people from commuting via bicycle. The Riverside Parkway, though accommodating to cyclists, is not an ideal choice for commuting because it is on the outskirts of town and often takes up to 20 minutes longer to reach your destination via this route (and many people don't like going over the bridges, though I don't mind at all). Patterson is a slightly better choice, but has extremely heavy traffic and infrequent/inadequate bike lanes. / / North Avenue with complete bike lanes running the entire length just makes sense. It is conveniently located. And if you plan to build sidewalks, you should build bike lanes as well (to keep cyclists off of the sidewalks where they are a danger to pedestrians).
more than anything else, there must be sidewalks all along North Avenue. The current situation is terrible and and dangerous especially in the winter. Finally, the existing situatioon is especially dangerous to those who must use wheelchairs, for example, to ge to Walmart.
Thank you for making this survey. North Avenue is a very different from Main Street, I think it is important to understand the community's priorities with this specific project.

Landscaping - trees, shrubs, flowers
North Avenue is mostly business related and pedestrian traffic isn't as much of a concern. F Rd is a better place to concentrate "pleasant" areas.
If we keep a median in the middle, please dress it up with desert plants.
I want to point out that in the above question regarding traffic flow, convenience and safety, these are very important, but understand that my answer comes from a walking and biking perspective. Terrible traffic flow, almost a total lack of convenience and dismal safety are what greet bicyclist and pedestrians in this area, which is why I always feel compelled to drive here instead of walk or bike. As bad as traffic flow, convenience and safety may be for motorized traffic, it is nothing compared to what bikes and pedestrians deal with along this corridor. So yes, these issues are important, but recognize that it it important for all modes of travel, not just cars. How many people will answer this question from a motorists perspective? Can you at least pretend that everyone who answered this question like I did was thinking what I'm thinking? Ha! Thank you for the opportunity to provide comments.
It would be awesome to have some hip urban living options built on North. It could become a hot and happening area with multi-use real estate.
By adding bike lanes, sidewalks, trees, flowers, etc. it will make our city more safe and will also make it more inviting and comfortable for everyone including tourists and people that come here for special events such as JUCO Country Jam etc. and it could help attract others to bring there events to our area and help to boost our economy.
North Avenue is Grand Junction's Colfax - North Ave. definitely takes away from what Grand Junction is all about. Make it more inviting and attractive so businesses and people will want to go.
currently North Ave is very Sixties look, and needs an upgrade.
No
creating pedestrian crossovers or ticketing pedestrians that J walk would alleviate some of the rear end accidents. the pedestrian crossings on 12th are dangerous because of low visibility and instant activated not allowing traffic enough time to slow down or stop safely. watch peds push the button and not even look but just start walking because they immediatly have right of way, really a dangerous practice but if i push the button and immediatly start walking and get hit, the driver is ticketed. /
It is very sad that the City allowed North Ave. to collapse while spending to much money and time on the Mall and Main Street. It has been allowed to become a slum (except for the area by the University) in parts with no incentive to large stores to remain, while forcing major traffic problems by the newer Walmart and the Mall. The City has forgotten that they represent all of the people not just the ones who live in the special areas. I am a third generation Grand Junction resident and am very sad to see how poorly the North Ave. businesses have been treated. Thank you
No bike lanes. No parking. Definitely no parking.
I really believe that looks are everything for a place like this. North ave is a large street in GJ, and tall weeds and untrimmed lawns and poorly painted building and street lanes are unattractive for business and guests to the city, such as JUCO.
North Ave looks like a low class area, you need to work with the business to give not only the street a face lift, but also the buildings. North Avenue should be the showcase strip of Grand Junction, when possible students come to view the campus they go down North and it looks like a dump. It should be something that the Community can take pride in.
Cleaning up the medians by adding flowers and trees, planting more trees along the entire length of North Ave. Adding safe and clean areas for bus stops. Around the college area, adding stop lights that count down on the light itself for students and drivers, or adding a 3 second delay before any light turns green to prevent accidents around the college.

we dont have funds and we dont need to barrow anymore money ,get grant or find any other way to get money that we dont have. When the public says no it means no you didnt listen on the police department you still found away to spend money that we said not to spend. Also making us chose 2 to complete this survey is wrong I dont want any of it and should have to pick any.
It is disappointing to see that just this small section will require such a long term planning approach. It seems the focus really should be on the eastern end as that is the area that will take the most impact. The College will keep the current area for planning heavily attended and the eastern section is in more dire need of attention and attraction for new business.
It would be wonderful if we could turn a sort of dumpy looking area in Grand Junction into something nice. It improve morale and make you feel good about the place you live. Thank you
Please, please, please do NOT put round abouts on North Avenue!!!!! It seems that most people approach the roundabout in town like a stop sign and stop and wait for traffic to clear before they move into it. It's okay to move into the roundabout when there are other cars in it! While I agree that the sidewalks are too narrow in many places, there are no businesses to walk to so widen the sidewalks on Orchard Ave between 15th street and 28 road first-kids walk that street to and from school and they can't walk 2 abreast because of the 3 foot sidewalks. On street parking on North is a bad idea-look how the back in only parking has worked on 7th--it didn't and now we have to pay to have it fixed. We need to encourage businesses to move back to North Ave-we have no craft stores now, no grocery, no restaraunts and no gas stations in the middle of North Ave now. I live very close and it's not fun to drive so far simply for gas or groceries.
Keep it clean. Add landscaping to increase the aesthetic appeal. The shopping center where Big Lots is located would be an ideal area to have an outdoor shopping space, with cafe's, seating, trees for shade, some sort of water feature, such as a fountain, perhaps a small ampitheater for music. That parking lot is horribly underutlized, and could be something very special.
The project is worse than a just a waste. North avenue can only become alive again if it is allowed freedom to prosper. / Rather than sink money into this project, make North avenue a tax free zone. The construction is misguided and can only / interfere with the few businesses that remain. The street is already wide enough and traffic has deceased a great deal since that the projects inception. The entire idea is flawed and whatever can be done to minimize the impact of this needless and / destructive activity should be done. WE DO NOT HAVE CARS ON NORTH AVENUE! THEY ARE ALL OUT AT THE MALL!!
All of this is moot if we lose all the shops on North Avenue- that issue is FAR more important than any upgrades to be done to the road. And is it really going to take 25 years to get all this done?
Definitely clean up old and obnoxious business signs along ALL of North Avenue. Looks junky. Thanks!
Do a YouTube search of Junk town and you will see this is Grand Junctions nickname. It has nothing to do with appearance of the city. / I can't believe the naïveté of the people in this city when they hear something they never knew about the first time. / Even if the city milks all the homeowners and makes this the most pristine place on earth, it will still be called "JUNKTOWN". / Actually, this town needs some really good east coast food restaurants all we have are chain restaurants and the mom and pop ones that are mediocre at best. Something like a Katz's Deli, Or Geno's Steaks. The product will bring the people to your establishment if it is outstanding. Look at these restaurants on the web and you will see they are nothing special to look at, but the quality and quantity of their product is well above the mediocre. / These restaurants are run by people who believe the "customer is king" and show it in their product. / I haven't seen one business in this town that does that. /
North Ave improvements are much need to upgrade old conditions. It's important that North Ave remains a vital business center for growth.

North Ave. is certainly an important district in Grand Junction and does need attention. It is becoming outdated and faces potential trouble if it's not cared for and made into a more accessible, beautiful part of this city.
drivers need to be more careful of pedestrians and cyclists. they need to SLOW down. these changes might make them more aware of alternate forms of transportation.
As someone that uses this street on a daily basis the biggest frustration is the lack of pullouts for right hand turns and pullouts for the mass transit service. If this street had the pullouts needed to improve traffic flow it would be a much nicer for morning and evening commuters. I have in the past actually decided not to shop on North Ave., on my way home in the past, because traffic was too heavy and I didn't want to slow traffic even more by trying to make a right turn with no pullout.
N/A
North Avenue in many areas has a very run down look. (old signage, buildings that need exterior attention, etc) / / I am not sure if you can have a program with some kind of incentive (like tax breaks or grants or other assistance) where all the merchants would be required to give their business a face lift, by a certain time period. It would probably involve have a special committee to approve the new designsand improvement before they would be implemented.
I would like to see codes regarding signage and business aesthetics that would increase the overall appearance of north avenue. The whole area is beginning to look like Colefax in Denver!
Can't wait to see the revision!!
Please note that when you plan for a higher density commercial center, detached sidewalks may not be appropriate, as they disrupt curb to sidewalk flow. (people tend to cut across the grass/landscape). Additionally, it can also hamper the visibility of the building or façade. Should you wish to create a "greener" atmosphere utilize a required % green space, garden, ect. after the sidewalk and before the building.
The city needs to be concentrating on making North avenue a clean, inviting street that businessesss will want to invest in. This includes re-vamping the area of North from 15th to 29th. That area is becoming a ghost town. Clean up the old hotels, make a nice park, give incentives to businesses that move to North ave, or that work to clean up the open/vacant properties on that stretch.
Thank you for requesting public comments.
While one of the more expensive options might create more overall convenience and aesthetic appeal, one of the less expensive options should be considered above all. In this time when jobs and budgets are being cut, a sense of place is important, but so is working within the means available.
I hope there is a plan to attract some businesses to North Ave because the alarming trend is businesses shutting down and moving toward the mall area. North Ave is becoming a ghost town.
The city needs to do whatever it takes to make this side of town more pleasant. I have noticed that a lot of the businesses on North ave. after 12th have been leaving giving the look of a ghetto. Some areas along North ave. remind me of areas from downtown Los Angeles. Please make our side of town more attractive to new businesses and tourists as well. Thats how I want to see my tax dollars at work.
Hope you can find some funding! Thanks to Dave Thornton and the rest of the City and RTPO staff for all of their efforts. /
North Avenue is the hub and any improvements will be greatly appreciated!

The priority should be the appearance of North Avenue. Right now it's an embarrasment to the city. When you drive down past the college it feels like you are driving into the ghetto in downtown denver. Grand Junction should be a proud city. Look at Montrose, the aesthetics of their city if beautiful and they don't receive near the amount of visitors as Grand Junction. They also have more desireable companies setting up shop their. The look and feel of the town could have a lot to do with that.
project a corridor with good lighting and greenbelts
Please leave some routes for motor vehicles!!!
I suggest making a multiple use right of way on one side of North Ave - similar to the Riverfront trail. I doubt if the bike-perdestrian traffic will excede that on the Riverfront trail. I know that it's not "ideal" but with the limited space on North Ave and funding problem why design a plan that is not practical.
Sign controls are needed to phase out the current hodge podg of signs and require monument unified signs. Way finding signs are also needed.
This web page doesn't allow me to put my way I want to answer. It seems like it is programmed to only accept a / certainm response. The survey is unfair because the page doesn't work right.
Most people that I know, only use North Ave as a traffic corridor. It will never be what it used to be as far as a shopping mecca, so I think the planners need to focus on other areas. Leave the memories behind. I personally do not drive past 12th street. I stay on the west side of town to avoid the druggies and addicts and the homeless that abound on North. If I have to drive past 12th, I use Patterson. I also do not feel safe on that side of town and I have the safety of my 4 year old to think of. The "element" that live on the east side, are not people that I associate with, so until you get them off the street, I will stay near the mall and out in Fruita.
Some architectural and signage control would be good. A recent drive the length of North Avenue left me with a distaste for the area, not only because of the loss of businesses but more because of the mix of structures & signs. It's as if there is/was no sense of pride. Give the area some aesthetic appeal that all valley residents can be proud of and visitors won't refer to it as Grand Junkyard. Interesting that given the fact that of the choices above only (1) does not include bike lanes or parallel parking. It's a no brainer you've already put plans in place & public opinion doesn't really mean much so why this survey?
The parking on 7th street should teach that if people cannot find it convienent it will not be used. Too dangerous to park on North, too dangerous to have North Avenue as a bike way to get to work unless banning of cars and trucks are banned from driving on North between 29 Road and 1st street
North avenue is a major artery for traffic in Grand Junction and proper expansion and planning in regards to bike/scooter lanes, bus stops off of traffic, appropriate policing.
It's a dying corridor of businesses that need all the help they can get and encourage new and existing businesses.
People who want to walk would probably prefer to do so in less congested areas where they don't have to breathe in exhaust fumes. North Avenue is still a major east-west route through town, and people look to get through town quickly. If people want a shopping park, etc., let's put our efforts into further developing Main St. downtown.

Total responses	**195**

North Avenue West Corridor Plan Questionnaire Results

Updated on: 3/8/2011

			Totals
1)	**What brings you to this part of North Avenue?**		
	a.	Live within a couple of blocks of the corridor	10
	b.	Work here	6
	c.	Own a business here	9
	d.	Own property here	8
	e.	Obtain services here	17
	f.	Pass through here to get to other places in town	23
	g.	Other: 1)Go to school. 2)Go to church. 3)grew up three blocks from area. 4)Try to ride my bike across North Avenue. 5)High school.	9

Comments 1)Church I attend is at 7th and Kennedy.

2)	**How do you access the corridor area?**		
	a.	Walk	7
	b.	Bike	10
	c.	Bus	1
	d.	Private vehicle	43

Comments 1)Never walk or bike on North Avenue due to safety concerns. 2)Very difficult to walk on 12th. I ride my bicycle to run errands in the summer. 3)I wish I could ride my bike on North Avenue. 4)Light rail would be cool. 5)Cyclists & pedestrians are in harms way.

3)	**The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land used are lacking that you would use?**		
	a.	Retail	16
	b.	Housing	10
	c.	Professional Services	11
	d.	Restaurants	27
	e.	Other: 1)Entertainment. 2)Hardware store. 3)Hotel 4)Services 5)Bicycle & pedestrian access 6)Movie	9
	f.	None	7

Comments 1)Combined retail and housing. 2)Please no bars; too close to residential areas. 3)We're not lacking in quanitity of restaurants, but access is difficult and parking is almost non-existent (see Arby's and Taco Bell).

4) **Are there currently any safety issues you would like to see addressed?**

Comments **1)**Pedestrian and vehicle traffic, especially to/from GJHS and Mesa State. **2)**Bikers must use sidewalks with walkers. **3)**Sidewalks right on road are uncomfortable. **4)**College traffic at 1st and North, right turn on 1st. **5)**Bike access on wider sidewalks. **6)**Bike routes on side streets that parallel North Avenue. **7)**Traffic **8)**Wider sidewalks, bike paths, ease for pedestrians. **9)**Foot traffic crossing North near Mesa State. **10)**Line of sight when entering traffic. **11)**12th and North pedestrian traffic - tubes? **12)**Property vandalism **13)**Sidewalks and cleanliness. **14)**People drive too fast on North Avenue even though the speed limit is 30 mph. **15)**North Avenue turning to one lane at west end past 1st Street. **16)**Lighting and sidewalks. **17)**Pedestrian and bicycle safety, especially in high school and college area. **18)**Kids walking to and from school, especially at lunchtime. They need nice wide crosswalks and drivers need clear pedestrian notifications. **19)**Traffic review at North & 1st. Traffic backs up in the right lane for traffic going straight and turning right. Motorists speed up in the left lane to pass motorists in the right lane. Sometimes it works if several cars are turning right. It's a bad area for cyclists and pedestrians. **20)**Bike paths. **21)**Pedestrian safety for GJHS and MSC. **22)**Sidewalks too close to fast moving traffic. **23)**Need better pedestrian crossings at 7th and North and 12th and North. **24)**Good turn pullouts (left turns). **25)**Pedestrian traffic looks like a problem. **26)**College crossings Under 12th and North? **27)**Pedestrian and bike traffic for GJHS students during lunch-better sidewalks. **28)**Pedestrian walkways for MSC students. **29)**Pedestrian and bike crossing at 12th and North. **30)**Flashing/ blinking billboards and signs are too bright at night and distracting during the day. **31**12th Street/ Mesa State pedestrians. **30)**Bicycle & pedestrian - we need "grade-separated thoroughfares" for bikes. **31)**Forward parking. **32)**Wider sidewalks. **33)**Walking and biking for high school students. **34)**Skinny sidewalks right up against the street. **35)**The small sidewalks. **36)**The sidewalks are too narrow. **37)**Pedestrian risks. **38)**Sidewalks just end or are not present in some locations. **39)**Size and location of sidewalks. Also in regards to right turn lanes. **40)**Crossing North Avenue.

5) **What is your biggest concern regarding this section of North Avenue?**

a.	Aesthetics	**25**
b.	Safety	**32**
c.	Impact to Neighborhood	**13**
d.	Identity	**12**

Comments **1)**Pedestrian and bike crosswalk at 12th and North, event pedestrian access. **2)**All very important. **3)**Plant trees by bus stops. **4)**Some parking in front of buildings conflict with sidewalks. **5)**Long term economic viability. **6)**Pedestrian and motorized traffic movement during major public events (JUCO, 4th of July, sports, etc.) **7)**Closure of businesses. **8)**It's hard to shop on North Avenue, too many bloody cars! It's dying as a shopping area because it's an unpleasant place to be. **9)**The better looking, the more people. **10)**Looking good brings in people.

6) **What would you like to see improved or changed?**

Comments **1)**Concerned about nuisance bars and vehicle and pedestrian traffic generated by GJHS and Mesa State. **2)**Sidewalks need to be off road a bit. **3)**Some sites dated on road, such as tattoo parlors bring down neighborhoods. **4)**Lighting, area needs to be more inviting. **5)**Median need work. **6)**Smaller signs **7)**Make it a destination. **8)**More pedestrian friendly. **9)**Mixed use property all along North Avenue, such as what has been done at Mesa State. **10)**Improved bus stops, more green space (parks) entrances. **11)**Aesthetics, safety and maintain neighborhoods/housing. **12)**Bus pull outs and redo sidewalks. **13)**Quality of bike/ walk sidewalks/lanes. **14)**Encourage tree canopy for shade and aesthetics. **15)**Incentives/tax incentives to owners and developers to remodel, upgrade and redevelop. **16)**Incentivize green building and energy-efficiency. **17)**More flexibility and support for development from the City. **18)**We need better access and parking to help make North Avenue businesses successful. **19)**Avoid u-turns, wider lanes and install wider crosswalks near the schools and stadium. **20)** Revitalize area; look and feels is old like the 1960's. **21)** Store front parking is hazardous 2nd to 5th Streets. Harbert Lumber's is the best. **22)** City to help owners to renew store fronts. **23)**Pedestrian and bike safety. **24)**Make us of side streets for parking access. **25)**Improve signage so intersections are more prominent to facilitate #24. **26)**Uniform signs. **27)**More landscaping. **28)**College crossings Under 12th and North? **28)**Roadway/center island. **29)**Planning for this segment of North Avenue seems moot without a firm agreement with Mesa State College as to where and how they will grow in the future. No agreement? No City tax dollar support. **30)**Safety for bikes and pedestrians without impeding traffic. No round-abouts. **31)**Remove billboards and electronic signs. **32)**Redevelopment to stave off the westward business movement to 6 & 50 Corridor. **33)**Walking bridge for students across 12th Street. Too many pedestrians just hit the button and start walking without even looking. **34)**Traffic congestion. **35)**I know this would be very expensive, but bury or elevate the road in some areas, increase the width at the right-of-way, add bike & pedestrian sidewalks/bike paths- not right next to the road. People will not use sidewalks or bike paths that are too close to North Avenue, due to the speed and volume and type of vehicles. **36)**More bike friendly.

Other Comments: **1)**Would like to see an area near the college similar to Olde Towne in Fort Collins. **2)**Bicycle friendly. **3)**Stop light or round-a-bout @ 3rd. **4)**Thanks for asking for our input! **5)**North Avenue in this section is a hodgepodge of buildings, signs and uses. It's not appealing and I avoid it. **6)**Future development, south side of alley between 3rd and 5th Streets, rezoned for commercial redevelopment. **7)**Thanks. **8)**Areas around MSC, GJHS and Lincoln Park need to have pedestrian and bike access that does not impede traffic and provides safety to them (under and over passes). **9)**Make Glenwood/Tiger from 7th to 5th one way west. **10)**During GJHS lunch hour, program lights for four-way walk (all vehicles stops) similar to 16th Street in Denver. **11)**Cut new right turn only lanes at 7th and North to speed up traffic. **12)**Build diagonally an overhead crosswalk at 12th and North for student and Lincoln Park foot traffic. **13)**Get the fast food restaurants (McDonalds, KFC, etc.) to help pay for it; let them have a 4' x 8' sign below the top of the bridge. **14)**I like what you're doing. The concerns already listed cover my feelings. Grand Junction can make North Avenue a much more appealing area and has my support. I don't have any reservations about doing what is needed. **15)**I would like to see the junction of North and the I70 Business Loop landscaped. **16)**Traffic and pedestrians will not go away, they will get worse. "People and places" will beget cars and traffic. The problems exist now and require mitigation now.

By far the largest stakeholder affecting the success of any improvement strategy is Mesa State, which can tell the City to go to hell if it wants to in terms of planning and zoning. This is unacceptable. Without some type of consensus and a binding agreement between the City and the college as to where and how they can grow, this entire process seems an exercise in theoretical community planning. Might as well stay at home and play Sim City. **17)**I would like to see some redevelopment of properties that could benefit from working together to improve parking, landscaping and pedestrian access. **18)**I would love to see pedestrian overpasses or underpasses and 7th and North and 12th and North. **19)**Bus pullouts. **20)**Trees and xeriscaping. **21)**No round-abouts. **22)**New hotel needed. **23)**I think that all of the street stuff is unnecessary. We need to focus on our schools. We are laying off teachers. We are crowding our classrooms and we need to give this money that is allocated for streets to our schools and help our children. **24)**Need public transportation for the North Avenue corridor as well as other corridors, that are tourist friendly, perhaps seasonal or year round. The City needs an evening bus to take people to the various activities at Mesa State College, down-town, Lincoln Park, etc. We need more public accessibility. **25)**Need to be careful about gentrification of the area. **26)**North Avenue is not a pedestrian friendly environment. It is not a bike friendly environment. **27)**Panhandling should not be allowed. **28)**Leash laws for animals are not enforced and need to be. Animals are allowed to roam free at area parks, etc. **29)**Need to make Mesa State College a University. **30)**As a business owner attempting to reopen a two year closed business, could you waive our fees; give us a waiver of some kind to raise incentives? **30)**Businesses supporting student population needed. **31)**Improve safety for students, pedes-trians and vehicles. **32)**Reduce North Avenue from four lanes to two lanes, at least from 5th Street to 12th Street. **33)**User friendly services. **34)**The aesthetics of the land. **35)**It needs to look a lot nicer. **36)**I think there needs to be more eating establishments. **37)**More modern and good looking. I feel it needs to be more pleasing to residents as well as tourists. **38)**User-friendly look, facilities and transportation routes. **39)**6 & 50/North Avenue is an eyesore.

CITY OF GRAND JUNCTION, COLORADO
ORDINANCE NO. 4571

AN ORDINANCE ADOPTING THE GRAND JUNCTION GREATER DOWNTOWN PLAN AND AMENDING THE FUTURE LAND USE MAP AND TEXT OF THE COMPREHENSIVE PLAN

AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE AREA GENERALLY INCLUDING THE ORIGINAL SQUARE MILE, SOUTH AVENUE TO THE COLORADO RIVER AND RIVERSIDE NEIGHBORHOOD TO 28 ROAD

RECITALS.

A Strategic Downtown Master Plan that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008. The Plan defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay. The Strategic Downtown Master Plan was considered by City Council on September 14, 2009 but, due to pending adoption of the Comprehensive Plan, Council voted to continue the Plan to an unspecified future date.

A South Downtown Neighborhood Plan encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, 3 public open houses with 80-100 people in attendance at each open house. The Plan included a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The South Downtown Neighborhood Plan was considered by City Council on June 16, 2008 but was not adopted.

A Westside Downtown Redevelopment Plan was adopted by the City in January 2004. This plan included the area bounded on the north by Main Street, on the east by 5th Street, on the south by South Avenue, and on the west by the Railroad. A preferred plan for redevelopment defined redevelopment of various land use and presented concepts for a circulation plan. Design guidelines and standards for the area were considered and incorporated as appropriate within the Greater Downtown Plan. Adoption of the Greater Downtown Plan will repeal and replace the Westside Downtown Redevelopment Plan.

The Greater Downtown Plan (Exhibit A) integrates elements of the three previous planning efforts as well as includes areas that had not been covered by either of those plans into a single plan for the downtown area. In addition, the Greater Downtown Plan incorporates elements of the Downtown Development Authority's potential projects in order to support the DDA's Downtown Plan of Development. For planning purposes, the Greater Downtown area has been divided into three sub districts: the Downtown, Rail and River Districts.

The public participation process involved community evaluation of various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the Greater Downtown Plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that were translated to the goals listed below for the Greater Downtown Plan.

Area-Wide Goals and Policies

Goal 1: Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.

Goal 2: Establish and improve entry points into the Greater Downtown area.

Goal 3: Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District

Goal 4: Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.

Downtown District Goals and Policies

Goal 1: Maintain and enhance the economic, cultural and social vitality of the Downtown District.

Goal 2: Require density/intensity in downtown as prescribed by the Comprehensive Plan, primarily within the Central Business District (CBD).

Goal 3: Develop a pedestrian-oriented, walkable downtown.

Goal 4: Stabilize and enhance the historic residential neighborhoods.

Goal 5: Recognize and promote opportunities to build sub-districts/neighborhoods, each with a unique identity.

Goal 6: Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

Rail District Goals and Policies

Goal 1: Preserve the opportunity for heavy industry and rail service that supports it.

Goal 2: Recognize distinction between "industrial" streets such as 9th and 12th Streets and "public" streets 7th Street and Riverside Parkway.

Goal 3: Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.

Goal 4: Re-establish and improve a street grid in the Rail District.

River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront
Goal 2: Create retail, general commercial and mixed use opportunities that complement the riverfront use.

Goal 3: Create/enhance redevelopment opportunities and partnerships

In addition to identifying goals and policies for the area, the Greater Downtown Plan does the following.

1. Includes an amendment to the Comprehensive Plan text (refer to Exhibit B) and amendments to the Comprehensive Plan Future Land Use Map (refer to Exhibit C).

2. Includes zoning changes as required to create better areas of transition between land uses, ensure that the zoning is consistent with the future land use designation and begin to define the intended character of development in some areas.

3. Includes Circulation and Trails Plans that depict future street and trail systems for the area and outlines more specific multimodal transportation improvement concepts that serve as future guidance as development and redevelopment occurs in the area.

4. Includes a zoning overlay that provides guidance and criteria for the planning, design and implementation of public and private improvements in the Greater Downtown area. If properly administered and adhered to, the standards and guidelines should result in public and private development improvements (or a combination thereof) that achieve, as a minimum, a common level of quality in terms of site design, architectural design, landscaping and other site improvements.

5. Outlines other implementation tools such as economic development and redevelopment strategies and improvements to the public parks within the Greater Downtown area.

The Grand Junction Planning Commission is charged with the legal duty to prepare and consider and recommend action to City Council regarding master plans for the City.

The Greater Downtown Plan was heard in a public hearing by the Grand Junction Planning Commission on March 12, 2013 where the Planning Commission recommended that the City Council adopt the Plan.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the Greater Downtown Plan, City of Grand Junction, Colorado, in the form of the document attached hereto, and as recommended for adoption by the Grand Junction Planning Commission is hereby adopted.

The full text of the Ordinance, including the text of the Greater Downtown Plan, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the 6th day of March, 2013 and ordered published pamphlet form.

PASSED and **ADOPTED** on second reading the 20th day of March, 2013 and ordered published in pamphlet form.

President of City Council

ATTEST:

City Clerk

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4571 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 6th day of March, 2013 and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 20th day of March, 2013, at which Ordinance No. 4571 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 5th day of April 2013.

Stephanie Tuin

Stephanie Tuin, MMC
City Clerk



Published: March 8, 2013
Published: March 22, 2013
Effective: April 21, 2013

Greater Downtown Plan









CITY OF Grand Junction COLORADO

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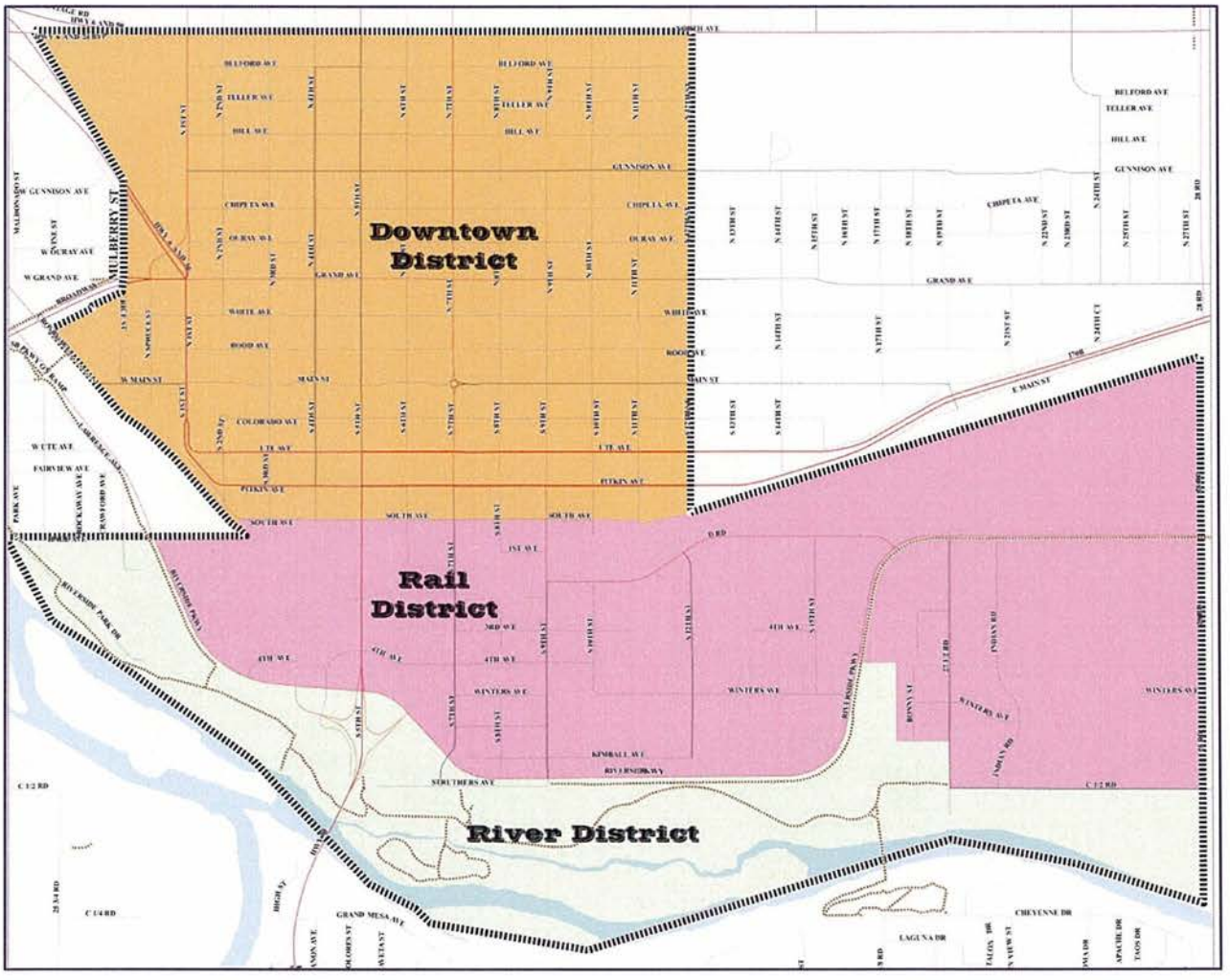
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1. STUDY AREA CONTEXT

The Greater Downtown planning area is comprised of three sub-districts: the Downtown, Rail and River Districts. The areas are distinctly different due to their location, influences and historic development but complement each other to form a developed area that is central to the community with uses that range from single family residential to rail-oriented heavy industrial.



2. PLANNING BACKGROUND

A Strategic Downtown Master Plan (SDMP) that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008. The SDMP defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay.

The vision of the SDMP addressed: the transportation network and other infrastructure, introduction of green treatments, creation of design standards and strategies for community marketing and promotion efforts. The goals of the SDMP were to:

- Maintain and enhance the economic, cultural and social vitality of downtown
- Promote downtown living by providing a wide range of housing opportunities
- Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking
- Stabilize and enhance the historic residential neighborhoods
- Establish and promote a unique identity
- Jump-start the revitalization and reinvestment in the downtown area with strategic catalyst projects

The Strategic Downtown Master Plan was considered by City Council on September 14, 2009 but, due to pending adoption of the Grand Junction Comprehensive Plan (Comprehensive Plan), Council voted to continue the SDMP to an unspecified future date.

A South Downtown Neighborhood Plan (South Downtown Plan) encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, 3 public open houses with 80-100 people in attendance at each open house. The South Downtown Plan included an existing conditions analysis, goals and implementation including a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The goals of the South Downtown Plan were to:

- Create, maintain and enhance a green waterfront
- Recognize existing heavy industry and rail service that supports it
- Recognize the distinction between "industrial" streets and "public" streets
- Promote higher quality, "cleaner" uses in the area generally between 7th and 9th Streets
- Improve entry points and connections to downtown
- Increase light industrial opportunities
- Create areas of mixed uses to screen and transition to the heavy industry
- Create and enhance redevelopment opportunities and partnerships

The South Downtown Neighborhood Plan was considered by City Council on June 16, 2008 but was not adopted.

The planning process for the Greater Downtown Plan reanalyzed the two previous planning efforts and made revisions as conditions have changed, included areas that had not been covered by either of those plans, and integrated them into a single plan for the downtown area. In addition, the Greater Downtown Plan incorporates elements of the Downtown Development Authority's potential projects in order to support the DDA's Downtown Plan of Development, as well as incorporating elements of the Comprehensive Plan discussed below.

3. COMPREHENSIVE PLAN

The Grand Junction Comprehensive Plan is based on extensive public input that identifies what kind of community we want to have and identifies ways to achieve our vision. It charts the course to help us become the most livable community west of the Rockies. It establishes a vision that focuses the community on what it should do to sustain the quality of life that all residents desire and expect. The Comprehensive Plan establishes the following guiding principles that will shape growth, all of which apply to development of the Greater Downtown area.

A. Concentrated Centers – The Plan calls for three types of centers; the City Center, Village Centers and Neighborhood Centers.

B. Sustainable Growth Patterns – Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment.

C. Housing Variety – Allow, encourage more variety in housing types that will better meet the needs of our diverse population.

D. A Grand Green System of Connected Recreational Opportunities – Take advantage of and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces.

E. Balanced Transportation – Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.

F. A Regional Center – Preserve Grand Junction as a provider of diverse goods and services and residential neighborhoods.

Specific policies within the Comprehensive Plan further support the concepts of the Greater Downtown Plan as outlined below.

Goal 4. Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.

Goal 5. To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Goal 6. Land use decision will encourage preservation of historic buildings and their appropriate reuse. For purposes of the Greater Downtown Plan and Overlay District, a historic building is defined as one that would be eligible for inclusion on the City Register of Historic Sites, Structures and Districts according to criteria outlined in the Zoning and Development Code.

Goal 8. Create attractive public spaces and enhance the visual appeal of the community through quality development.

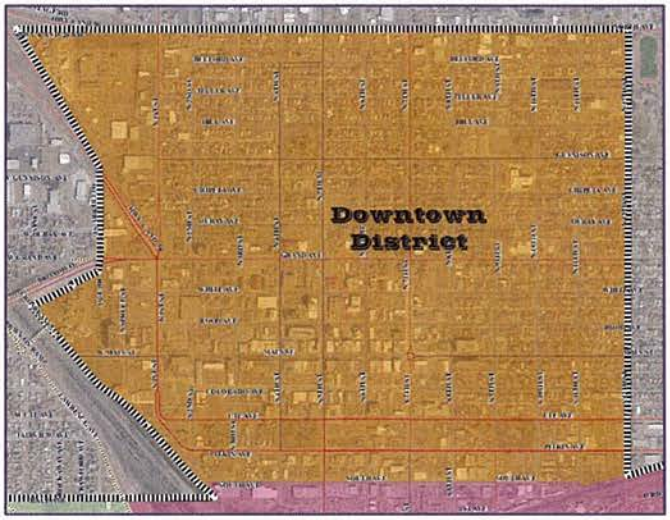
Goal 9. Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air and freight movement while protecting air, water and natural resources.

4. SITE ANALYSIS

A. Downtown District

The Downtown District encompasses the original square mile, the area south of North Avenue between 1st Street and Highway 6 & 50, a small triangle of properties north of Grand Avenue and west of Highway 6 & 50, and the area south of Grand Avenue between 1st Street and the railroad tracks (see map on following page).

The Downtown District should retain its role as the City's center and a regional destination. With a diverse mix of land uses, civic and public amenities, art and cultural facilities, the Downtown District offers a hub of activity that supports and reflects the regional demographics. Every effort should be made to keep and maintain existing public amenities and services in the Downtown District. These uses attract large numbers of residents and visitors to downtown which contributes to its economic vitality.



The Downtown District benefits from a number of characteristics that make it appropriate for development of retail, office, residential, institutional and community uses as described below.

- On average, urban residents spend a greater percentage of household income on retail expenditures, particularly on items such as apparel and food away from home. This indicates an opportunity for additional specialty retail and entertainment space in the Downtown District.

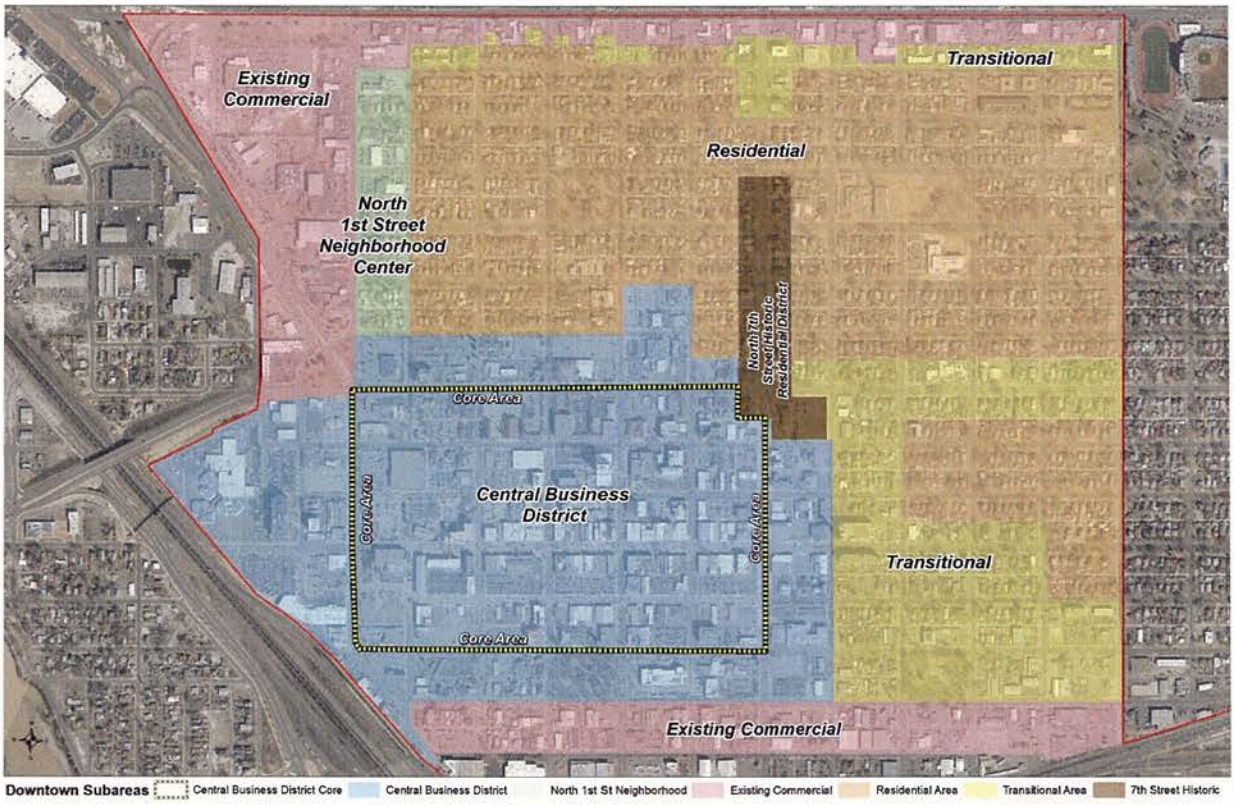
- Housing within the Downtown District has been and is expected to continue to increase in density with smaller households comprised of young and old, and moderate and lower-income residents. However, with a growing concentration of middle-aged, moderate- to high-income households in the City as a whole, there is an opportunity for the Downtown District to attract more diverse, higher-income resident base. The entirety of Grand Junction (urban and fringe) faces a growing shortage of quality affordable housing for its very low- and moderate-income residents, as well as working-wage families. This planning process emphasized the need for a set of strategies tailored specifically to the housing challenges present within the Downtown District.

- Downtown commercial vacancy and rental rates are approaching levels required to support new development and/or redevelopment. However, "seed" money will likely be necessary to leverage private investment in projects that will catalyze reinvestment activity throughout the Downtown District.

- Among the higher growth employment sectors in Mesa County are service industries often consisting of small businesses. This represents an opportunity for the Downtown District to develop not only additional live/work units, but also to promote the adaptive re-use of historically significant buildings and less traditional spaces including former church facilities.

- Forecasts indicate that more than one million square feet of employment space (office), more than 1.6 million square feet of retail space and nearly 1,100 residential units could be absorbed in the market over the next ten years, from which the Downtown District could benefit. The degree to which the Downtown District is able to capture new demand within the trade area and beyond will be a function of the redevelopment process itself. Redeveloping key catalyst areas as residential, retail, employment and community destinations will necessarily increase its ability to capture not only a greater share of trade area demand, but also to reach beyond those boundaries.

- The Downtown District is comprised of many uses that result in a number of diverse neighborhoods. While some areas within downtown are comprised of one single use, such as residential or business/commercial, there are many areas that include a range of uses, such as along Grand Avenue. In order to more fully understand specific issues facing the many, diverse neighborhoods within downtown, the Downtown District was divided into seven subareas: Central Business District (CBD), Central Business District Core Area (Downtown Core), Transitional, Residential, North 1st Street Neighborhood Center (Neighborhood Center), Existing Commercial, and the North Seventh Street Historic Residential District.



Downtown District Subareas

Central Business District (CBD). The CBD contains primarily commercial uses and is located generally south of Ouray Avenue. The CBD also contains a significant number of public and civic facilities. While much of the CBD is zoned to permit a wide range of uses, there are several new projects that have integrated uses into one cohesive project. Pedestrian accessibility and amenities, public facilities, traffic patterns, building heights and commercial development densities combine to create an urban character that attracts local businesses, employees, residents and visitors to the CBD. Within the CBD, the Downtown Core includes the streets and development patterns that most depend on and are defined by the heaviest pedestrian activity.



Main Street Character

Transitional Subarea. The Transitional areas of downtown contain a mix of residential, commercial and institutional uses. Development densities and building heights are not as extreme as in the CBD and residential uses, which includes single family homes adapted to multifamily uses, are prevalent throughout the Transitional areas. With the exception of the main arterial Grand Avenue, traffic is less congested and parking is available, both on-street and in publicly- and privately-owned surface parking lots.

Existing homeowners in the Transitional areas, especially along Grand Avenue, expressed concern over the rapidly expanding commercial character of the area. Traffic congestion, parking issues, vehicle accessibility, lighting and signage were each cited as an adverse impact that existing single family residential homeowners were grappling with as more homes are converted to business uses.



New Infill Development Building on Right



Residential Subarea Character

Residential Subarea. A significant amount of the Downtown Core contains single family residential uses. The large number of older, historic structures results in a definitive architectural character that local residents want preserved. The North Seventh Street Historic Residential District contains 34 historic homes with a high concentration of early Twentieth Century architectural styles and construction methods. The district covers five blocks of North Seventh Street and is the most intact historical residential area in Grand Junction with a variety of Queen Anne, Colonial Revival and Mission style homes. A detailed analysis of ,and specific guidelines and standards applicable only to, properties within the North Seventh Street Historic Residential District were adopted in 2012 and thus, the District is not further addressed in the Greater Downtown Plan.

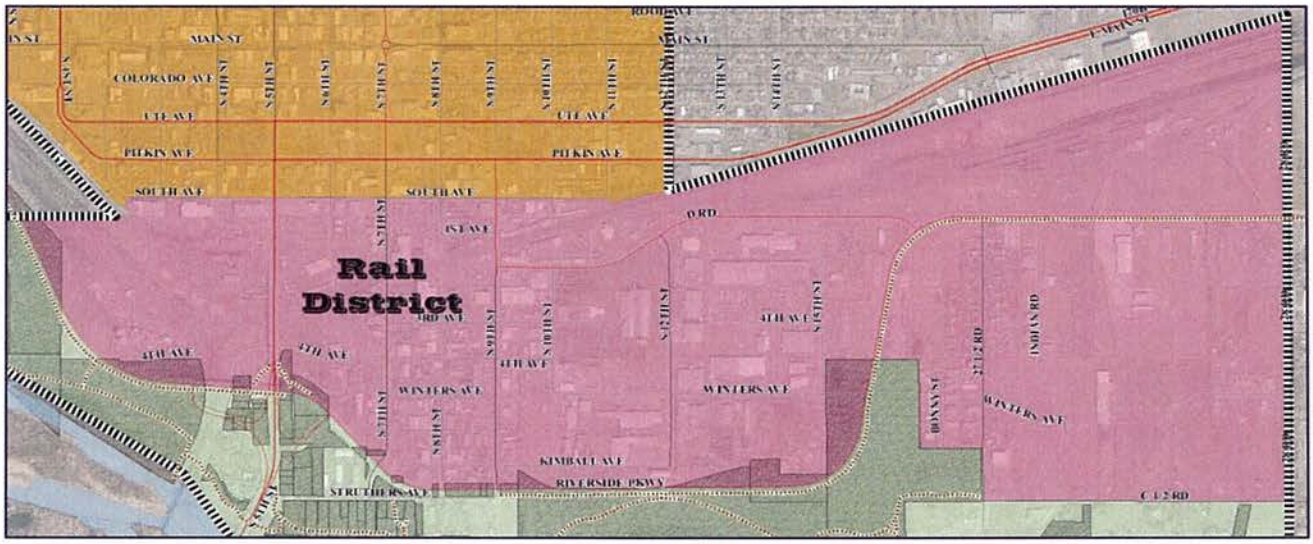
Along the edges of the downtown residential areas, commercial activity is encroaching on established single-family residential neighborhoods. Although existing residents expressed their satisfaction with existing development and uses along North 1st Street and North Avenue, many participants expressed concern over future expansion and potential rezoning along these edges and wanted to see the Greater Downtown Plan respect existing zone districts and development patterns and prohibit any further rezoning or variances.

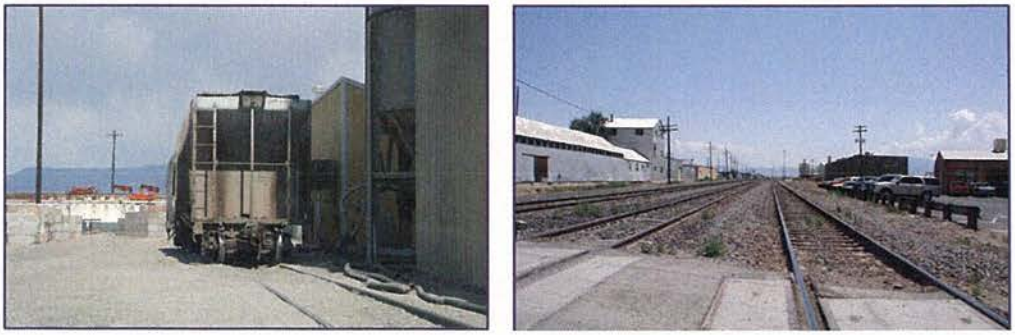
North 1st Street Neighborhood Center. This subarea of the Downtown District is an extension of the Neighborhood Center defined along the North Avenue corridor. The intent of the Neighborhood Center is to provide for limited employment, residential, open space and limited retail uses that primarily provide convenience to the immediate neighborhood. While much of the area is already developed with commercial area, there is a need to create a better transition between the commercial uses facing North 1st Street and the side streets to the residential areas on the east side of North 2nd Street.

Existing Commercial. This subarea of the Downtown District corresponds with developed commercial corridors on the north/northwest and south sides of the District that have a different character than the type of uses that exist in the other subareas.

B. Rail District

The Rail District is the area bounded by South Avenue and the railroad tracks to the north, Riverside Parkway and C-1/2 Road along the west and south and 28 Road on the east. The man-made framework of the area consists of the buildings and infrastructure that already exist, some of which is very old, and some of which was recently constructed. The railroad tracks along the northern portion of the Rail District as well as the sidings that come into the area are very important considerations. Several spurs continue to be heavily used by the industry in the area, while others have been abandoned but may be available for future use. The former Grand Junction Steel site, located in the center of the Rail District historically received three to four rail cars per week of raw material and finished products were then trucked from the site. Castings, Inc. handles approximately 480,000 pounds of materials and products in containers by rail each week. Thus, as in the past and as long as it continues to be used as a means of transport, the railroad is a valuable asset to this area and to the community as a whole.





Existing Sidings in the Rail District

The existing street network in the Rail District is incomplete. The plan for the area addresses how the existing streets should be used and how new streets should be planned in the eastern and western ends of the Rail District to continue to provide and enhance access for many modes of transportation to, from and through the area. Presently, 9th, 12th and 15th Streets are the primary north-south streets utilized by the heavy commercial and industrial uses in the area. 7th Street is generally perceived by the community as the "public" access to and from the Rail District and points south. Certainly, the completion of the Riverside Parkway through and along the southern edge of the Rail District has had a major impact on the area with a positive influence.

Part of the existing conditions of the built environment is the pattern of land ownership and use. In the central part of the Rail District there are numerous small parcels. Some have been aggregated into large holdings such as for the larger industries in the area including the former Grand Junction Steel site, Whitewater Building Materials Castings, Inc. and Munroe Pump. The railroad has large landholdings in the area as do various public entities. City-owned properties primarily include remnant parcels that were acquired for construction of the Parkway. Mesa County recently disposed of several small parcels and the State of Colorado has the Department of Transportation complex on the east side of 9th Street and D Road. To the east, the parcels are larger but some are not configured very conducive to development. There are also still remnants of the early days of this area. There are some remaining pockets of occupied single family residential homes.

There are also a few isolated commercial structures with historic significance, most notably the one pictured below which is a remnant of a sugar beet factory complex. The building was previously most visible from the riverfront trail and Orchard Mesa but it is now very visible from the Riverside Parkway. As this area becomes more familiar to people passing through on the trail and on the Parkway, perhaps some of the buildings like this one can become a more integral part of redevelopment.

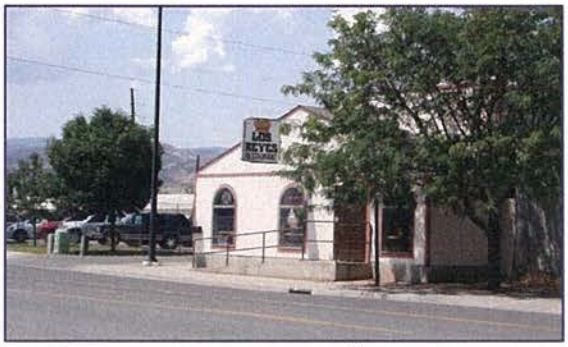


Existing Single Family Residence

It is estimated that there is a daytime population of over 1,000 employees in the Rail District that have very little available in the way of goods, services, restaurants and other commercial uses in close proximity. There appears to be a need and a desire to promote and develop uses that could not only service the daytime working population but also support the recreational and park users in evenings and on weekends.



Remnant Building from Sugar Beet Factory



Existing Business on South 7th Street

There are surrounding influences that impact the Rail District such as the proximity of the area to the Downtown District. This plan considers the main entrances and connections to the other Districts within the Greater Downtown area and how they can be improved as well as determine if or where there are barriers such as the railroad crossing and how those can be mitigated.

An inventory of existing land uses within the Rail District was completed as part of the planning process, identifying patterns of development and architectural character. Existing land use in the more developed central area of the Rail District is and has historically been primarily heavy commercial and industrial with remnant pockets of residential. The area between 5th Street and 9th Street is characterized by smaller parcels with older structures. A few businesses have aggregated parcels into larger parcels which are more conducive to future improvement and/or redevelopment. This area presents the best opportunities within the Rail District for redevelopment that could be accomplished through creative incentives and partnerships.

The heavy industries are primarily located between 9th and 15th Streets, clustered around the existing railroad spurs on larger parcels. Since the rail and its users are valuable assets to the area and the community as a whole, the core of this area is unlikely to change. However, there appears to be some opportunity and community support to create transitional areas of varied land uses in a tier surrounding the core industrial area. These transitional areas can be used to create compatibility between adjacent uses such as the park and the heavy industrial as well as help visually screen the industrial areas.



Existing Heavy Industrial Uses

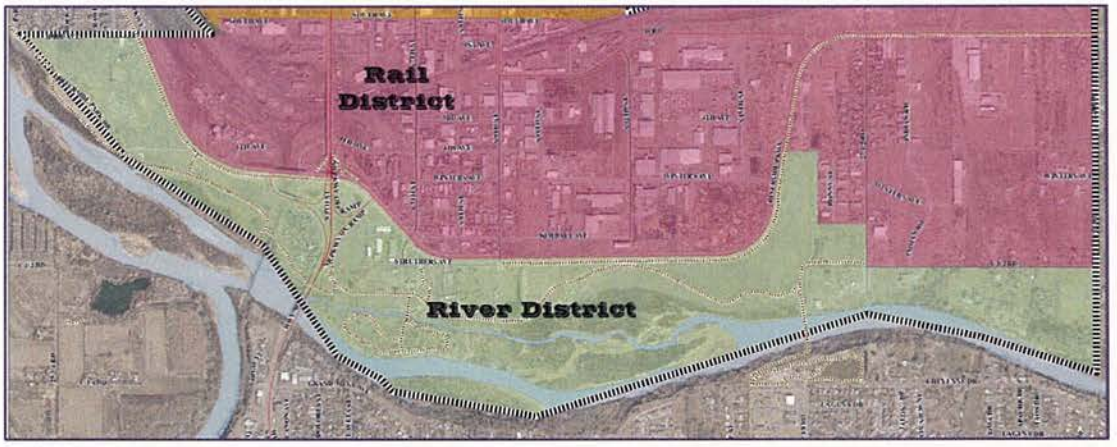
On the eastern side of the Rail District, much of the property is held in larger ownerships and is vacant or underutilized. There is also a small pocket of existing residential use along 27-1/2 Road just south of the Riverside Parkway but which have been zoned for future commercial/industrial uses for many years. Much of the eastern area presents the greatest opportunity for increasing heavy commercial and industrial use within the Rail District and the Greater Downtown area as a whole.

C. River District

The River District is located on either side of the confluence of the Gunnison and Colorado Rivers, roughly between the Riverside neighborhood to the northwest to 28 Road on the east and the Riverside Parkway to the Colorado River. At this "grand junction", the area transformed from an agricultural based community into the commercial and industrial area it is today. Over time, the area has been used to store mill tailings along the river, process sugar beets in the historic beet packing complex, and more recently the community has rediscovered its natural value for green space, trails and public uses such as the Botanical Gardens. The majority of the property in the River District is publicly owned including the Las

Colonias Park site, the Botanical Gardens property, the Jarvis property, some remnants of land that were acquired for construction of the Parkway and State Parks properties on the east end of the District.

There is an existing trail through the area that must be recognized as the area develops and redevelops. The plan considers that the trail will eventually be extended to the east along the river and that improved public access to the trail system throughout the area is a necessity.



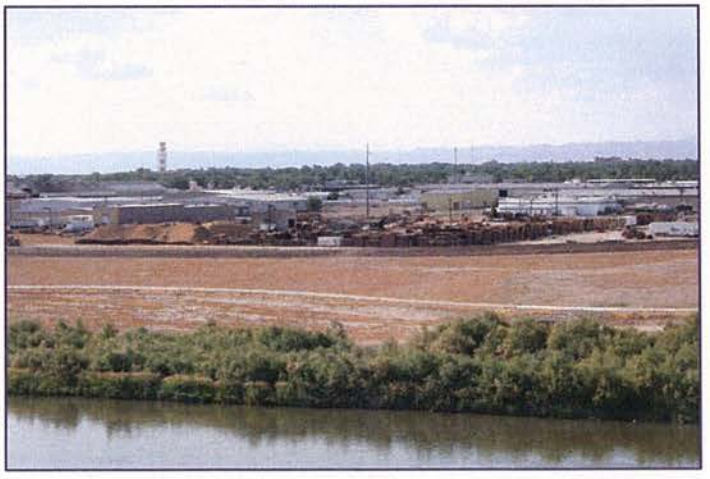
Located within walking distance from the other downtown areas, the River District offers both easy access to recreational amenities along the river, as well as convenient access to shopping and businesses in the adjacent Central Business District. It also functions as a gateway into downtown from Highway 50. Its location and context establishes it as one of the most important places in the City.



Botanical Gardens

The River District is a critical area of the community. It virtually is THE Grand Junction. The Colorado River has a big influence on the area which presents both constraints and opportunities. The floodplain associated with the Colorado River has been altered by construction of a levee that protects a large part of the River District from flood inundation but there are some areas that are still impacted by potential flooding of the Colorado River.

On the other hand, the Colorado River does present excellent opportunities to maintain and enhance amenities that have already been placed along the Colorado River including the Botanical Gardens, the riverfront trail system, the Old Mill pedestrian bridge and the community investment of the Riverside Parkway.



The proximity of the area to Orchard Mesa influences the plan both physically and visually. There are also recreation and open space uses

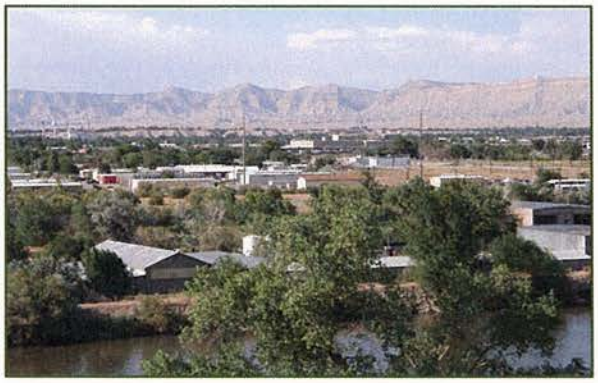
within and nearby – Eagle Rim Park on Orchard Mesa and the Botanical Gardens along the Colorado River. The Greater Downtown Plan addresses how these spaces should be connected, enhanced and integrated into redevelopment of the area.

The topography of the site is also an important consideration. While the River District area itself is flat, it is significantly lower than Orchard Mesa to the south. This makes it a very visible area as well as presents some unique opportunities for views and vistas.

In addition, the plan considers the planning efforts that have been completed for areas within the River District including the Botanical Gardens, Las Colonias Park and the City-owned Jarvis property. The Greater Downtown Plan integrates with the adjacent uses to the east that were included in the Pear Park Neighborhood Plan.

Several design concepts have been developed for the Las Colonias Park site which lies south of the Riverside Parkway (Parkway) from 9th Street to 27-1/2 Road. A trail has been constructed through the property and now that the Parkway has been in use, there is renewed interest in developing a more specific plan. Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, a kayak park, tree walk and a disc golf course.

The Jarvis property was historically used as a salvage yard until purchased and cleaned up by the City in the late 1980s. Since then, the property has been vacant with the exception of the recent trail construction through the site. Other uses on the west end of the River District are industrial along the south side of the railroad tracks. A mixed use conceptual plan has been developed for the Jarvis property which was considered through the development of the Greater Downtown Plan.



Views of the Rail and River District from Eagle Rim Park

There are areas of low density residential uses along the south side of C-1/2 Road just west of 28 Road. These uses are intended to remain, along with future development of the riverfront trail system from 27-1/2 Road to 28 Road. The Colorado State Parks has acquired several properties in this area in anticipation of continued trail development.

5. GREATER DOWNTOWN GOALS AND POLICIES

City staff held a series of meetings with property owners, including elected City officials, representatives of large industries, economic redevelopment interests and owners of small businesses and properties. The meetings were conducted as informal brainstorming sessions in order to define more specific issues, constraints and opportunities and continue to discuss the community's vision for the Greater Downtown area.

In addition to these meetings, two public open houses were held (December 2011 and February 2012) and questionnaires and information were available on the City's web site for several weeks to invite similar input from other property owners, tenants and citizens at large. Participants were asked to evaluate

various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the Plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that are translated to the goals and policies listed below for the Greater Downtown Plan.

A. Area-Wide Goals and Policies

Goal 1: Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.

> **Policy 1a:** Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees, appropriate to and complementary of the adjacent land use.
>
> **Policy 1b:** Street design will achieve a balance between travel mobility, land use access and livability and improve connections to the Greater Downtown area and the connections between subdistricts.
>
> **Policy 1c:** Emphasize "walkability" of the downtown area through street design that is pedestrian friendly to provide a foundation for a safe, active and livable area, including sidewalks, accessibility improvements, bicycle facilities, off-street trail connections and safe crossings, where appropriate.

Goal 2: Establish and improve entry points into the Greater Downtown area (refer to the Wayfinding and Signage Map in Section 6.F.).

> **Policy 2a:** Street and streetscape design will include signage, landscaping and other design elements to delineate appropriate entry points into Greater Downtown.

Goal 3: Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District.

> **Policy 3a:** Support a regional housing strategy with an emphasis on infill, downtown housing.
>
> **Policy 3b:** Promote development patterns and regulations that accommodate vertical mixed-use development, primarily in the Central Business District.

Goal 4: Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.

> **Policy 4a:** Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area.
>
> **Policy 4b:** Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.

B. Downtown District Goals and Policies

Goal 1: Maintain and enhance the economic, cultural and social vitality of the Downtown District.

Policy 1a: Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area.

Policy 1b: Implement infill and redevelopment policies that support downtown.

Policy 1c: Encourage a wide mix of uses, offering retail and commercial services at ground level and business/office/residential on upper floors in all but residential areas.

Policy 1d: Maintain and expand public amenities and services in the Downtown District.

Policy 1e: Enhance and preserve Whitman and Emerson Parks to integrate the space into the downtown fabric and encourage use by the community.

Policy 1f: The City with assistance from the Downtown Development Authority will explore the alternative street configuration to relocate the one-way couplet of streets that are currently Ute and Pitkin Avenues to utilize Pitkin and South Avenues for this purpose.

Policy 1g: Study alternatives for 4th and 5th Streets including returning these streets to the 2-way grid system between Ute Avenue and North Avenue.

Policy 1h: Within the CBD, encourage shared parking, discourage single-use, surface parking and develop new means of paying for shared parking (e.g. develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).

Goal 2: Require density/intensity in the Downtown District as prescribed by the Comprehensive Plan, primarily within the Central Business District.

Policy 2a: Strengthen means of implementation that promote vertically mixed-use structures, primarily within the CBD.

Policy 2b: Require minimums in height and density/intensity for new development in the CBD.

Policy 2c: Require minimal or no building setbacks within the Downtown Core to maximize site intensity/density.

Goal 3: Develop a pedestrian-oriented, walkable Downtown Core.

Policy 3a: Discourage uses on ground level that do not support pedestrian activity.

Policy 3b: Require building façade details that activate the ground floor, particularly on corner buildings to activate north-south streets.

Goal 4: Stabilize and enhance the Residential Subareas.

Policy 4a: Discourage further encroachment of non-residential uses into the established residential neighborhoods.

Policy 4b: Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.

Policy 4c: Establish design standards for the Transitional Subareas to emphasize use and development compatibility with adjacent residential areas.

Policy 4d: Promote the establishment of neighborhood watch and neighborhood organizations.

Goal 5: Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.

Policy 5a: Develop a set of guidelines within each subarea to address building and façade design, streetscape, landscape and other elements of site development.

Goal 6: Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

Policy 6a: Plan and budget for strategic property acquisition for future development.

Policy 6b: Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.

C. Rail District Goals and Policies

Goal 1: Preserve the opportunity for heavy industry and rail service that supports it.

Policy 1a: The City will maintain industrial zoning in those areas served by rail lines and sidings.

Goal 2: Recognize distinction between "industrial" streets such as 9th and 12th Streets and "public" streets 7th Street and Riverside Parkway.

Policy 2a: Develop street sections that reflect the differences in development patterns along and the use of the street.

Policy 2b: Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.

Goal 3: Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.

Policy 3a: Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.

Goal 4: Re-establish and improve a street grid in the Rail District.

Policy 4a: The City will implement the Grand Valley Circulation Plan in the Rail District, including construction of new streets as development occurs in the Industrial and Commercial/Industrial areas.

D. River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront

Policy 1a: Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.

Policy 1b: Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.

Goal 2: Create retail, general commercial and mixed use opportunities that complement the uses along the riverfront.

Policy 2a: Utilize zoning, overlay districts and incentives for development and redevelopment of complimentary uses.

Goal 3: Create/enhance redevelopment opportunities and partnerships

Policy 3a: The City will work with the Downtown Development Authority to expand its boundaries.

Policy 3b: The City will consider implementation of incentive strategies for redevelopment.

Policy 3c: The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.

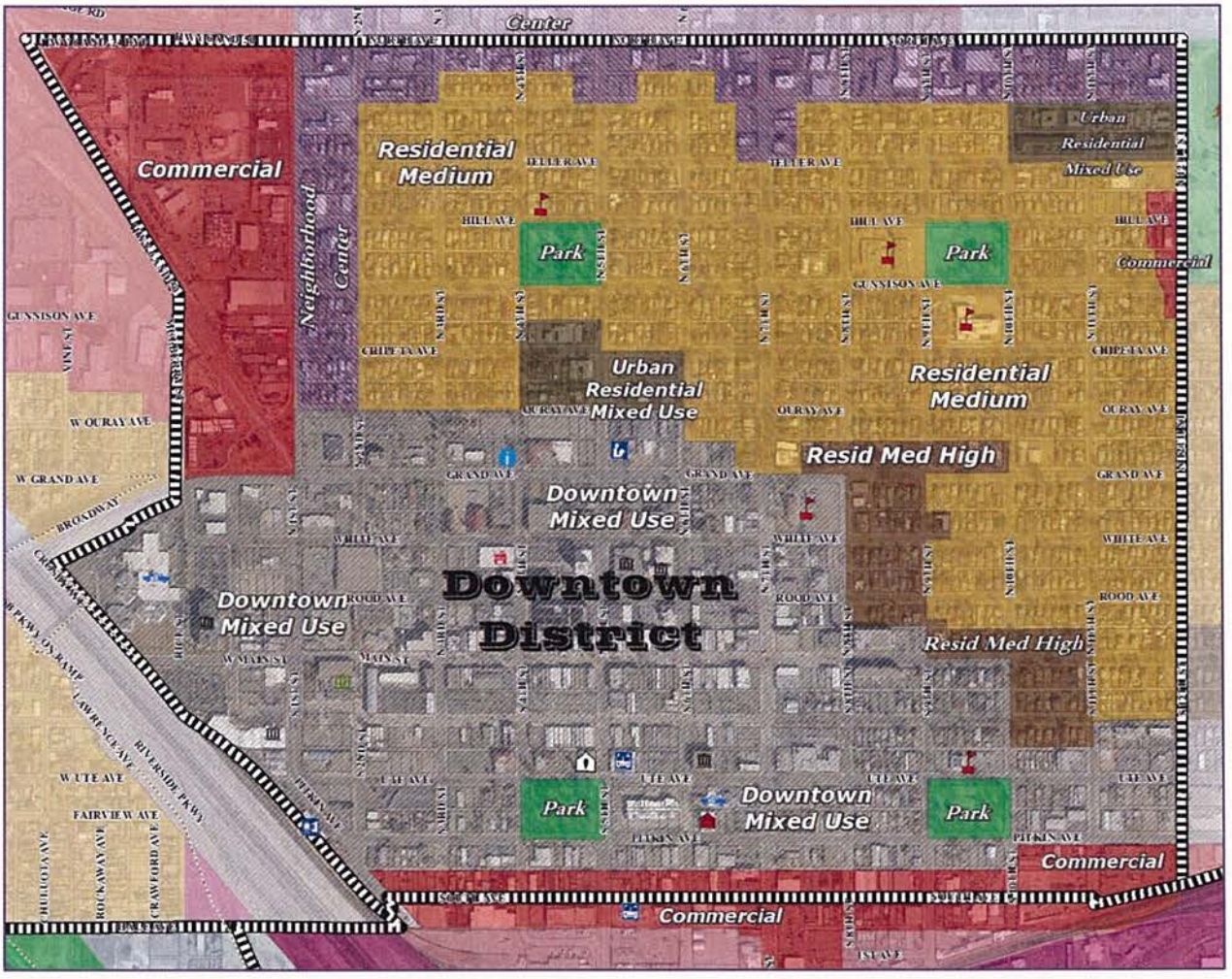
6. IMPLEMENTATION STRATEGIES

The City has a variety of tools available through which these goals can be implemented so that the vision for Greater Downtown can materialize and eventually be realized. This Plan represents the first phase of implementation and includes the basic implementation strategies of designating Future Land Use designations, zoning properties accordingly as needed, amending development standards of the zoning districts through a zoning overlay and establishing goals and policies for future phases of plan implementation such as economic (re)development strategies.

A. Downtown District Future Land Use and Zoning

Future Land Use. The Downtown District is formulated around seven general land use designations: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use, Residential Medium High Density, Residential Medium Density and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan and are illustrated in Figure 1. A more detailed description of the land use designations may be found in the Comprehensive Plan. The Blended Land Use Map that is included in the Comprehensive Plan and allows for increases in residential density in compatible areas does not apply to properties within the Downtown District. This is

due to the strong public sentiment in the Downtown District residential neighborhoods that the existing historic character of the single family development be protected.



Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

Figure 1 Downtown District Future Land Use Plan

Zoning. Proposed zoning within the Downtown District is shown in Figure 2 and includes the following zone districts: Residential 8 units per acre (R-8), Residential 24 units per acre (R-24), Residential Office (RO), Neighborhood Business (B-1), Downtown Business (B-2), Light Commercial (C-1) , General Commercial (C-2), and Community Services and Recreation (CSR). Generally, the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Downtown District may be found in the Zoning and Development Code.

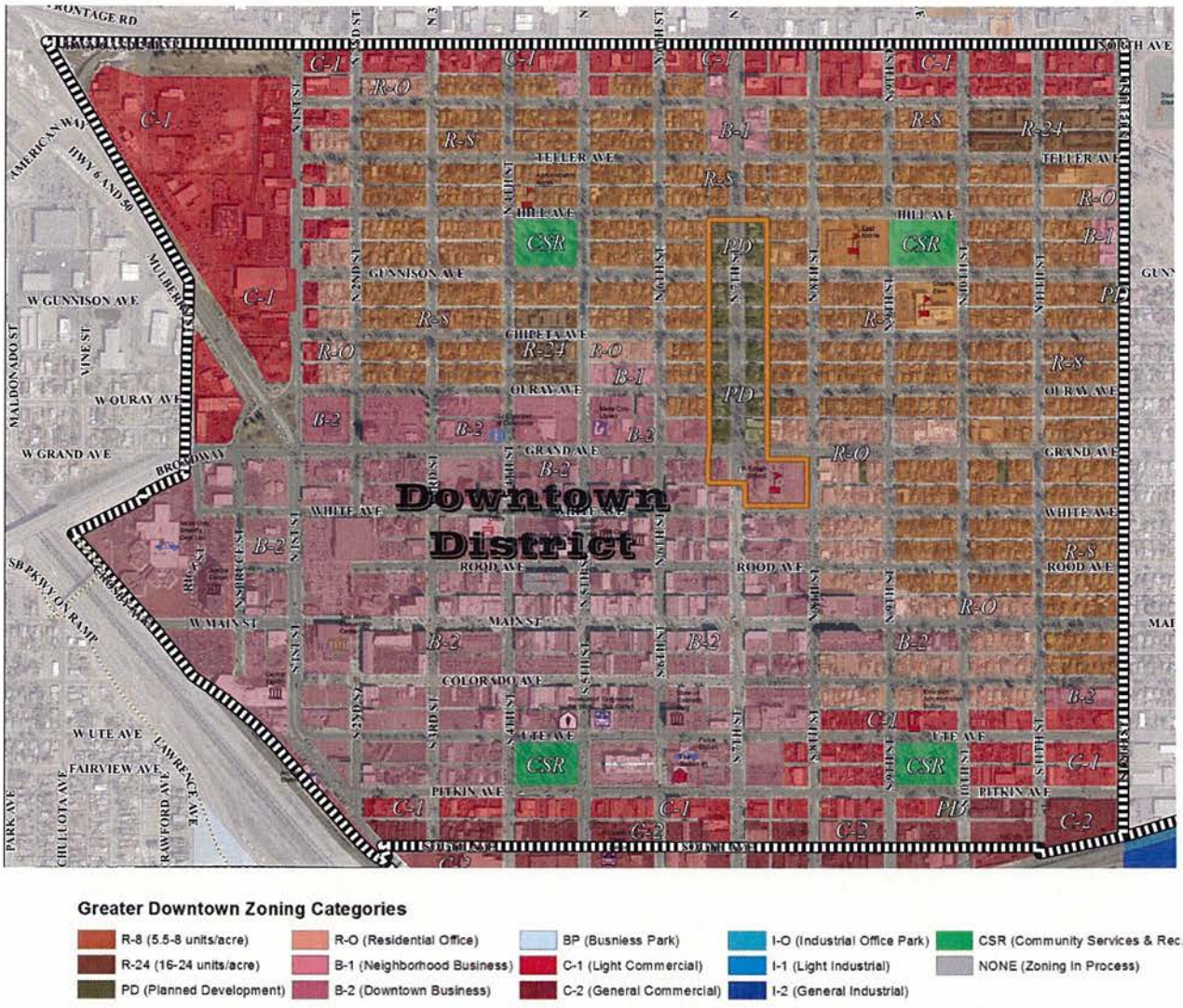


Figure 2 Downtown District Zoning Map

B. Rail District Future Land Use and Zoning

Future Land Use. The Rail District is shown in Figure 3 and is formulated around five general land use designations: Business Park Mixed Use, Commercial, Commercial Industrial, Industrial and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.

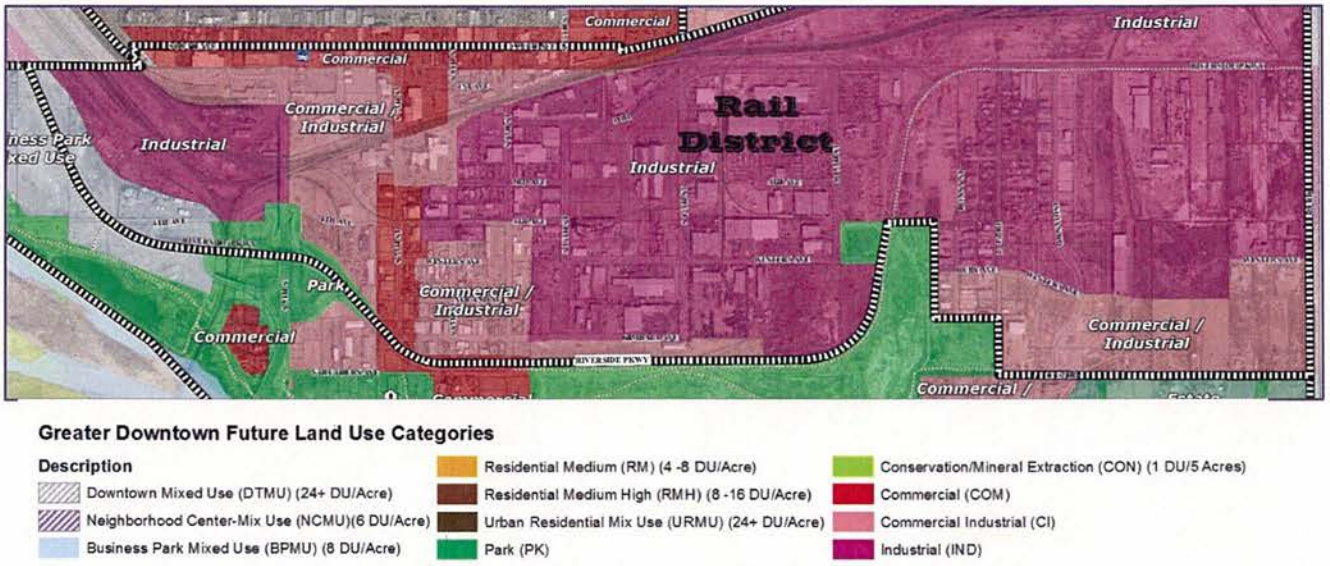


Figure 3 Rail District Future Land Use Plan

Zoning. Proposed zoning within the Rail District is shown in Figure 4 and includes the Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), Light Industrial, and General Industrial (I-2) zone districts. The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Rail District may be found in the Zoning and Development Code.

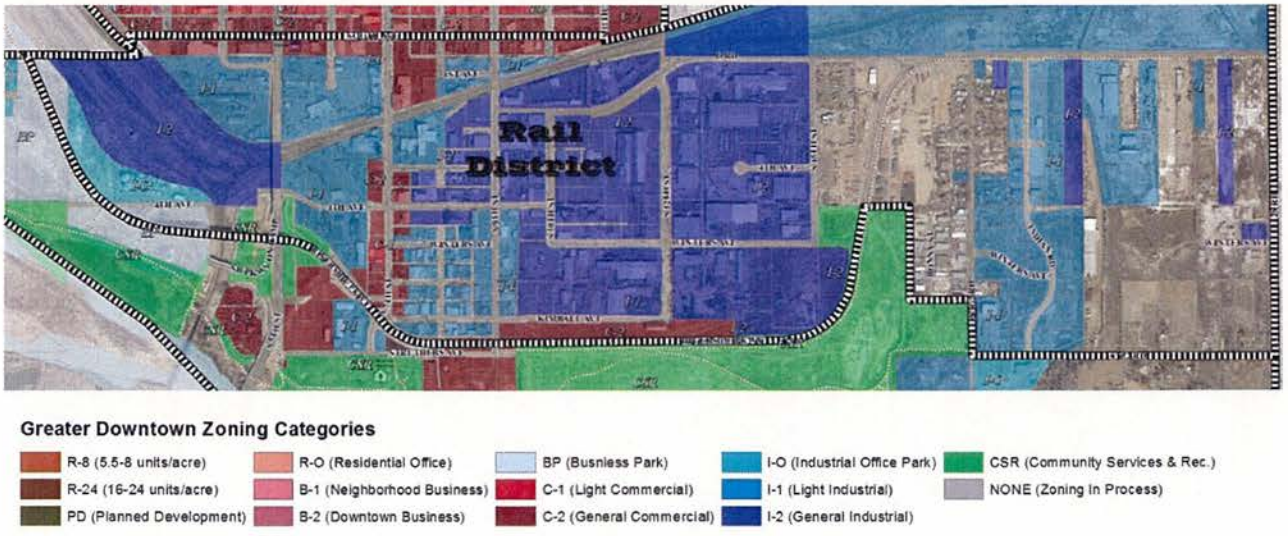
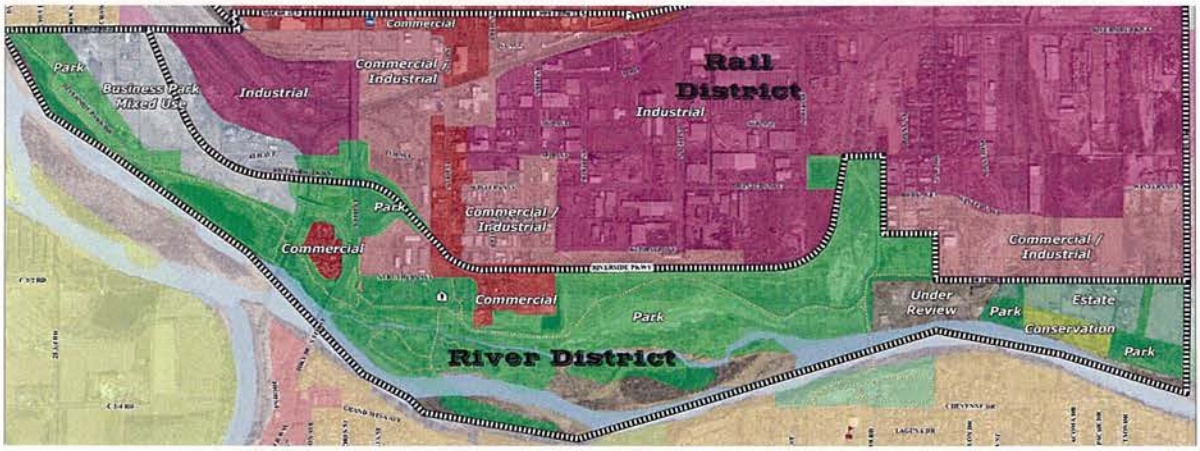


Figure 4 Rail District Zoning Map

C. River District Future Land Use and Zoning

Future Land Use. The River District as shown in Figure 5 is formulated around six general land use designations: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.



Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

Figure 5 River District Future Land Use Plan

Zoning. Proposed zoning within the River District is shown in Figure 6 and includes the following zone districts: Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), and Light Industrial (I-1). The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the River District may be found in the Zoning and Development Code.



Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Busniess Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 6 River District Zoning Map

D. Development Standards

The community desires to improve the visual character of the Greater Downtown areas that are most visible along major public corridors or from the major public spaces. Consequently, the Plan promotes a higher quality built environment through improved architectural character, reduced visual clutter and enhanced streetscape. These elements are addressed through the Greater Downtown Zoning Overlay detailed in a companion document to this Plan. The elements of the overlay are intended to augment the zoning district standards in the Zoning and Development Code.

E. Conceptual Plan for Traffic Circulation in Greater Downtown

The Grand Valley Circulation Plan adopted by the City of Grand Junction and Mesa County serves as the traffic circulation plan for the Greater Downtown area. The following conceptual plan for traffic circulation in Greater Downtown describes the policies for streets and corridors in the Greater Downtown, depicts preferred conceptual designs and proposes additional unclassified streets which support those policies. This conceptual plan for circulation does not modify the Grand Valley Circulation Plan, but provides preferred concepts and designs for future consideration and development of public rights-of-way.

Policies:

a. Conduct a more detailed traffic analysis of the area to determine needed intersection control, street cross-sections, pedestrian and vehicle facilities, additional streets and access control, and amend the Grand Valley Circulation Plan accordingly.
b. Continue the review process for the Grand Valley Trails Plan to determine needed pedestrian and bicycle transportation facilities such as trails, pedestrian paths and bike lanes, and amend the Grand Valley Trails Plan accordingly.

In the Grand Valley Circulation Plan, urban streets are classified according to their function in the transportation network. The two components of function of the Grand Valley Circulation Plan are (1) to provide access to properties and (2) to carry traffic safely and efficiently from point to point. In order to preserve safety and capacity and to enhance the quality of living, these two components should be inversely related, such that busier streets have limited access (resulting in more efficient flow) and quieter streets provide access to properties.

Major Street Corridors. The components of the major street system are identified on the Grand Valley Circulation Plan. These corridors primarily function as carriers of traffic from point to point. The conceptual circulation plan in the Greater Downtown Plan includes proposed unclassified roadways shown in yellow on Appendix C.

As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS). The conceptual circulation plan in the Greater Downtown Plan provides preferred alternatives for specific design and layout of certain streets, corridors and intersections in the planning area. For example, in commercially-zoned areas, the Commercial Street cross-sections of TEDS will apply, but modifications *may* be made according to the conceptual circulation plan illustrated and described here (street cross-sections, illustrations and text).

- **North Avenue** – Arterial Street. A potential layout for North Avenue between 1st and 12th Streets was adopted with the North Avenue West Corridor Plan. The layout is incorporated into the Greater Downtown Plan as depicted in Figure 7.

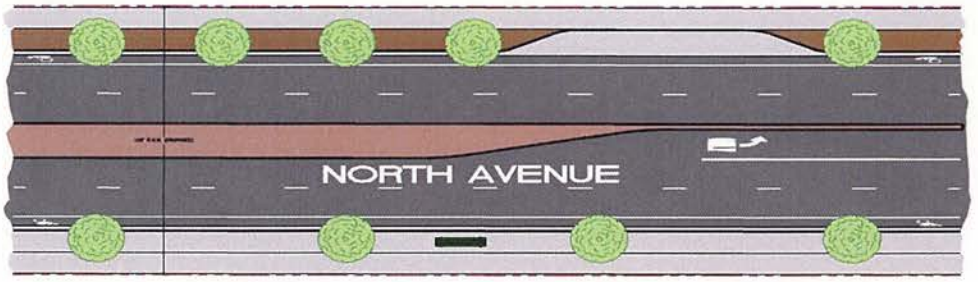


Figure 7 North Avenue Cross-Section

- **Grand Avenue** – Arterial Street. While Grand Avenue is an established street with improved streetscape elements the length of the segment within Greater Downtown (1st to 12th Streets), there could be improvements made in some blocks that would enhance traffic flow, pedestrian safety and visual aesthetics. A typical, potential median improvement to Grand Avenue is shown in Figure 8. The segment of Grand Avenue between 1st Street and 7th Street also has the potential to be used as a "sharrow". A sharrow is marked as in Figure 9 so that the travel lane may be used by both bicycle and vehicular traffic.

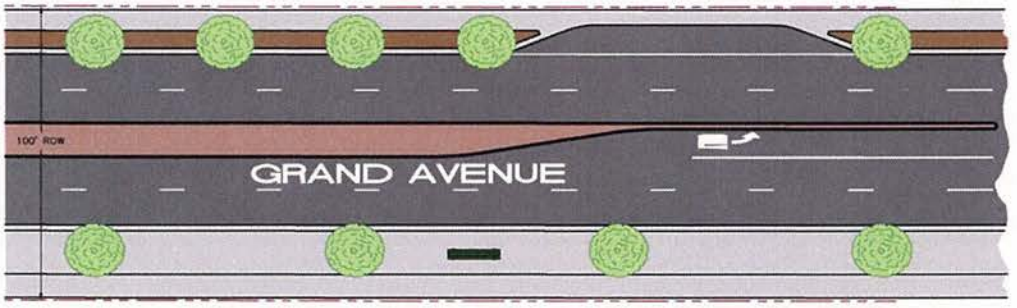


Figure 8 Grand Avenue Cross-Section



Figure 9 Example of a Sharrow

- **North 1st Street** – Arterial Street. The segment of North 1st Street from Grand Avenue to North Avenue is deficient in street design and pedestrian amenities. The Greater Downtown Plan envisions eventual redevelopment of this street to improve safety, drainage, pedestrian circulation, access and improve on-street parking. A potential layout is shown in Figure 10.

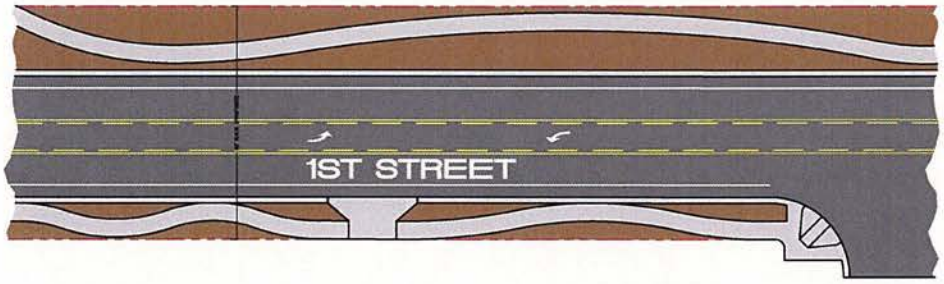


Figure 10 1st Street Cross-Section

- **1st Street and Grand Avenue Intersection** – The Colorado Department of Transportation (CDOT) completed an Environmental Assessment for the I-70B/6 & 50 corridor which recognized circulation needs at the 1st and Grand intersection. A potential design is shown in Figure 11. This design is incorporated into the Greater Downtown Plan as are any potential improvements CDOT may include in this project on 1st Street from Grand Avenue to Pitkin Avenue.

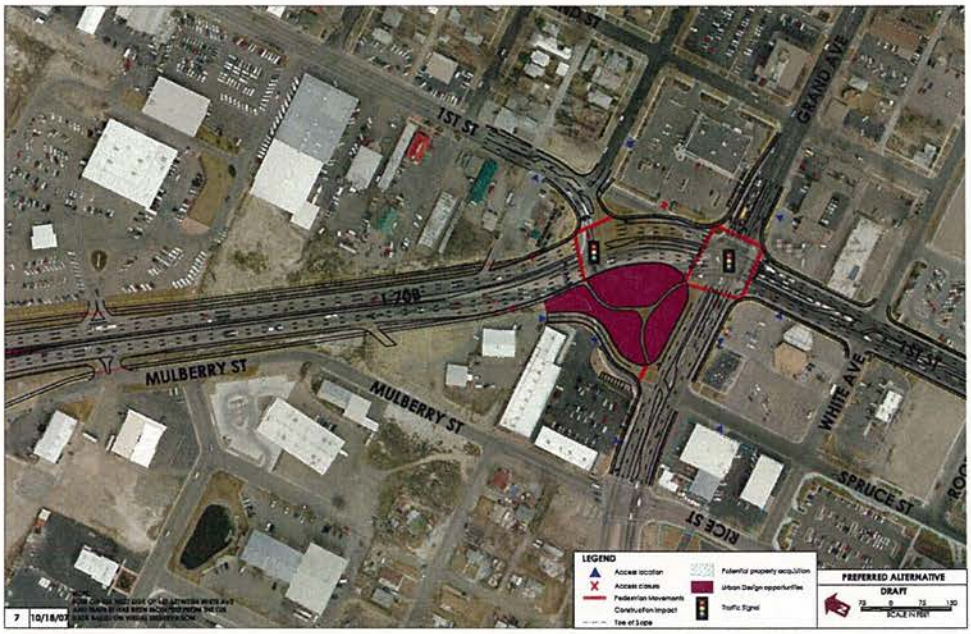


Figure 11 Proposed Design 1st Street and Grand Avenue

- **7th Street and Grand Avenue Intersection** – A design for a roundabout was included with the plans for 7th Street improvements that were completed in 2007-2008. The roundabout was not constructed at that time, but the intersection still warrants vehicular and pedestrian improvements. The plan as originally proposed is shown in Figure 12.

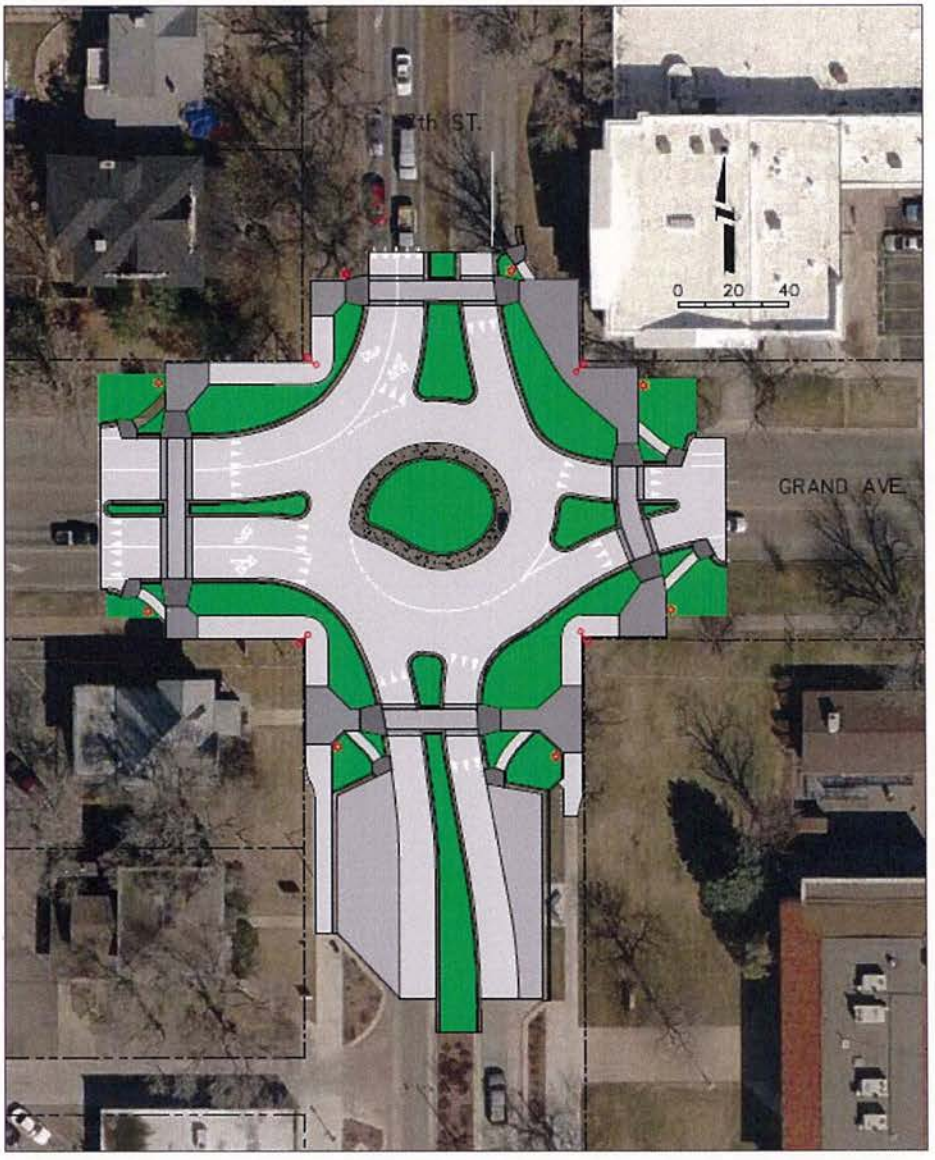


Figure 12 Proposed Design 7th Street and Grand Avenue

- **West Main Street and Spruce Street Intersection** – Vehicular and pedestrian traffic has increased on the West Main Street corridor due to activity at the County Justice Center and the Mesa County Central Services building. To ease traffic flow through the area and improve pedestrian safety, this potential project for a roundabout at Spruce and West Main Streets was originally conceived during the visioning of Main Street in 2008 (Figure 13). The roundabout would serve as a visual anchor to the west end of Main Street just as the one at 7th Street serves the east end. The roundabout would also allow for a circulator bus to serve the Main Street corridor from Spruce Street to 7th Street.

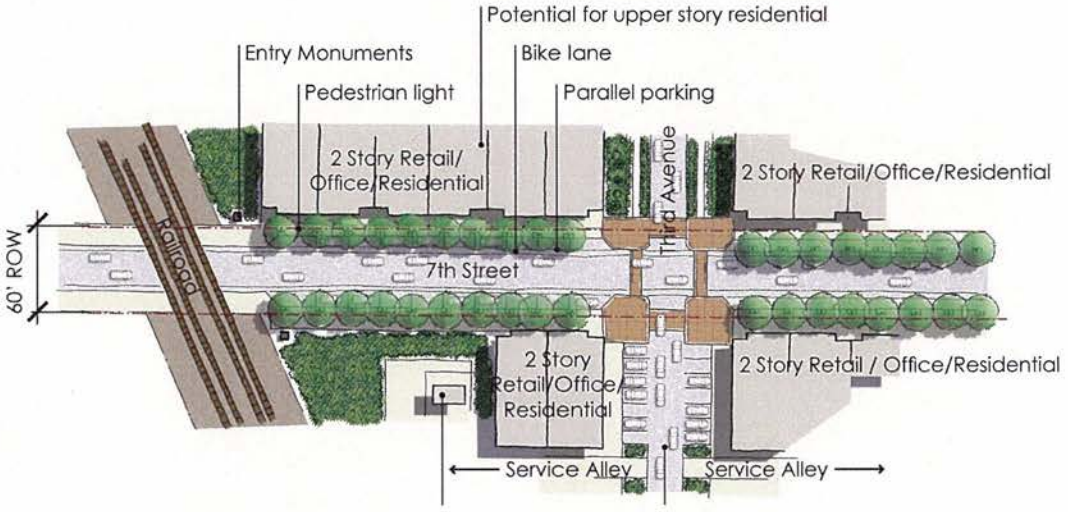


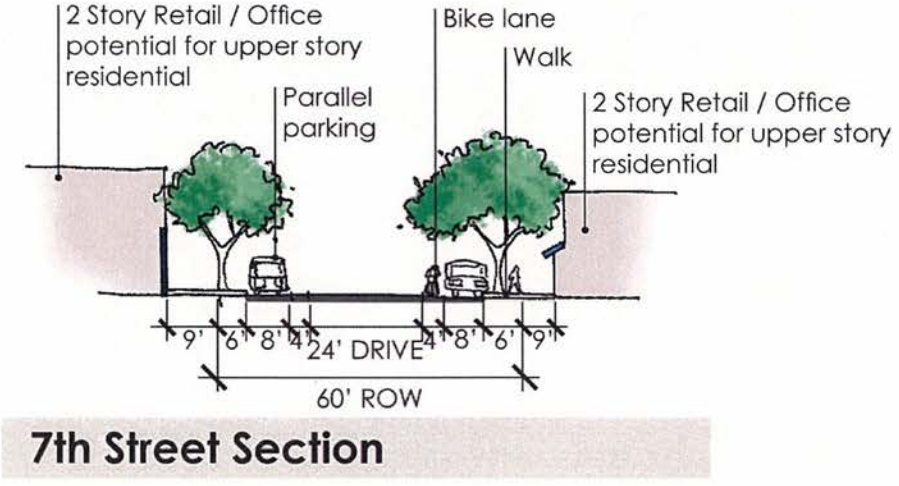
Figure 13 Proposed Design West main Street and Spruce Street

- **Riverside Parkway** – Arterial Street. The right-of-way width varies; multi-lane; bike lanes; detached walk on the south side; no on-street parking. Completed in 2007.



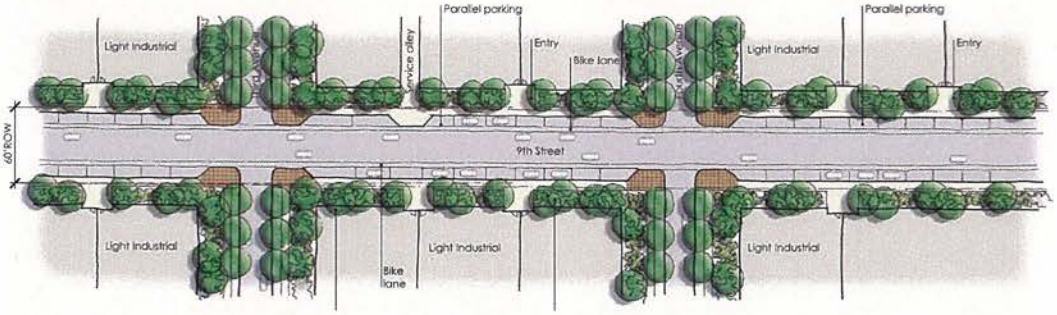
- **South 7th Street** – Suggest 2 lanes; bike lanes; on-street parking both sides; detached walks with landscaping. The streetscape plan for South 7th Street should be enhanced with a similar design as was constructed on 7th Street south of Grand Avenue. Generally, the design would continue the 7th Street boulevard treatments from downtown, Ute and Pitkin to the Botanical Gardens and riverfront area with additional street trees, historic street lights, street furniture and public art. This concept would create a more consistent visual character to connect the River and Rail Districts to the traditional downtown area and improve the visual design of the corridor and emphasizes its use as the primary public north-south corridor through the neighborhood. The concept features enhanced pedestrian facilities with colored concrete, pedestrian safe zones at the "bulb-outs" for easier crossing and additional landscaping.

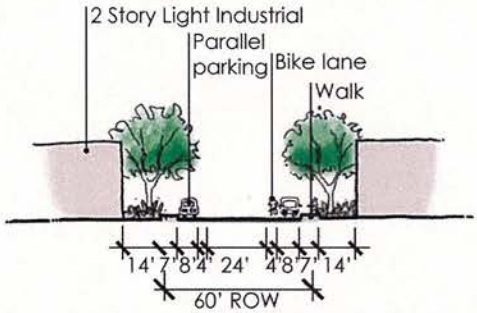




7th Street Section

- **South 9th Street and 27-1/2 and C-1/2 Roads** – Suggest 2 lanes; on-street parking both sides; detached sidewalk preferred where possible. The streetscape plan for South 9th Street is to develop similar to what presently exists along South 7th Street with a more defined hardscape of curb and gutter, enhanced pedestrian facilities and street trees. This concept improves the visual quality of the corridor without requiring improvements on private property or compromising adjacent uses. The concept also allows the street to function for the commercial/light industrial traffic that it carries as well as provides for a more comfortable pedestrian or bicycle environment since South 9th Street may be used by the public to access business/commercial areas and Las Colonias Park.





9th Street Section

- **Kimball Avenue** - Suggest 2 lanes; on-street parking; detached walks with landscaping.



- **D Road (from 9th Street east to the Riverside Parkway)** – Section yet to be determined.

Local Streets. The components of the local street system are identified on the Grand Valley Circulation Plan. The primary function of the local street network is to provide access to and connections among individual parcels and subdivisions, provide a safe network for movement of pedestrians and bicycles, and serve short length trips to and from collector and higher order streets. Trip lengths on local streets should be short with a lower volume of traffic moving at slower speeds. As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS).

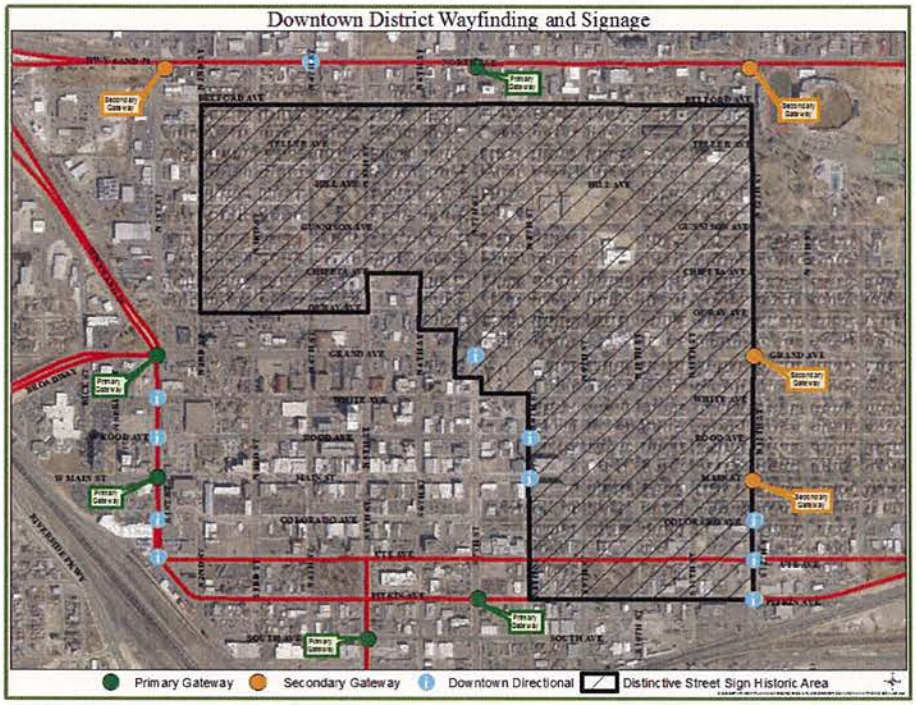
Trails. The Grand Valley Trails Plan shows the location of future bicycle facilities, trails and pedestrian paths. As development or redevelopment occurs, trails, paths, bike lanes and pedestrian facilities will be constructed in accordance with the adopted Grand Valley Trails Plan. Also the City may construct these facilities using Transportation Capacity Payments (TCP) funds as part of one or more capital improvement project(s). The Grand Valley Trails Plan is currently undergoing review by the City of Grand Junction and Mesa County. The conceptual circulation plan of the Greater Downtown Plan includes, in Appendix C, the a preferred alternative for trails, paths, bike lanes and pedestrian facilities in the Greater Downtown planning area. The preferred alternative shown comes from a 2012 draft of proposed amendments to the Grand Valley Trails Plan, and it includes the following:

- Extension of Riverfront Trail from Las Colonias Park east to 28 Road (and beyond).
- Bike routes (signs but no separate lane) on Grand Avenue from 7th Street east and 28 Road between the Riverside Parkway and C ½ Road.
- Sharrow bike routes (bikes share slightly wider lane with cars as depicted in Figure 9) on Grand Avenue between 1st and 7th Streets.

Riverside Parkway Pedestrian Overpass. This conceptual circulation plan envisions one or more pedestrian overpasses from the commercial areas of the Rail District to the riverfront areas and Las Colonias Park. Activities and uses in the future park, types of development along the north side of the Parkway will determine where such facilities may be needed. An overpass on the western end in the vicinity of 7th or 9th Streets could also serve as an entrance feature to the neighborhood as further discussed in Section F.

Public Transportation. Grand Valley Transit (GVT) presently serves the Downtown District but does not provide service in the Rail and River Districts. Future transit needs within the Rail and River Districts should be monitored as development or redevelopment occurs in these areas and as Las Colonias Park sees more activity.

F. Entryways and Signage



Important intersections in the street network offer opportunities to develop a unique theme and identity for the Greater Downtown area. The primary intersections vary in scale and include entries to the Downtown, Rail and River Districts. Each of these should be developed according to general concepts and criteria that are appropriate for their scale, function and importance.

Downtown District Entryways and Signage

While the Downtown District has a strong base of local and regional users, approaches to the District offer no distinguishing features or directional signage that orient first time visitors. When approaching or traversing perimeter streets, visitors have no sense that they are within eyesight of the historic town site or even that they are headed in the right direction toward Downtown. Creating gateways at key entry points, as well as simple perimeter identifiers, will orient visitors, as well as strengthen and celebrate the heritage of the Downtown Districts. Because of the diversity of uses and neighborhoods within the Downtown District, the design of entryways should include a range of sizes, poles and ornamentation of signage and varied landscape elements, lighting and other features that are integrated with the signage. The primary gateways to the Downtown District and between Downtown and the Rail District include the following intersections.

- 7th Street and North Avenue
- 1st Street and Grand Avenue
- 1st Street and Main Street
- 5th Street and South Avenue
- 7th Street and Pitkin Avenue

In addition, the distinctive public sign palette already started in the Downtown District should be continued and expanded to include street signs and directional signs that have recognizable poles, ornamentation, colors, fonts and logos. The City, together with the DDA, will further develop sign standards and guidelines for private signage placed on buildings or as freestanding signs.

Rail and River District Entryways

5th Street/Riverside Parkway. There are opportunities to celebrate the entry into Grand Junction and the Rail and River Districts at the 5th Street bridge and Struthers Avenue area in conjunction with the Western Colorado Botanical Gardens with attractive low scale signage and sculpture. In addition, there are smaller monuments at various points along the Riverside Parkway that indicate to motorists that they are approaching or traveling on the Riverside Parkway. Due to the scale of the 5th Street/Riverside Parkway intersection and the publicly-owned area around it, this intersection affords the opportunity to create a monument/sculpture of a much larger scale to mark the entrance and give identity to the Rail and River Districts and/or to this "Grand Junction".

Another possibility in this vicinity is if a pedestrian overpass is desired/needed near the 7th Street/ Riverside Parkway intersection it could serve several purposes: pedestrian access across the Parkway, include design elements that give a distinct character to the Rail and River Districts and integrate with surrounding open space, pocket parks and/or water features at the landings on each side of the Parkway.

South 7th Street/Railroad Tracks. There is an existing silo on the Mesa Feed property that identifies the Rail District as you travel south on 7th Street. It is of a scale that is visible from the southern perimeter of downtown and represents the historical agriculture and industrial base upon which the Rail and River Districts have developed. Such a structure could be enhanced and/or replicated to become an even stronger element at this major entrance to the area.

28 Road/Riverside Parkway. This intersection is a smaller scale than the others, but a neighborhood entry could be created, particularly along the north side. The sense of arrival at this location could be created through a water feature, public art, an architectural feature with signage paving patterns and/or landscaping. The design of the entry feature should be of the same character of those that might be created at the other major entry points.

G. Economic Redevelopment

Downtown District Economic Redevelopment

While the Downtown District is the heart of the community, it is but one subset of a larger market and has strengths which can be capitalized on and limitations which should be overcome. The Downtown District has a tremendous influence on the economic well-being of the entire region. Therefore, it is widely accepted that early projects in any revitalization effort could be publicly assisted until market conditions reach levels where new construction can support itself.

The Grand Junction Strategic Downtown Master Plan presented guiding principles which; while general in nature, were considered responsive to prevailing conditions, market opportunities, framework elements and stakeholder input. These guiding principles are still relevant to the Greater Downtown Plan and are listed and described below.

- **The Downtown District is one submarket that competes with other submarkets in Grand Junction.** The downtown environment, while presenting tremendous opportunity for investment in a setting uniquely positioned to offer both heart and history, carries with it certain limitations, particularly for land-intensive non-destination-oriented land uses. Several market sectors, however, not only survive, but also thrive in a downtown setting. Recognize the obstacles

associated with downtown development and encourage regulatory and financial solutions including public subsidies and creative financing mechanisms.

- **The Downtown District must be market-responsive** to changing conditions, with implementation tools and mechanisms in place to both offset competitive disadvantages and capitalize on competitive assets. Market conditions should be continually monitored and information distributed to a broad audience including developers, business and property owners, lenders, city staff and elected and appointed officials.

- **The Downtown District infrastructure must be protected and retained** including physical features, service organizations, mix of employers, historic residential neighborhoods and community attitudes toward the Downtown District. Unlike many communities across the country, Grand Junction's Downtown District existing infrastructure is more than sufficient to promote itself as a downtown neighborhood. These assets, which provide the impetus for investment, need to be protected and promoted.

- **The Downtown District's "tool bag" must contain a variety of strategies and mechanisms to attract investment.** These tools can be financial, physical, market, or organizational in nature and can be used independently or in various combinations. Given the obstacles associated with downtown development, it is imperative that whatever mix of tools is put in place it be comprehensive, flexible and creative.

- **Public investment must leverage private investment.** Historically, the planning, financing and implementation of projects in the downtown market were the primary responsibility of public sector entities such as the City and the DDA. However, while the public sector continues to play a significant role in most downtown efforts, a critical component to the success of any revitalization strategy today is participation by both the public and private sectors. Leveraging of resources is key, as no one entity, public or private, has sufficient resources alone to sustain a long-term downtown improvement effort.

- **Public policy must support development in the Downtown District.** Experience has proven that downtown development will best succeed if regional growth management programs reward efficient development patterns. If growth is allowed to occur in a land extensive, inefficient way that effectively subsidizes lower densities, downtown development will operate at a competitive disadvantage. Given Grand Junction's existing land use patterns, the Downtown District is susceptible to continued dilution of its role as the community's central business and shopping district.

- **Public-private partnerships are essential.** Under any investment strategy, local government needs to have strong involvement, a visible presence, perhaps be the entity that provides continuing leadership, regulatory incentives, and seed capital for early projects. Not only does government have the legal responsibility to address many of the implementation components, but it is also the logical conduit to local, regional, state and federal funding sources.

Rail and River District Economic Redevelopment

The changes that have occurred in portions of Greater Downtown such as completion of the Riverside Parkway and planning for the future development of Las Colonias Park have already had a positive influence on the River and Rail Districts. Many properties have been renovated or redeveloped, new uses are relocating to the area and property values are generally on the rise. The Greater Downtown Plan envisions this trend continuing and being enhanced by the following redevelopment concepts:

- Allow existing heavy industry to remain, taking advantage of rail spurs within the area.
- Intensified commercial edge along the north side of the Riverside Parkway with opportunities for mixed use development.
- New general commercial, retail and residential uses will provide activity at the edge of the park after business hours to create a safe park environment that gives "ownership" of the park to the adjacent local business owners and residents.
- New retail and commercial uses such as restaurants, shops and services along South 7th Street to serve the employees, recreational users and residents of the neighborhood.
- Commercial Industrial uses bridge the existing industrial and the commercial corridors.

In addition, discussions with the Grand Junction Economic Partnership, Business Incubator, Manufacturers' Council and Chamber of Commerce during development of the Greater Downtown Plan brought to light many opportunities for the area, the majority of which is within the established Mesa County Enterprise Zone. The Greater Downtown Plan outlines goals, policies and strategies that can be used to further the economic (re)development of the Rail and River Districts.

- Need for flex space for different types of small business – new to area or graduating from the Business Incubator. Opportunity for these businesses to serve employee base, residents and recreational users in the area.
- Opportunity to develop additional incentives for redevelopment that has taken advantage of partnerships and/or assembled parcels of land totaling a minimum of ½ acre or more
- Allow for live-work opportunities
- Opportunity to develop partnerships

H. Greater Downtown Area Parks

The four downtown parks were included on the original town plat created by the Grand Junction Town Company in 1882. All four parks still exist as downtown open space. The City acquired Las Colonias Park from the State Parks Department in 1997. It encompasses the mill tailings clean-up site.

1. Hawthorne Park – 400 Gunnison Avenue

- New restroom/shelter constructed 2010
- South picnic shelter requires new roof; scheduled 2013
- Playground surfacing replaced in 2012
- Playground equipment on a 5 to 7 year replacement schedule
- Irrigation is good, 10-15 year replacement



2. **Washington Park – 10th Street and Gunnison Avenue**
   - No restrooms or shelter at this park
   - Playground equipment scheduled for replacement in 2013
   - Playground surface scheduled for replacement every 2 years
   - Irrigation will be replaced every 5 to 7 years

3. **Whitman Park – 5th Street and Pitkin Avenue**
   - Restroom scheduled for replacement in 2013
   - Development of a new master plan for the park recommended (see potential concepts below)

4. **Emerson Park – 9th Street and Pitkin Avenue**
   - Restroom scheduled for replacement in 2013
   - Playground area for ages 2-5 is good
   - Playground for ages 5-15 scheduled for replacement in 5 to 7 years
   - Playground surfacing replaced in 2012
   - Development of a new master plan for the park recommended (see potential concepts below)

Potential Concepts for Whitman and Emerson Parks

- Provide for a diversity of uses to create a higher level of utilization.
- Minimize the impact of adjacent streets and automobile traffic.
- Activate the edges of the parks with mixed use.
- Contemplate programmed, active use.
- Redevelop as more active, flexible urban open space rather than as passive, green parks.

5. Las Colonias Park – Struthers Avenue and 7th Street

- A master planning process for the park is anticipated to occur in 2013
- Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, kayak park, tree walk and a disc golf course.



I. City-Owned Jarvis Property

The City completed an initial planning analysis for the City-owned property on the west side of 5th Street between the Colorado River and the Riverside Parkway known as the Jarvis Property. The property is constrained by natural features and the encroachment of the Parkway, but does have approximately 43 acres of developable land.

The initial study was to chart a direction for revitalization of the property. It summarized the key assets, identified some important issues and potential impediments to development, analyzed current market conditions and outlined a concept for organizing potential development of the property. The property and potential project are viewed as a unique opportunity for the City to chart the future of a rare property type, a place where it may be possible to provide a mix of uses, including residences, along the bank of the Colorado River. The major opportunities and constraints identified for potential development of the Jarvis Property were to: continue the riverfront greenway through the property, restore habitat, relocate the high voltage power facilities that run through the site, and provide flood protection for the property.

APPENDICES

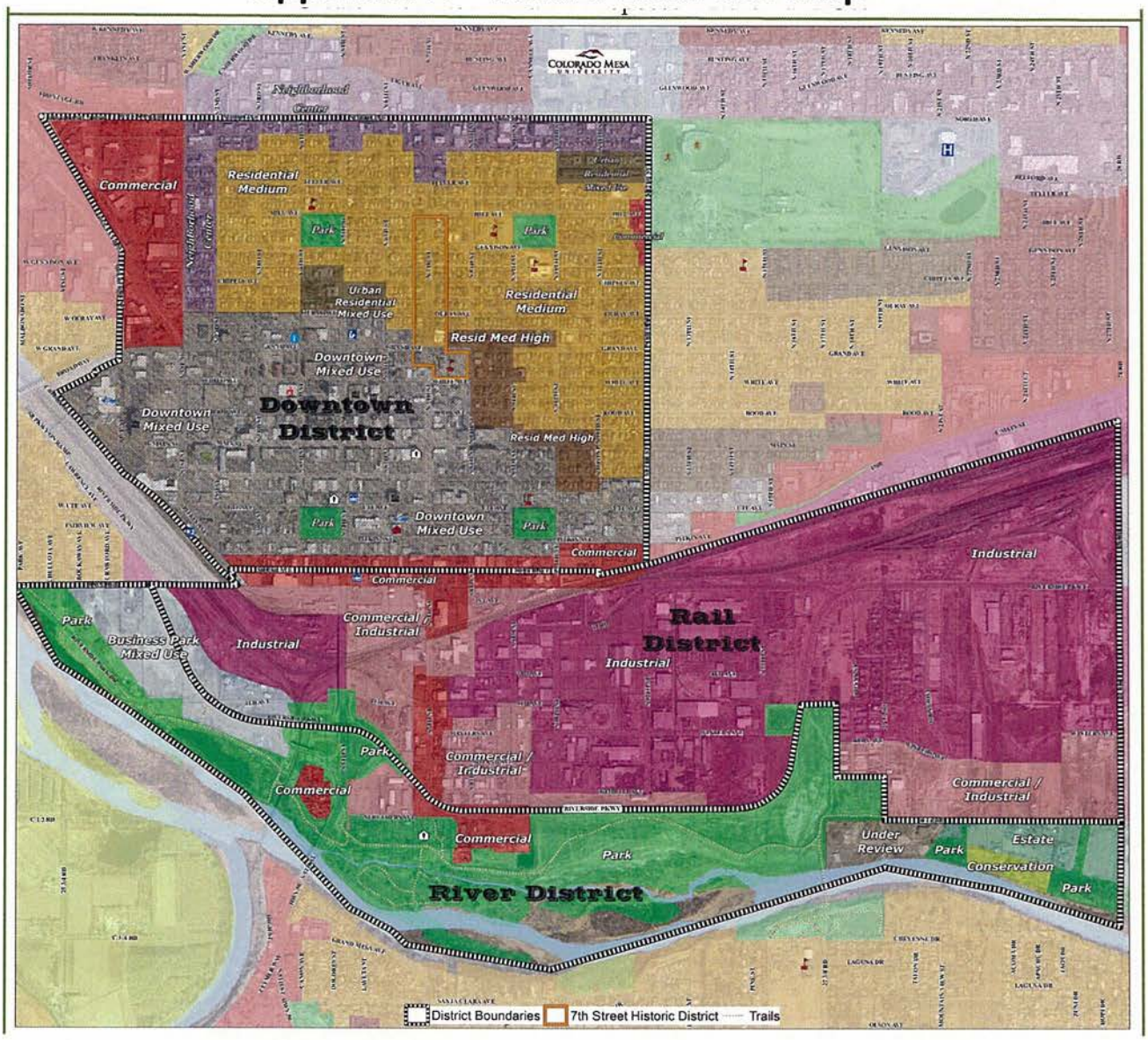
A. Future Land Use Map

B. Zoning Map

C. Conceptual Plans for Traffic Circulation and Trails

D. Development Concepts

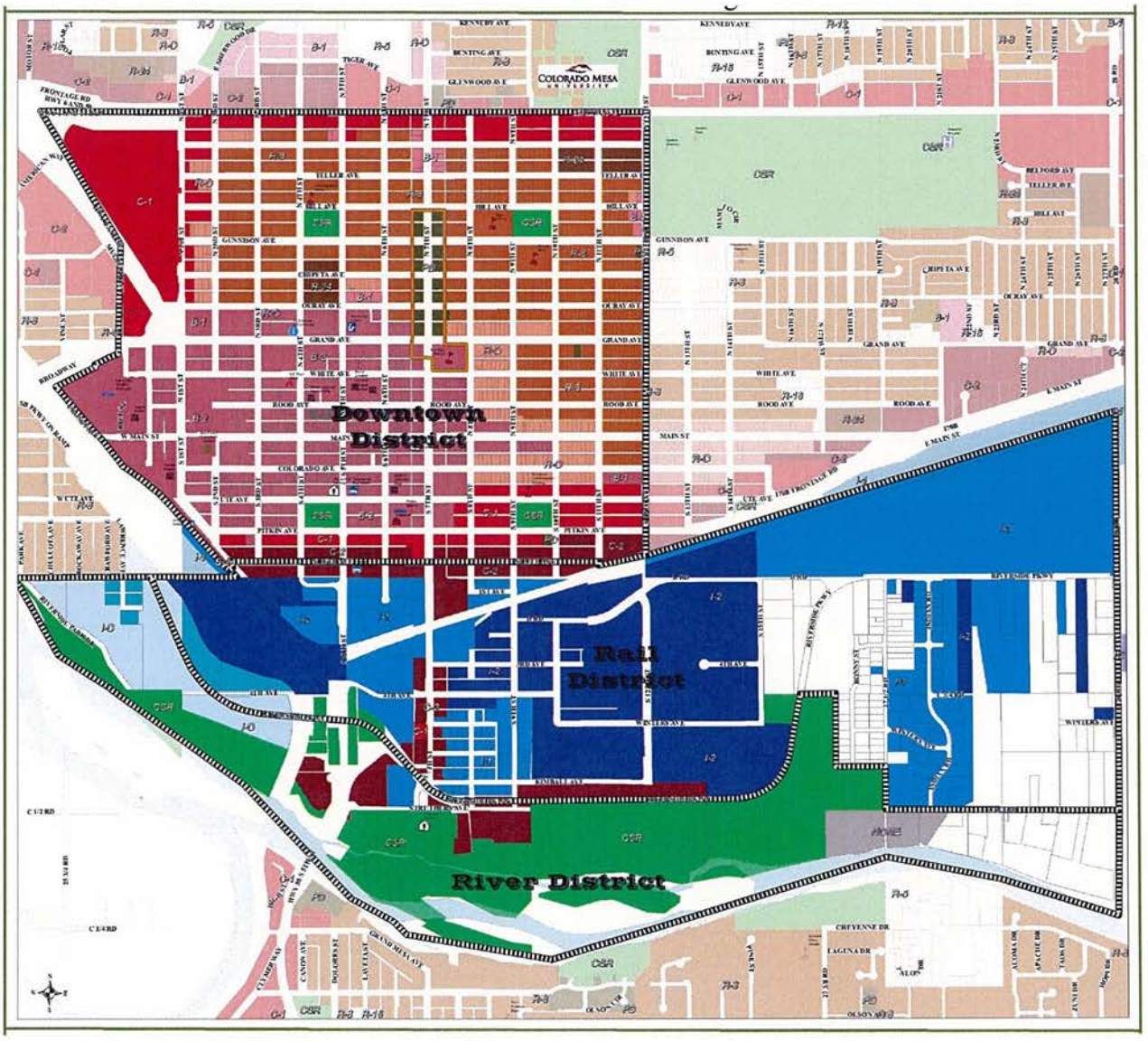
Appendix A – Future Land Use Map



Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

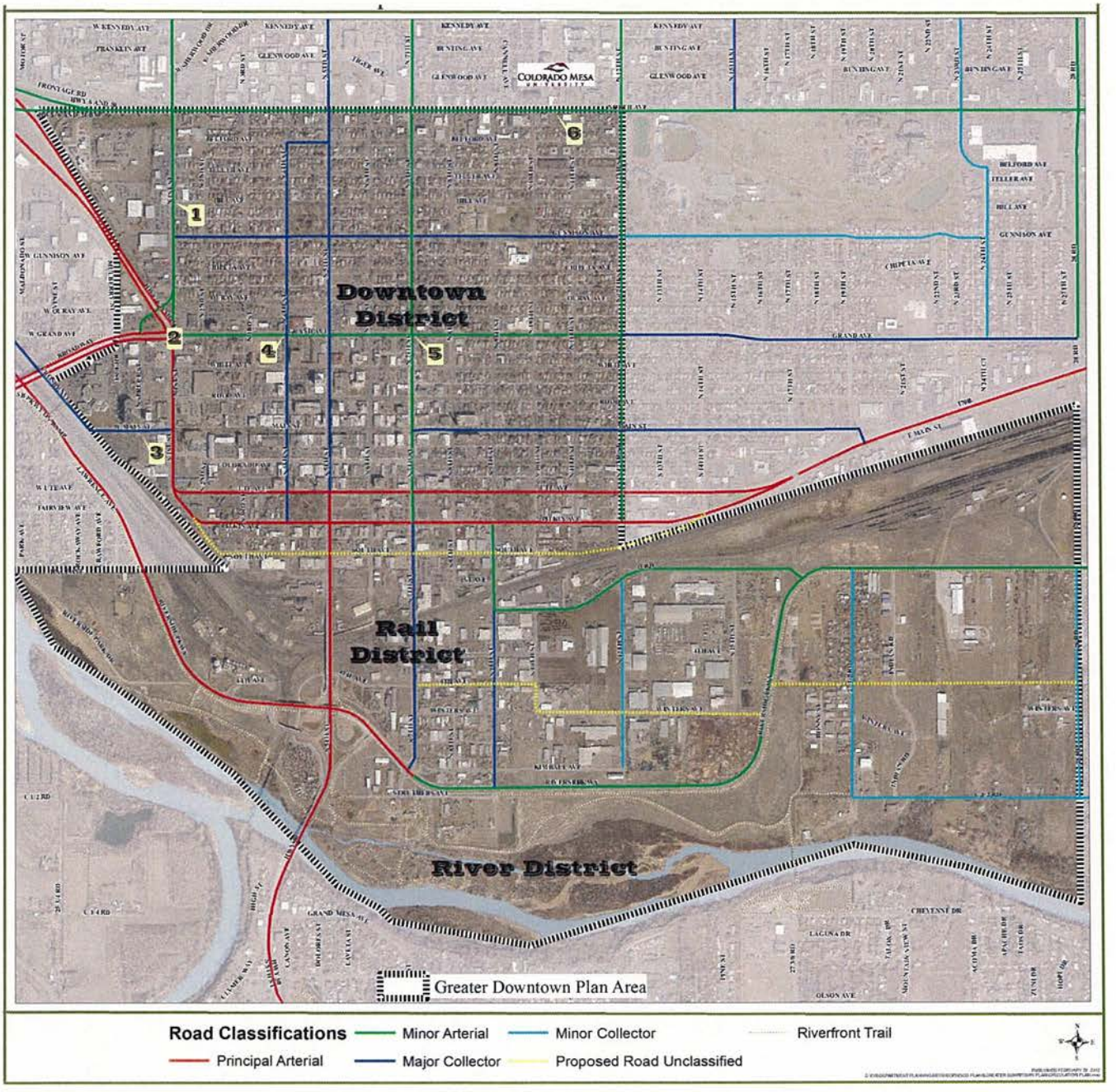
Appendix B – Zoning Map



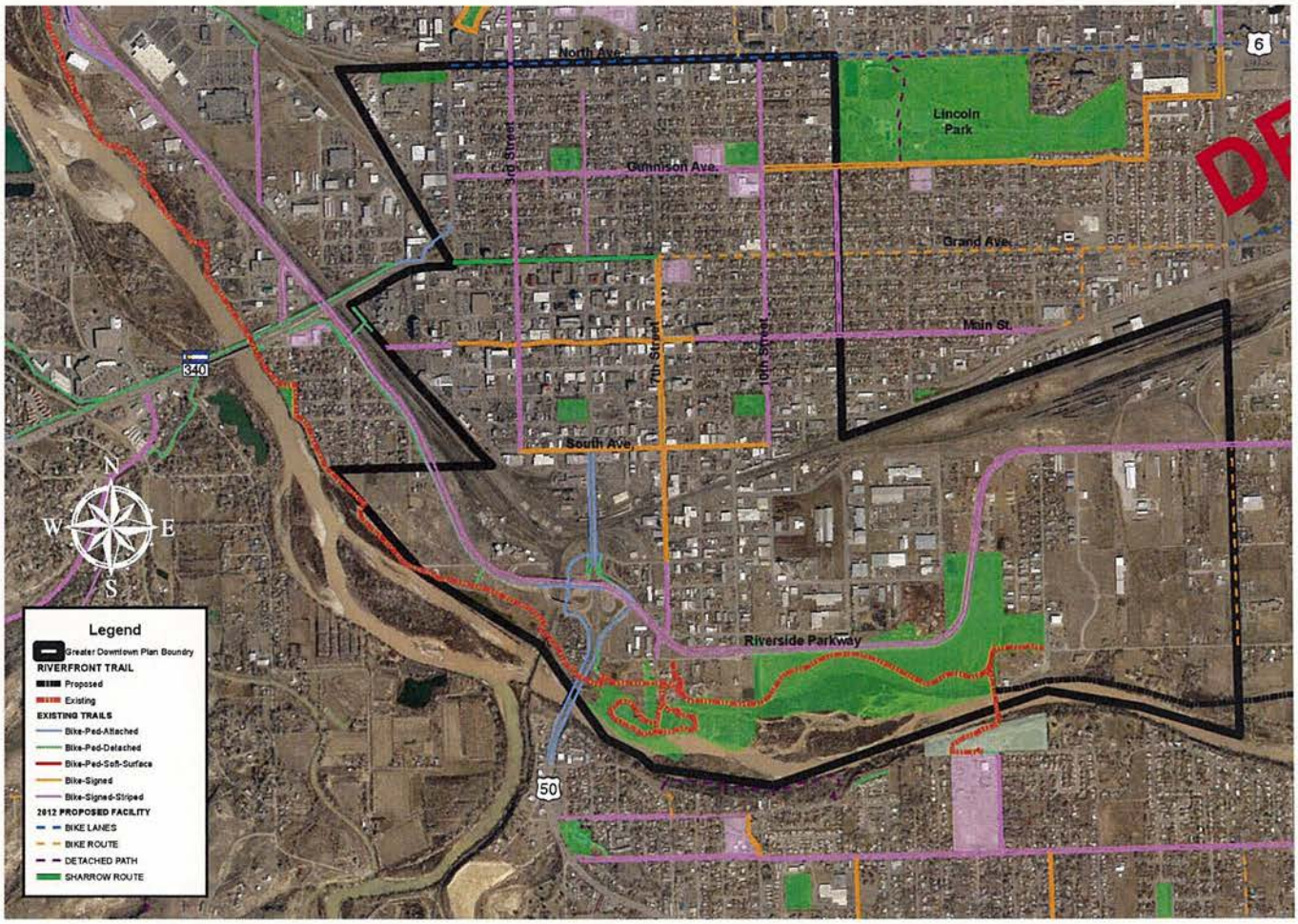
Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Busniess Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Appendix C – Conceptual Plans for Traffic Circulation and Trails

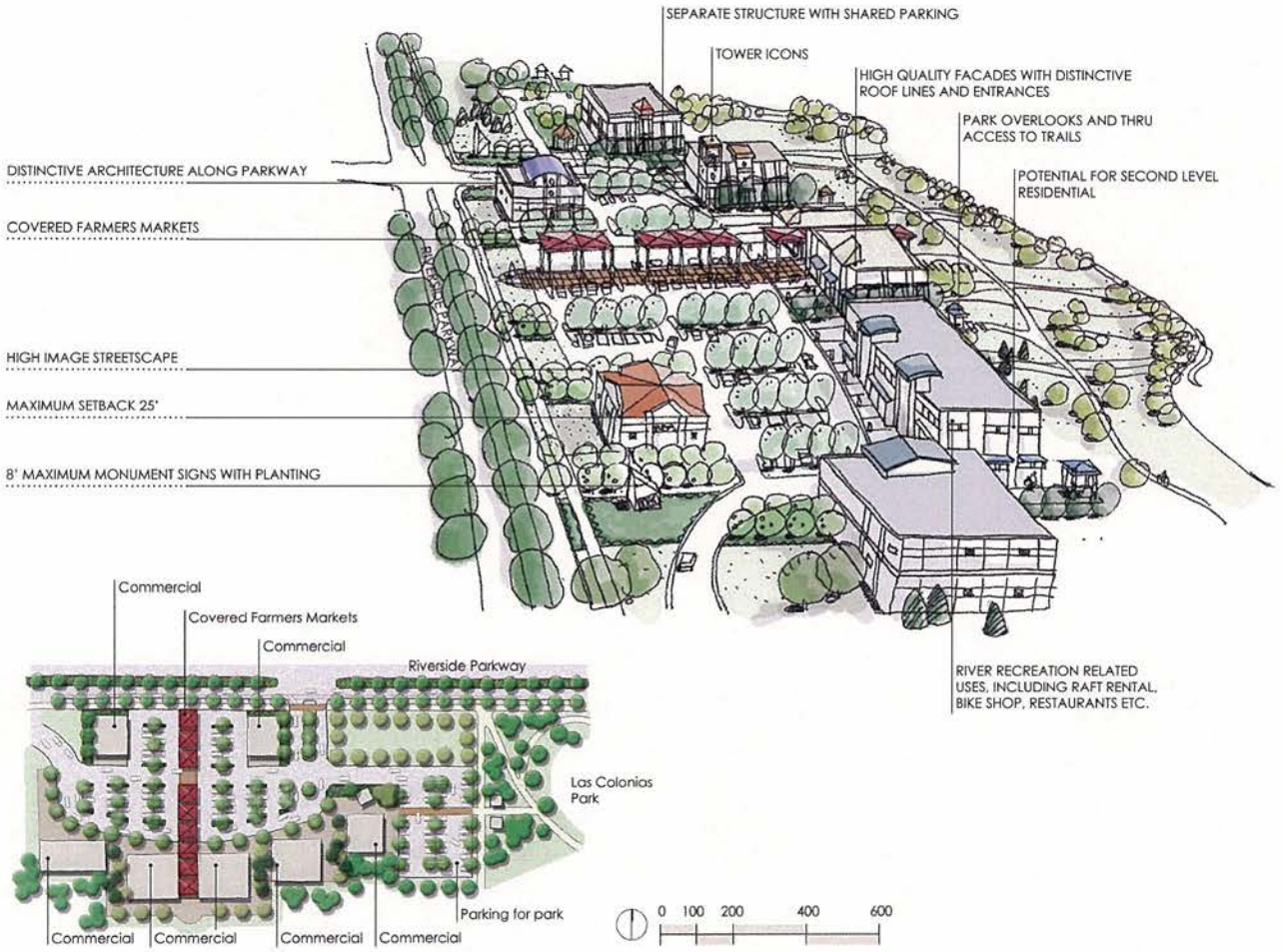


Conceptual Traffic Circulation Plan

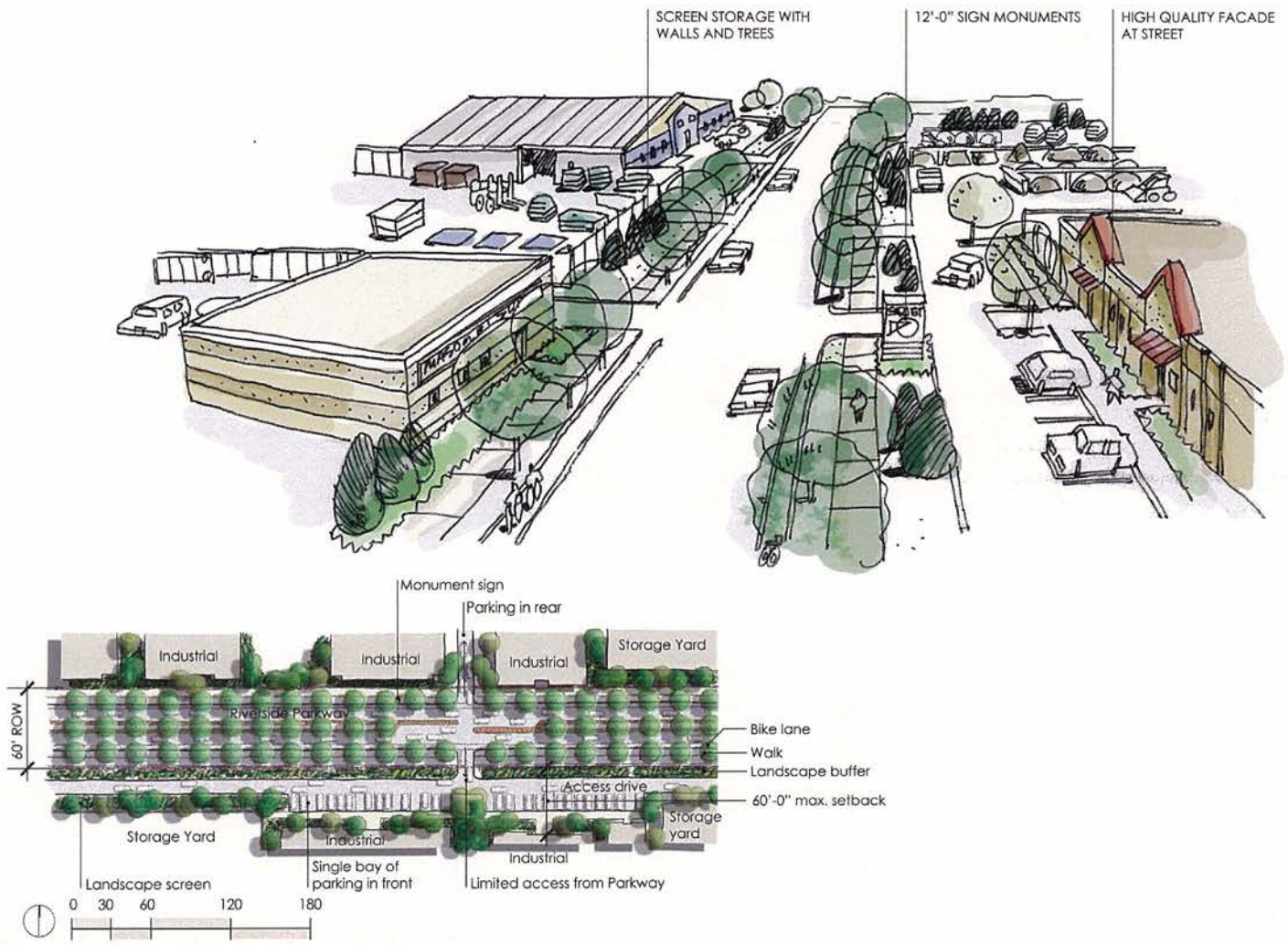


Conceptual Trails Plan

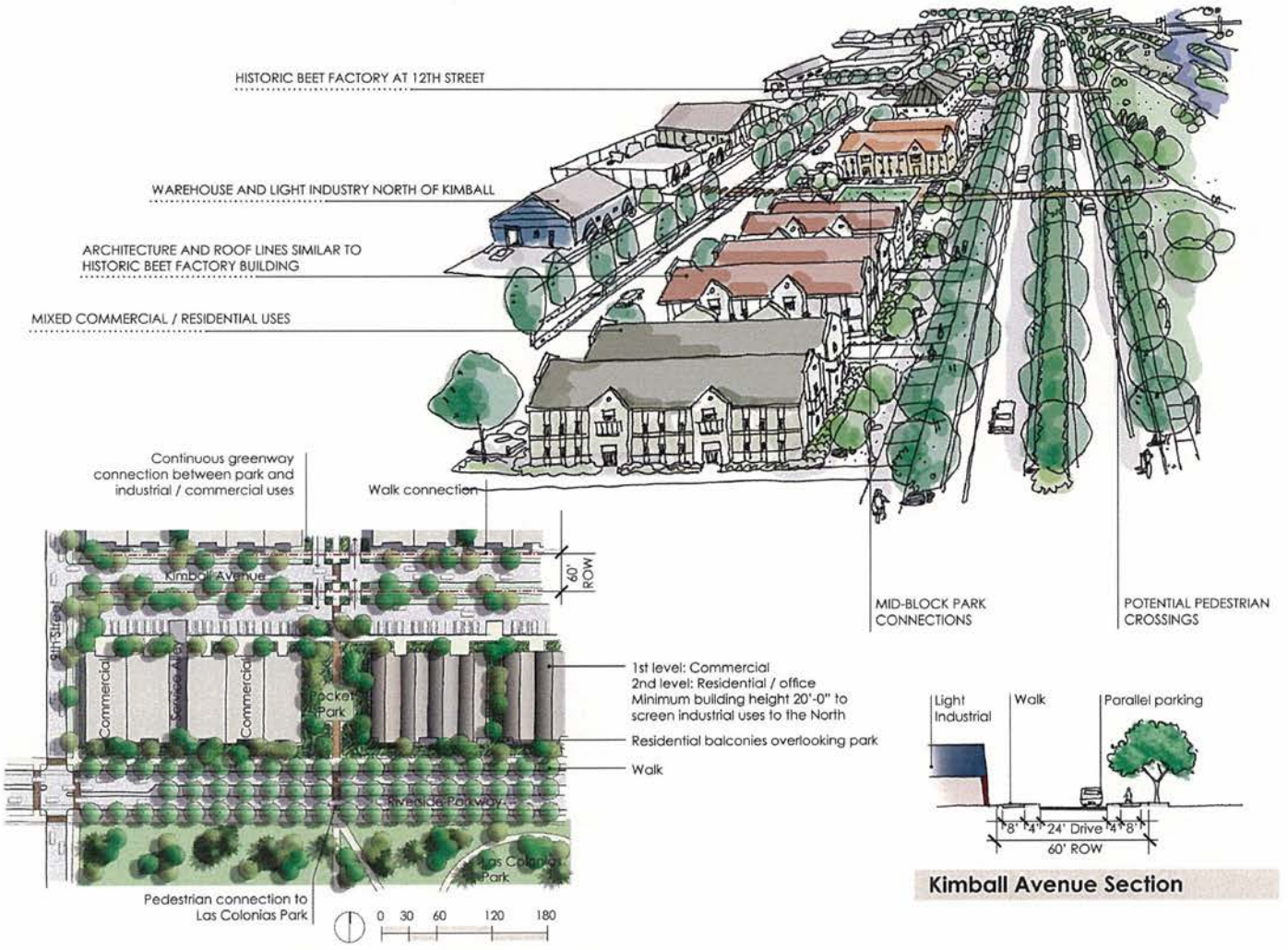
Appendix D – Development Concepts



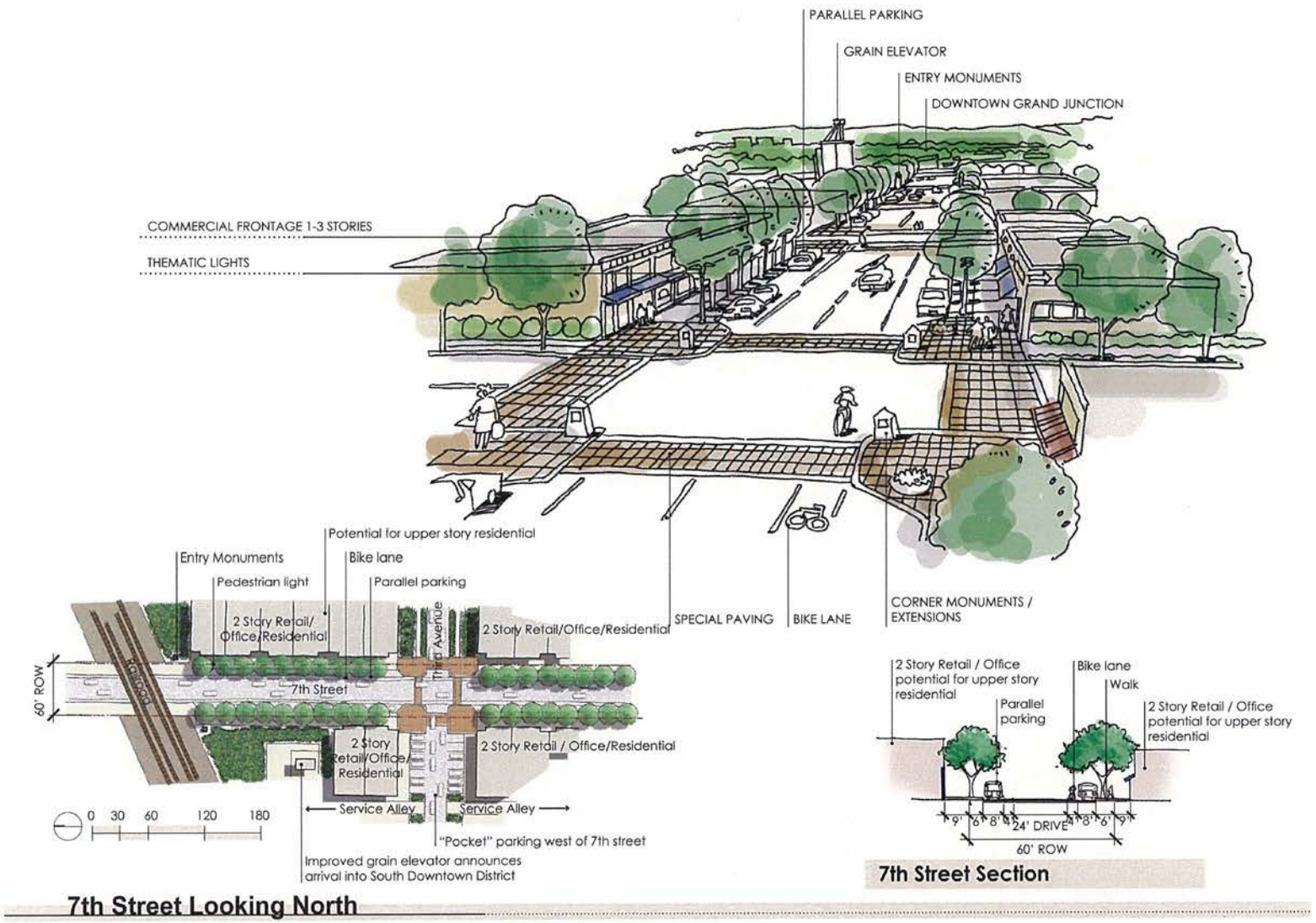
7th and Struthers Redevelopment

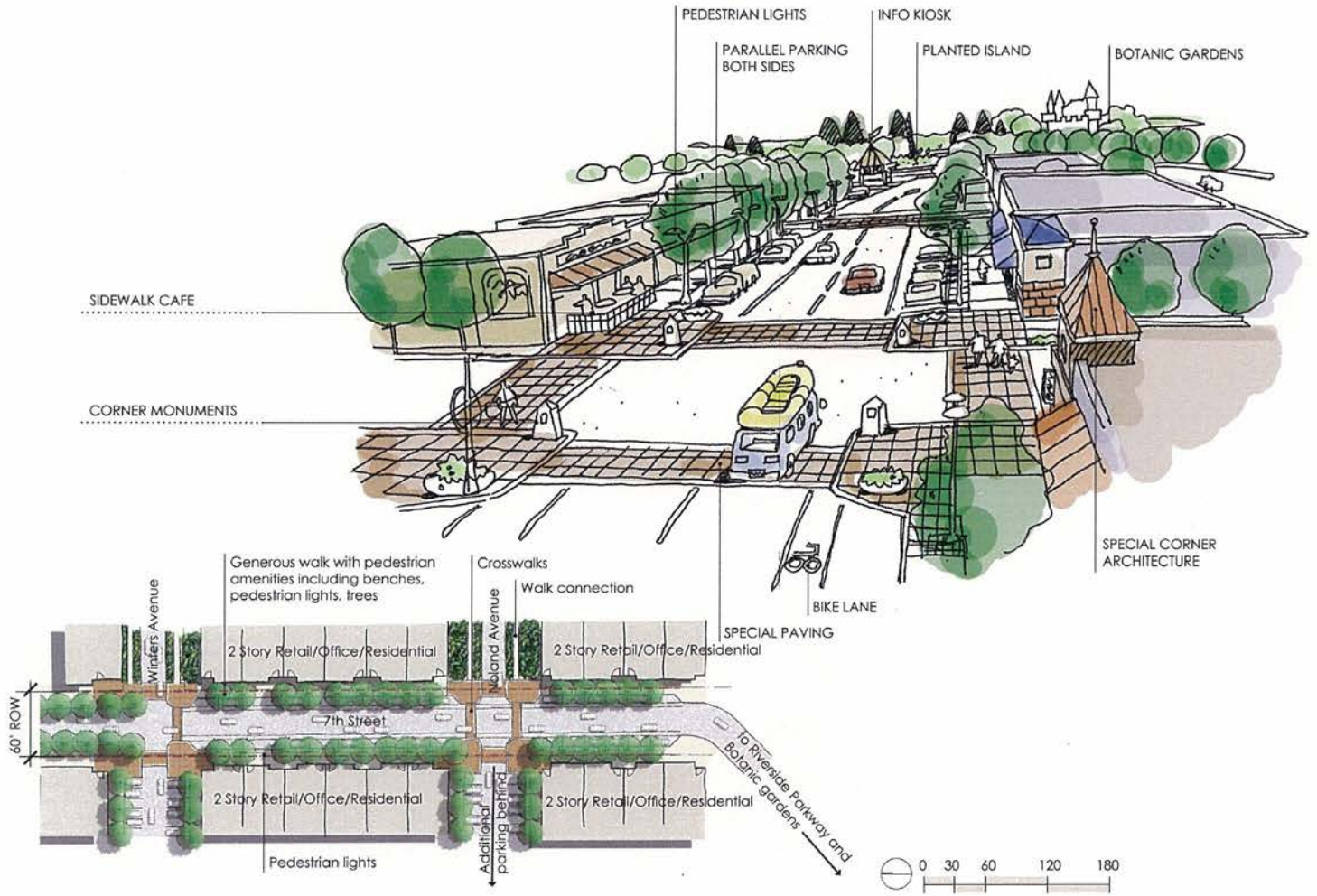


Riverside Parkway Between 27 ½ and 28 Road



Riverside Parkway Between 5th Street East and 12th Street


PARALLEL PARKING
GRAIN ELEVATOR
ENTRY MONUMENTS
DOWNTOWN GRAND JUNCTION
COMMERCIAL FRONTAGE 1-3 STORIES
THEMATIC LIGHTS
SPECIAL PAVING
BIKE LANE
CORNER MONUMENTS / EXTENSIONS
Potential for upper story residential
Entry Monuments
Bike lane
Pedestrian light
Parallel parking
2 Story Retail/ Office/Residential
2 Story Retail/Office/Residential
7th Avenue
60' ROW
7th Street
2 Story Retail/Office/Residential
2 Story Retail / Office/Residential
0 30 60 120 180
Service Alley
Service Alley
"Pocket" parking west of 7th street
Improved grain elevator announces arrival into South Downtown District
7th Street Looking North
2 Story Retail / Office potential for upper story residential
Parallel parking
Bike lane
Walk
2 Story Retail / Office potential for upper story residential
9' 6' 8' 24' DRIVE 8' 6' 9'
60' ROW
7th Street Section



7th Street Looking South

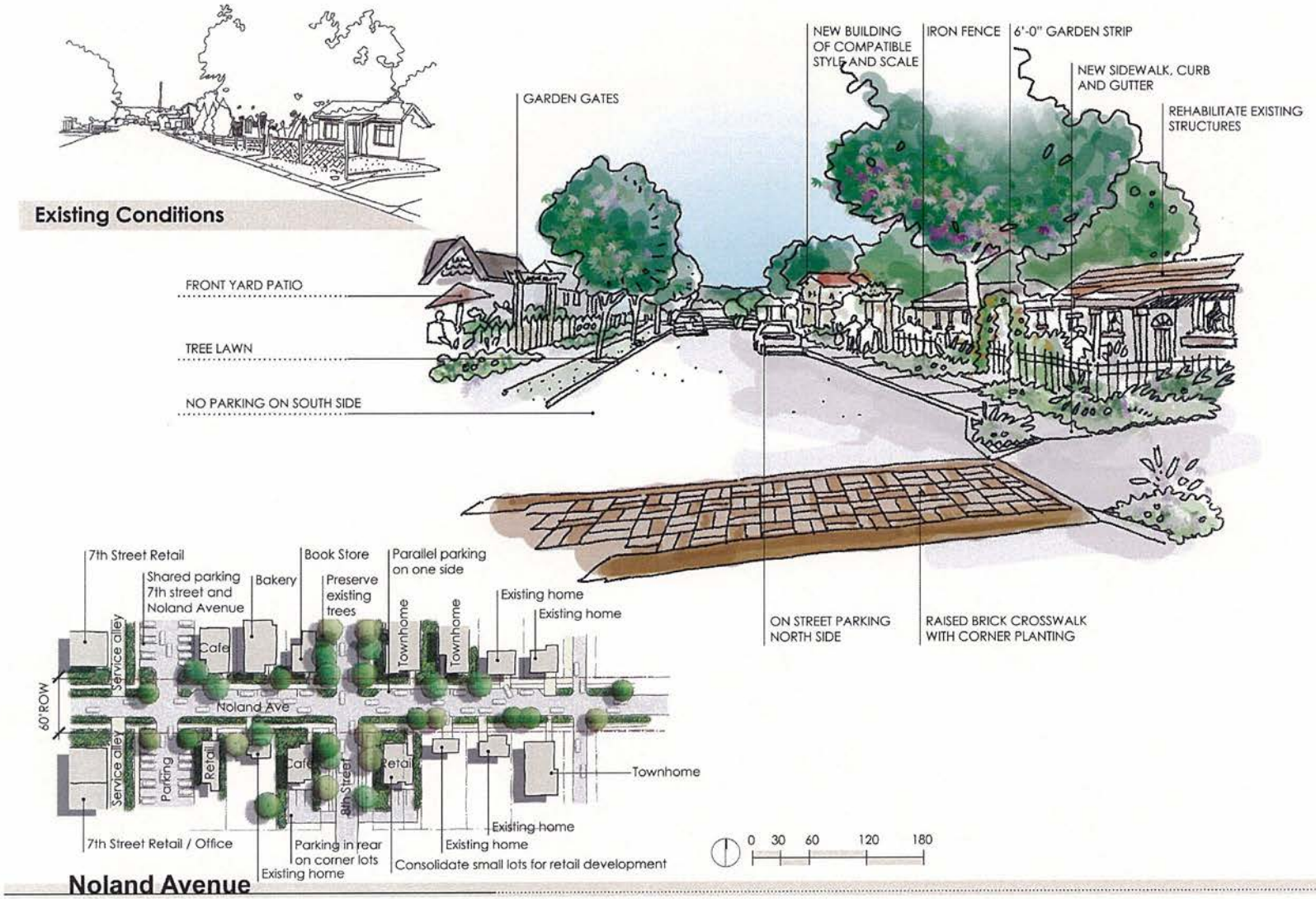

Existing Conditions
GARDEN GATES
NEW BUILDING OF COMPATIBLE STYLE AND SCALE
IRON FENCE
6'-0" GARDEN STRIP
NEW SIDEWALK, CURB AND GUTTER
REHABILITATE EXISTING STRUCTURES
FRONT YARD PATIO
TREE LAWN
NO PARKING ON SOUTH SIDE
ON STREET PARKING NORTH SIDE
RAISED BRICK CROSSWALK WITH CORNER PLANTING
7th Street Retail
Shared parking 7th street and Noland Avenue
Bakery
Book Store
Preserve existing trees
Parallel parking on one side
Townhome
Townhome
Existing home
Existing home
Service alley
Cafe
60' ROW
Noland Ave
Service alley
Parking
Retail
Cafe
8th Street
Retail
Townhome
Existing home
7th Street Retail / Office
Parking in rear on corner lots
Existing home
Existing home
Consolidate small lots for retail development
0 30 60 120 180
Noland Avenue

EXHIBIT B: Amendment to the text of the Comprehensive Plan

Existing Text:

Downtown Mixed Use (DMU)

Density: 24+ du/acre

Employment, residential, retail, office/business park uses allowed. A mix of uses (2 to 8 stories), either horizontal or vertical is expected. Residential densities may exceed 24 du/acre.

Applicable Zones
R-16
R-24
B-2
C-1
MXR – 3, 5, 8
MXG – 3, 5, 8
MXS – 3, 5, 8





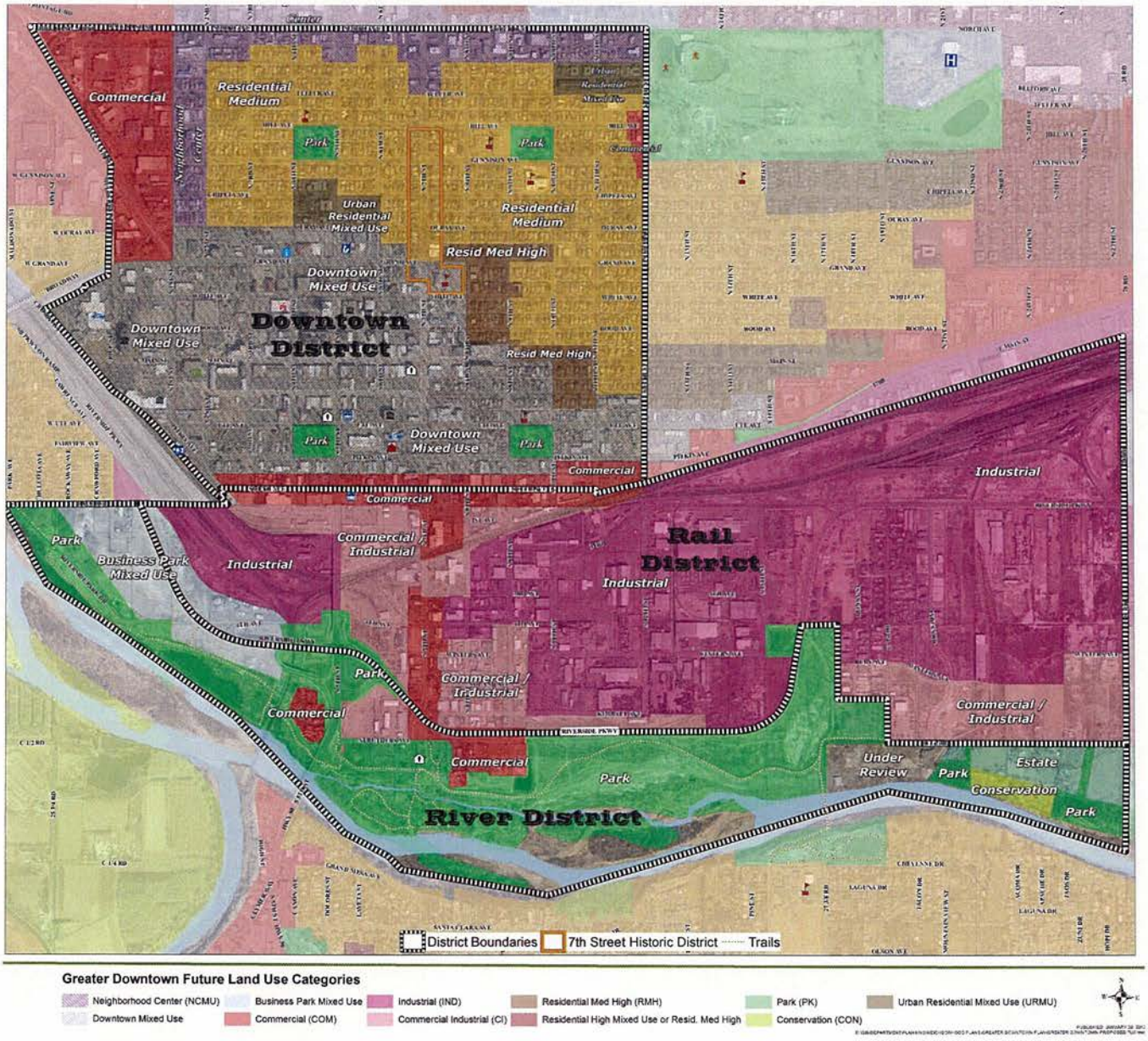
Comprehensive Plan
Grand Junction

33

Proposed Text:

Applicable Zones
R-16
R-24
RO
B-2
C-1
MXR – 3,5,8
MXG – 3,5,8
MXS – 3,5,8

EXHIBIT C – GREATER DOWNTOWN PLAN FUTURE LAND USE MAP



GRAND JUNCTION PLANNING COMMISSION
September 24, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:32 p.m. by Chairman Teske.

Those present were Planning Commissioners; Keith Ehlers, Kim Herek, Shanon Secrest, Ken Scissors, Orin Zyvan, and Sandra Weckerly.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Tim Lehrbach (Senior Planner), and Jacob Kaplan (Planning Technician).

There were 0 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from September 10, 2024.

   Commissioner Scissors moved to approve the consent agenda.
   Commissioner Secrest seconded; motion passed 7-0.

REGULAR AGENDA

1. **Plan Amendments** **CPA-2024-559/ZCA-2024-560/TEDS-M-2024-561**
   Consider a Request by the City of Grand Junction to Approve Amendments to Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and to Repeal the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan.

   Staff Presentation
   Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

   Questions for staff
   There were no questions for staff.

   Public Hearing
   The public comment period was opened at 5:00 p.m. on Tuesday, September 17, 2024, via www.GJSpeaks.org.

   There were no public comments.

DRAFT

The public comment period was closed at 6:00 p.m. on September 24, 2024.

The public hearing was closed a 6:00 p.m. on September 24, 2024.

Discussion
Commissioner Ehlers reiterated that these plan amendments were just to clean up existing plans and did not impact property owner's ability to develop their properties.

Commissioner Zyvan commended the staff's efforts toward implementing and simplifying the Comprehensive Plan.

Motion and Vote
Commissioner Zyvan made the following motion "Mr. Chairman, on the request to amend Title 22 H Road/Northwest Area Plan, Title 29 *Transportation Engineering Design Standards*, and Title 31 the *One Grand Junction Comprehensive Plan* and to retire the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*, City file number CPA-2024-559, ZCA-2024-560, and TEDS-M-2024-561, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

OTHER BUSINESS

Staff reminded the commission that the next Planning Commission workshop on October 3 has been cancelled.

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 6-0.

The meeting adjourned at 6:04.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY RELOCATING MAPS, POLICIES, AND/OR INFORMATION FROM THE *H ROAD/NORTHWEST AREA PLAN, NORTH AVENUE CORRIDOR PLAN, NORTH AVENUE WEST CORRIDOR PLAN,* AND THE *GREATER DOWNTOWN PLAN* TO THE *COMPREHENSIVE PLAN*, TITLE 31 OF THE *GRAND JUNCTION MUNICIPAL CODE (*GJMC*)*

AND TO REPEAL PORTIONS OF GJMC TITLE 22 THE *H ROAD/NORTHWEST AREA PLAN,* RESOLUTION NO. 58-07, AND TO AMEND THE TITLE OF GJMC TITLE 22 AS THE H ROAD/NORTHWEST AREA OVERLAY AND AMEND CHAPTER 22.12

AND REPEALING GJMC TITLE 32 NORTH AVENUE CORRIDOR PLAN (RESOLUTION NO. 174-07), GJMC TITLE 32 NORTH AVENUE WEST CORRIDOR PLAN (ORDINANCE NO. 4486), AND GJMC TITLE 36 GREATER DOWNTOWN PLAN (ORDINANCE NO. 4571)

AND AMENDING THE TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL (ORDINANCE NO. 5185)

RECITALS:

On April 18, 2007, the Grand Junction City Council adopted Resolution 58-07. That Resolution approved the *H Road/Northwest 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*. The Plan included the policies and performance standards of an overlay district that were stated in the plan and incorporated by refence as if fully set forth, by Ordinance No. 4066 adopted April 18, 2007.

On December 3, 2007, the Grand Junction City Council adopted Resolution 174-07. That Resolution approved the *North Avenue Corridor 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 November 2, 2011, the Grand Junction City Council adopted Ordinance 4486. That Ordinance approved the *North Avenue West Corridor 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*.

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On March 20, 2013, the Grand Junction City Council adopted Ordinance 4571. That Ordinance approved the *Greater Downtown 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 6, 2023, the Grand Junction City Council adopted Ordinance 5185. That Ordinance repealed and replaced the 2010 *Transportation Engineering Design Standards (TEDS)* manual with the 2023 *Transportation Engineering Design Standards (TEDS)* manual for use in the City's Urban Development Boundary.

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 2007 H Road Northwest Area Plan, 2007 North Avenue Corridor Plan, 2011 North Avenue West Corridor Plan and 2013 Greater Downtown 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 because 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 corridor and area plans 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.

Also, the *Comprehensive Plan* provides that corridor and area 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 second update, the 2007 *H Road/Northwest Plan* has been reviewed, and it has been determined that it may be retired except for Chapter 22.12, which implements the Overlay zone adopted by Ordinance 4066, and with the following elements from that plan retained and relocated within the *Comprehensive Plan*.

1. Incorporating narrative summary language regarding circulation, access, streetscape and signage development into the Industrial Areas section found in Chapter 4.

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2. Adding the study area boundary to the Industrial Area-Specific Policies map in in Chapter 4.

The 2007 *North Avenue Corridor Plan*, 2011 *North Avenue West Corridor Plan* and 2013 *Greater Downtown Plan* have been reviewed, and it has been 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 mix and relationship of uses, circulation, access, building form and character, parking and services, streetscape, and signage development for the North Avenue Corridor into the Commercial Areas section found in Chapter 4.
2. Adding the North Avenue Corridor study area boundary to the Commercial Area-Specific Policies map in Chapter 4.
3. Modifying a reference in Chapter 2, Plan Principle 4, Strategy, Mix of Uses from “Greater Downtown Plan” to “Greater Downtown Overlay”.
4. Adding the Greater Downtown Overlay study area boundary to the Downtown and University Districts map found in Chapter 2 and amending the “Rail District” boundary to conform to the adopted boundary in the Greater Downtown Overlay District.
5. Attaching the Greater Downtown Maps into Appendix B following the Neighborhood Planning Area Map.

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

With the repeal of the specified corridor and area plans, it is further necessary to retain and incorporate the following elements from the *North Avenue West Corridor Plan* within the *Transportation Engineering Design Standards (TEDS)* manual.

1. Add the North Avenue cross-section after the G Road cross-section in the Appendix.

Additional amendments will occur throughout the Comprehensive Plan to indicate where necessary to clarify that the corridor and area plans have been repealed.

After due consideration, the 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 *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan* and *Greater Downtown Plan*, within the *Comprehensive Plan* and retire the plans by repealing Resolution 58-07, Resolution 174-07, Ordinance 4486, and Ordinance 4571.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

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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:

Chapter 31.04.010

Exhibit A-1 attached hereto and incorporated herein including language of the plans a change of “Greater Downtown Plan” to “Greater Downtown Overlay” page 23.

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 additional language explaining the North Avenue Corridor under Commercial Areas after the section on Commercial Corridor page 69 and revising the map to add the North Avenue Overlay boundary page 70.

Exhibit A-4 attached hereto and incorporated herein including additional language explaining the H Road/Northwest area under Industrial Areas after the section on Rail page 75 and revising the map to add the H Road/Northwest Overlay boundary page 76.

Exhibit A-5 attached hereto and incorporated herein including language of the plans being repealed to Appendices, Appendix A pages 93 and 94.

Exhibit A-6 attached hereto and incorporated herein adding Downtown District Subareas Map and the Greater Downtown Overlay Corridors Map in Appendix B added after the “Neighborhood Planning Map” page 98. The Downtown District Subareas Map, page 99 and the Greater Downtown Overlay Corridors Map, page 100 are added as additional Technical Maps.

With the relocation of information/policies/maps from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan* and *Greater Downtown 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 corridor and area plans are hereby repealed and no longer of effect.

1. Resolution No. 58-07 is hereby repealed – *H Road/Northwest Area Plan* is retired and removed as an element of the *Comprehensive Plan*.
2. Resolution No. 174-07, GJMC Title 32 is hereby repealed - the *North Avenue Corridor Plan* is retired and removed as an element of the *Comprehensive Plan*.

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3. Ordinance No. 4486, GJMC Title 32 is hereby repealed - the *North Avenue West Corridor Plan* is retired and removed as an element of the *Comprehensive Plan*.

4. Ordinance No. 45-71, GJMC Title 36 is hereby repealed – the *Greater Downtown Plan* is retired and removed as an element of the *Comprehensive Plan*.

The Grand Junction Municipal Code shall be amended as follows:

A. Amend *H Road/Northwest Area Plan* GJMC TITLE 22 Policies and Performance Standards Chapter 22.12 of the City of Grand Junction, Colorado to the H Road/Northwest Area Overlay is hereby repealed and replaced as follows:

Exhibit B-1 attached hereto and incorporated herein includes removing language superfluous to and superseded by and from the Plan Chapters 22.04 and 22.08 but preserving Chapter 22.12 Policies and Performance Standards that are adopted as part of the H Road/Northwest Area Overlay District within the H Road/Northwest Area zoning overlay district. Title 22 is renamed “H Road/Northwest Area Overlay.”

B. GJMC TITLE 29, *Transportation Engineering Design Standards (TEDS)* manual of the City of Grand Junction, Colorado is hereby amended as follows:

Appendix
Exhibit C-1 attached hereto and incorporated herein includes adding the North Avenue cross section in the Appendix following the G Road cross section exhibit.

The full text of this Ordinance, including the amended One Grand Junction Comprehensive Plan, amended GJMC Title 22 and amended Transportation Engineering Design Standards (TEDS) Manual, 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.

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INTRODUCED on first reading the ___ day of _____ 2024 and ordered published in pamphlet form.

ADOPTED on second reading the ___ day of _____ 2024 and ordered published in pamphlet form.

_____

Abram Herman
President of the City Council

ATTEST:

_____
Selestina Sandoval
City Clerk

DRAFT

Exhibit A-1

EXHIBIT A-1

How We Will Get There

1. Cultivate energetic and livable greater Downtown and university districts that balance the needs of residents, students, and visitors.

a. **MIX OF USES.** Support a diverse mix of land uses that is tailored to support the vision and unique focus for the University District and for each of the three subdistricts that comprise Downtown District: Downtown; the Rail District; and the River District. Land use in these three areas should develop consistent with the Greater Downtown ~~Plan~~ Overlay, as may be amended, and all four following district areas consistent with the policies of this Comprehensive Plan. Key considerations for each of these areas include:

i. **Downtown District: Main Street.** Vibrancy and walkability are priorities for Main Street and nearby streets, including Colorado Avenue and 2nd Street. Zoning standards for Downtown are designed to bring buildings to the sidewalk and allow for taller, tightly arranged structures. Successful small businesses and a mix of uses connect directly to achieving these goals.

ii. **Downtown District: Historic Residential Core.** Protecting the long-standing residential areas from nonresidential intrusion. Infill in these areas should be pursued when design and intensity are compatible with the existing residential fabric, such as accessory dwelling units.

iii. **Rail District.** Freight infrastructure and existing stock of industrial buildings make the Rail District a critical hub for industry and employment. The area provides an essential linkage from Downtown to the river and should provide a mix of uses, including residential uses. All uses should be planned in ways that will protect existing and future nonresidential development, especially those uses with access and need of rail spurs.

iv. **River District.** Much of this area is slated for mixed use development with an abundance of open space amenities and direct access to the Colorado River. Additional destination-oriented amenities should be developed along the riverfront with a focus on how the natural riverine environment interacts with the built environment. The Riverside neighborhood located on the north end of the district should be planned to retain its historic character, which includes a mix of uses such as home businesses, grocery, retail, and institutional uses. Tailor the River District to a more urban neighborhood context that contributes to the enjoyment and quality of life of residents and visitors.

v. **University District.** This area should provide abundant housing options for students and employees of the University and should be encouraged to grow to meet the commercial and services needs of both residents and students. Colorado Mesa University anchors this district.

b. **VIBRANT TOGETHER.** Support Downtown Grand Junction in efforts to implement their Plan of Development "Vibrant Together." This plan emphasizes the need for infill development, placemaking, and connectivity as key elements of a successful Downtown.

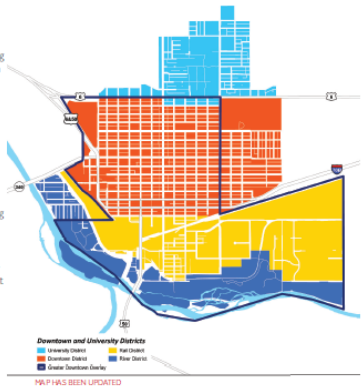
c. **HOUSING OPTIONS.** Encourage a variety of housing options at a range of price points to support a more diversified workforce and composition of residents in Downtown and University areas including professionals, service workers, entrepreneurs, students, and retirees, among others.

d. **NEIGHBORHOOD SERVICES.** Encourage neighborhood-serving retail such as grocers, pharmacies, childcare facilities, and other basic services as a key component of the overall mix of uses in Downtown and University districts.

e. **RECREATION.** Support the continued enhancement and expansion of recreational amenities that celebrate the River District's riverfront setting and centralized location within the region.

f. **ARTS AND CULTURE.** Strengthen Downtown's role as the region's center for culture and arts by enhancing and promoting arts, music, culture, heritage, and historic preservation.

g. **RAILROAD QUIET ZONES.** Study and consider establishing a Quiet Zone at public streets in areas where residential or businesses experience significant disruption or quality of life is diminished by frequent train horn use.



MAP HAS BEEN UPDATED

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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 needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.

d. **INFRASTRUCTURE IMPROVEMENTS.** Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

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

a. **NEIGHBORHOOD PARTNERSHIPS.** Foster partnerships with Neighborhood Associations to identify specific needs, develop and implement programs/projects, identify infrastructure deficiencies, and otherwise assist in building capacity in individual neighborhoods.

b. **CONNECTEDNESS.** Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors, especially those that are underserved or identify as minorities.

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

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2013)** [repealed by Ordinance ____, ____, 2024] includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an overlay district as part of the recommendations and guides zoning and streetscape design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** [repealed by Ordinance 5227, August 2024] focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a blended residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2004)** [repealed by Ordinance 5227, August 2024] focuses on managing and directing growth and development as this largely unincorporated area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan; providing adequate schools and other community facilities and services; and establishing higher density residential and neighborhood commercial uses are goals of this Plan.

The **Redlands Neighborhood Plan (2002)** [repealed by Ordinance 5227, August 2024] the Redlands Neighborhood Plan creates a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the City, the plan examines geological hazards, mineral resources, potential impacts to wildlife, and open space and trailhead access. The goals for the plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

The **North Avenue Corridor Plan (2007; 2011)** [repealed by Ordinance ____, ____, 2024] promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entertainment District, a mixed use Neighborhood Center, higher-density residential neighborhoods, civic gathering spaces throughout, and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

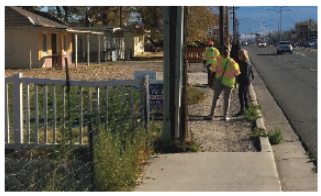
The **H Road/Northwest Area Plan (2006)** [repealed by Ordinance ____, ____, 2024] addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes the reclassification of rural land uses to commercial and industrial. The plan's policies and performance standards mitigate impacts on residential neighborhoods and establish a street network to accommodate potential growth.

The **Horizon Drive District (2020)** incorporated consistent standards for the Horizon Drive Business Improvement District area. These standards include achieving high quality development and distinctive character for the

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Exhibit A-3

EXHIBIT A-3



North Avenue Corridor

North Avenue is a corridor for people and places, a crossroads of Grand Junction, a corridor to the City Center and Colorado Mesa University, a place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities.

Mix and Relationship of Uses

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. The North Avenue corridor must be considered holistically for its sustainability and future success as a corridor that is a destination itself, not simply a street to travel through. Infrastructure needs must be planned and complement private revitalization of adjacent properties to promote the future development of services, retail, commercial, office, entertainment, and residential opportunities in the corridor.

Previous visioning and planning for the North Avenue Corridor identified three subdistricts within the 4-mile corridor. These subdistricts include a student and entertainment district in proximity to Colorado Mesa University, where student housing, after-five activities, and the opportunity for a quality hotel to serve the area, would enhance and revitalize the corridor. An area 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, is envisioned for the area between 23rd Street and 28 ¼ Road. A multi-family and attached residential district connecting neighborhoods to the north with potential office space to the south is identified for the corridor between 28 ¼ Road and 28 ¾ Road. A mixed-use area, with residential over retail incorporated with the governmental functions and potential public plazas for the area from 28 ¼ Road to just east of 29 Road is envisioned. This can create a gateway for the 29 Road intersection that blends into a regional retail area to anchor the east end of the corridor.

Circulation and Access

Reducing the quantity of curb cuts along North Avenue enhances the overall traffic safety and character of the corridor and improves vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses and where multiple access points are not needed. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It results in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Each new development project should provide connectivity to the pedestrian network.

Building Form and Character

Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Building construction and building signage located directly on the face of the building identifies businesses to those traveling on North Avenue. Front door access to retail/commercial uses should be provided with additional access from the interior side, providing easy access from nearby parking areas. Other improvements include civic spaces such as plazas, corridors, or pocket parks which create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. These improvements along with building adjacent to the street define curb cut entrances and relocate parking to areas to the side and behind buildings. Additional sidewalks an provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.

Parking and Services

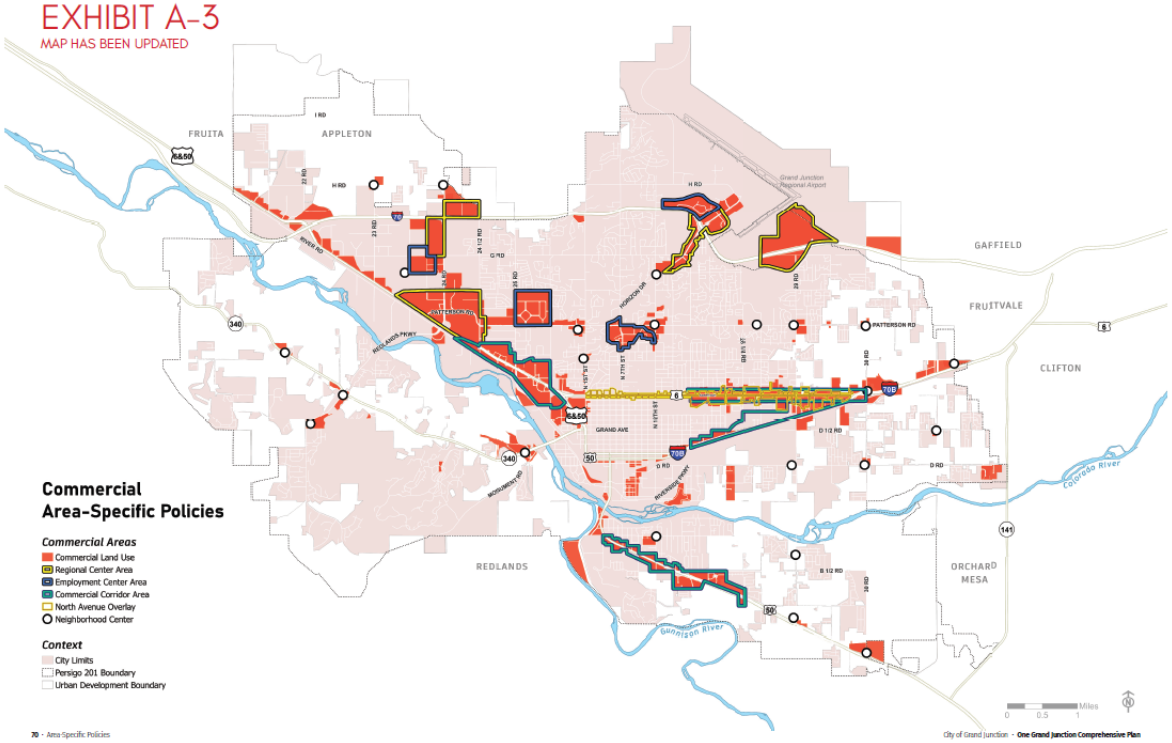
Streetscape elements should include pedestrian signage, benches, and street trees. A high priority should be placed on the undergrounding of utilities, wayfinding signage, sidewalk connectivity, and other improvements that enhance the streetscape functionality and safety.

Streetscape and Signage

There are many tools that can be used in design of a streetscape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. The creation of a unified street edge along North Avenue improves 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 lighting, trees, benches and other amenities creates a pedestrian environment and encourages walking and riding a bicycle. Improving signage by replacing pole-mounted signs with monument signs can reduce the visual clutter of the pole-mounted signs and provide an opportunity for street trees and can be seen by pedestrians and passing traffic.

EXHIBIT A-3

MAP HAS BEEN UPDATED



Commercial Area-Specific Policies

Commercial Areas

- Commercial Land Use
- Regional Center Area
- Employment Center Area
- Commercial Corridor Area
- North Avenue Overlay
- Neighborhood Center

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Exhibit A-4

EXHIBIT A-4



Industrial Areas

Industrial Areas are a critical component to the city's economy. Industrial Areas within Grand Junction, located generally along the railroad alignment or near the airport, account for most of Mesa County's total industrial space. The City should continue to promote opportunities for reinvestment and new development within designated Industrial Areas. Industrial areas are located to capitalize on existing transportation and shipping infrastructure.

Airport Industrial

Airport Industrial Areas support a mix of small and large footprint warehouses/flex space, manufacturing and assembly facilities, logistics, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan, including airport critical zones and avigation areas. The area also supports uses that are oriented toward aviation, unmanned aerial systems, aerospace industries, and logistics-related transportation and services. Uses are compatible with or not detrimental to the continued viability of airport operations.

Mix and Relationship of Uses

Airport industrial areas support a mix of small and large footprint warehouses/flex space, manufacturing and assembly facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan.

Circulation and Access

Circulation and access within Airport Industrial Areas should be designed to accommodate truck traffic. Truck traffic should utilize designated haul routes in the city. Transit routes and bus stops should be considered in appropriate areas for transportation to and from the Airport as well as to uses with high employment density.

Building Form and Character

Buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Buildings should be organized to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings should be incorporated to the extent practical.

Rail

The Rail Industrial area provides for industrial activities but differs from other industrial areas in that they have proximate access to, if not direct access to, rail lines and spurs.

Mix and Relationship of Uses

Rail areas support a mix of employment uses including large-and small-scale manufacturing, processing, wholesaling, office and flex space as well as warehouse/flex space. Other uses include research facilities, incubators, logistics, and smaller ancillary and supporting industrial, commercial, and office uses especially those that may need the use of rail lines or rail spurs.

More intensive uses, whether from density or intensity, hours of operation, loading and storage, noise, or odor should not compromise uses in adjacent areas, especially those within the 7th and 9th street corridors as well as commercial uses abutting or near the Riverside Parkway.

Circulation and Access

Circulation and access within the Rail Areas should be consistent with any adopted Sub-Area Plan and be designed to accommodate truck traffic and access to rail and rail spurs. Direct heavy truck traffic to designated truck routes. Transit routes and bus stops should be considered if a Rail area has high employment density.

Building Form and Character

Industrial and manufacturing buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Organize buildings to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings to the extent practical.

H Road / Northwest Area

The H Road /Northwest Subarea is adjacent to residential land uses to the east of 21 ½ Road and the north of H ½ Road. The built environment and impacts industrial land uses can have on adjacent residential land uses can be include negative impacts to residential living. Various mitigation and performance standards can provide relief for area residents from some of these impacts.

Circulation and Access

Limiting truck traffic away from residential areas is desired.

Streetscape and Signage

There are many tools that can be used in design of a streetscape pertaining to corridor aesthetics that improve the look of a corridor along with establishing the mitigation of noise, outdoors operations, and other impacts from industrial uses that affect nearby residential land uses. Performance standards can include such measures as the location of loading docks and fleet/equipment parking, screening of outdoor storage and display, the location of trash dumpsters, the location of general parking areas, and architectural standards for building facades. Increasing landscaping area can provide additional buffering and screening. Limiting signage size and height can reduce the visual clutter.

EXHIBIT A-4

MAP HAS BEEN UPDATED

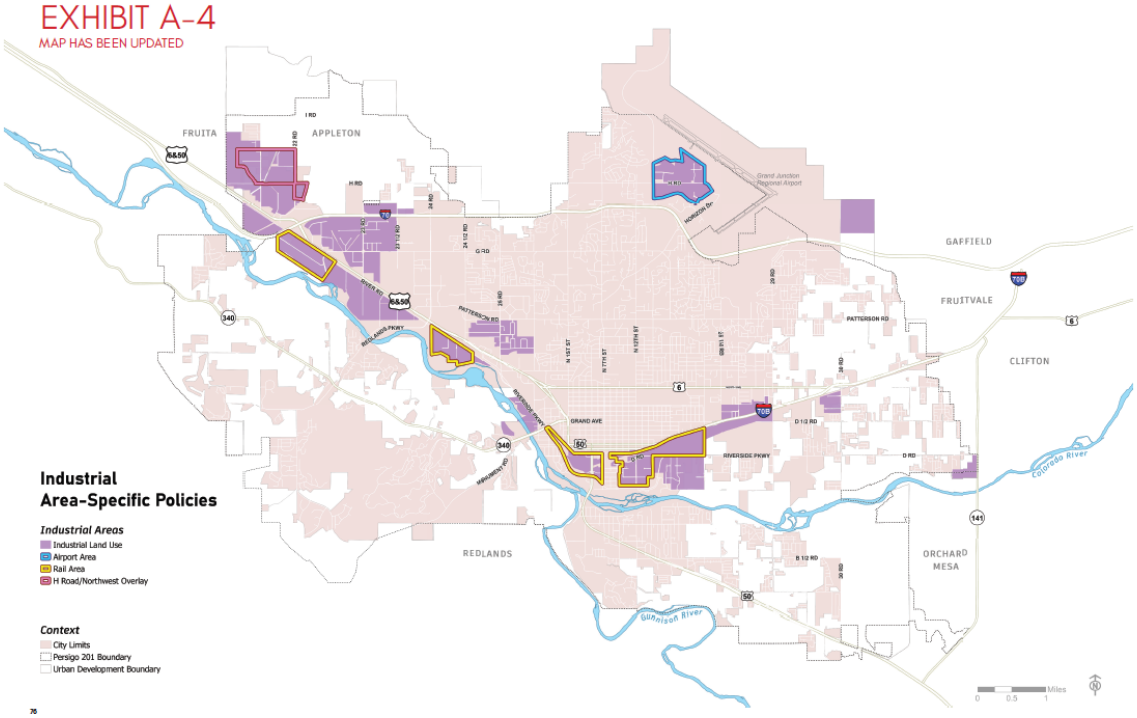


Exhibit A-5

EXHIBIT A-5

Appendix A: Issues and Opportunities Report

Issues and Opportunities Report

The Issues and Opportunities Report (IOR) provided a snapshot of existing conditions in Grand Junction in 2019 at the outset of the planning process. It established an understanding of the current characteristics, challenges, and aspirations of the City and its residents. The IOR presented existing conditions, and when relevant, identified issues and opportunities relating to the community outreach process; zoning and development controls; existing land use and development; community facilities and infrastructure; transportation and mobility; parks, open space, and environmental features; and growth areas.

The report reviewed existing Grand Junction studies, plans, and reports to recognize the amount of time and resources invested in these plans and to discern the information that remains useful and relevant to the planning process. The IOR methodically examined existing conditions for purposes of explanation and interpretation. It laid the foundation for the vision, goals, and strategies within the One Grand Junction Comprehensive Plan by identifying issues to be addressed and opportunities that should be maximized. The IOR was an interim deliverable within the planning process, containing information and analysis conducted in the early steps of the project.

The IOR is available on the City's website at ***www.gjcity.org***

The IOR includes information about past planning efforts and adopted plans. A review of these adopted plans and policies was essential for understanding the community and areas of specific past planning efforts. A summary of these plans is included for ease of access and reference in this appendix.

2010 Comprehensive Plan

In 2010 the City of Grand Junction adopted the Comprehensive Plan to provide a basis for making decisions concerning the future growth and development in the community and surrounding planning area; to coordinate and give direction to public and private development; and to protect the public interest. The Plan is founded on six Guiding Principles that influence all goals, policies, and recommendations. They are Concentrated Centers, Sustainable Growth Patterns, Housing Variety, A Grand Green System of Connected Recreational Opportunities, Balanced Transportation, and A Regional Center. To further implement the Guiding Principles, the plan includes 15 Key Concepts focusing on land use and development growth, density concentration and transitioning, public facilities, parks and other open space amenities, water management, public transit, community character, and river access. The Comprehensive Plan also incorporated components of several subarea plans which are summarized in this section.

Many of the subareas represent more recent planning efforts which will be recognized and referenced in the One Grand Junction Comprehensive Plan. The 2010 Plan introduced the concept of future growth projected around concentrated centers. Centers of various sizes and at various locations around the region are envisioned as mixed-use, combining housing, working, and shopping. The plan identified these centers to reduce driving for shopping while accommodating projected growth. City, village, and neighborhood centers were included; the Plan also established mixed-use opportunity corridors along certain major roads. The goal of encouraging mixed-use development and reducing driving for shopping and other errands by focusing on centers and corridors will be evaluated, and if appropriate, certain elements may be updated and incorporated into the new Comprehensive Plan. Infill and enhancement of the City Center is a high priority of the 2010 Plan. Much of the future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land. Growing inward utilizes existing services, reduces sprawl, and reinvests and revitalizes the City Center which includes downtown.

Future Land Use and the Blended Map

The 2010 Comprehensive Plan utilized a dual approach to articulating future land use, incorporating both a future land use map and a unique blended land use map to plan for residential density. The Blended Map is discussed further in the Land Use and Development section.

24 Road Corridor Subarea Plan

The 24 Road Corridor Subarea Plan was completed in 2000 and revisited in 2018 to evaluate various land use and development alternatives along the corridor and identify a preferred pattern for future development. It is further supported with an implementation strategy for procuring developments as well as design standards and guidelines for those developments.

Greater Downtown Plan

(repealed by Ordinance _____, 2024)

The Greater Downtown Plan (2013) includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The Plan incorporates an overlay district as part of the recommendations, and guides zoning and streetscape design for primary corridors in the downtown area. Recommendations and implementation strategies were provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

Orchard Mesa Neighborhood Plan

(repealed by Ordinance 5227, August 2024)

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

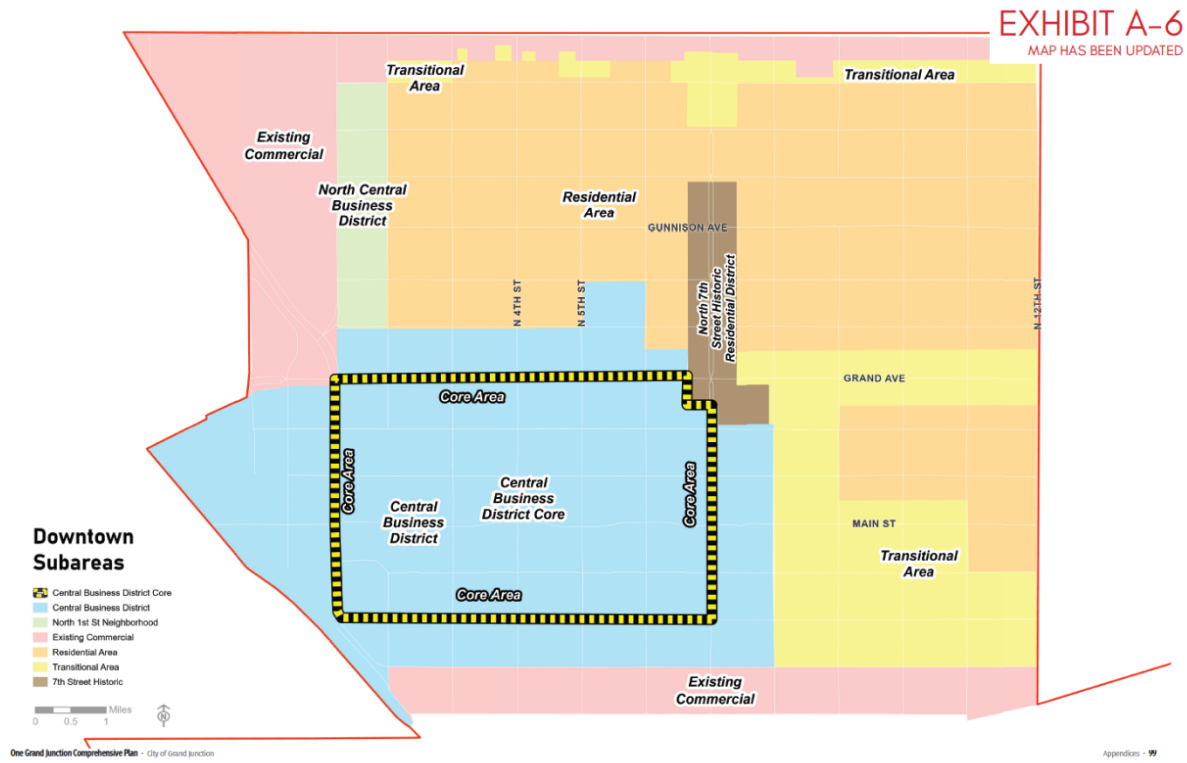
Pear Park Neighborhood Plan

(repealed by Ordinance 5227, August 2024)

The 2004 Pear Park Neighborhood Plan focused on managing and directing growth and development as this largely unincorporated area on the southeast side of the city becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan, providing adequate schools and other community facilities and services, and establishing higher-density residential and neighborhood commercial uses were goals of this Plan.

DRAFT

Exhibit A-6


EXHIBIT A-6
MAP HAS BEEN UPDATED
Transitional Area
Transitional Area
Existing Commercial
North Central Business District
Residential Area
GUNNISON AVE
N 4TH ST
N 5TH ST
North 7th Street Historic Residential District
N 12TH ST
GRAND AVE
Core Area
Core Area
Central Business District
Central Business District Core
Core Area
Core Area
MAIN ST
Transitional Area
Existing Commercial
Downtown Subareas
Central Business District Core
Central Business District
North 1st St Neighborhood
Existing Commercial
Residential Area
Transitional Area
7th Street Historic
Miles
0 0.5 1
One Grand Junction Comprehensive Plan - City of Grand Junction
Appendices - 99

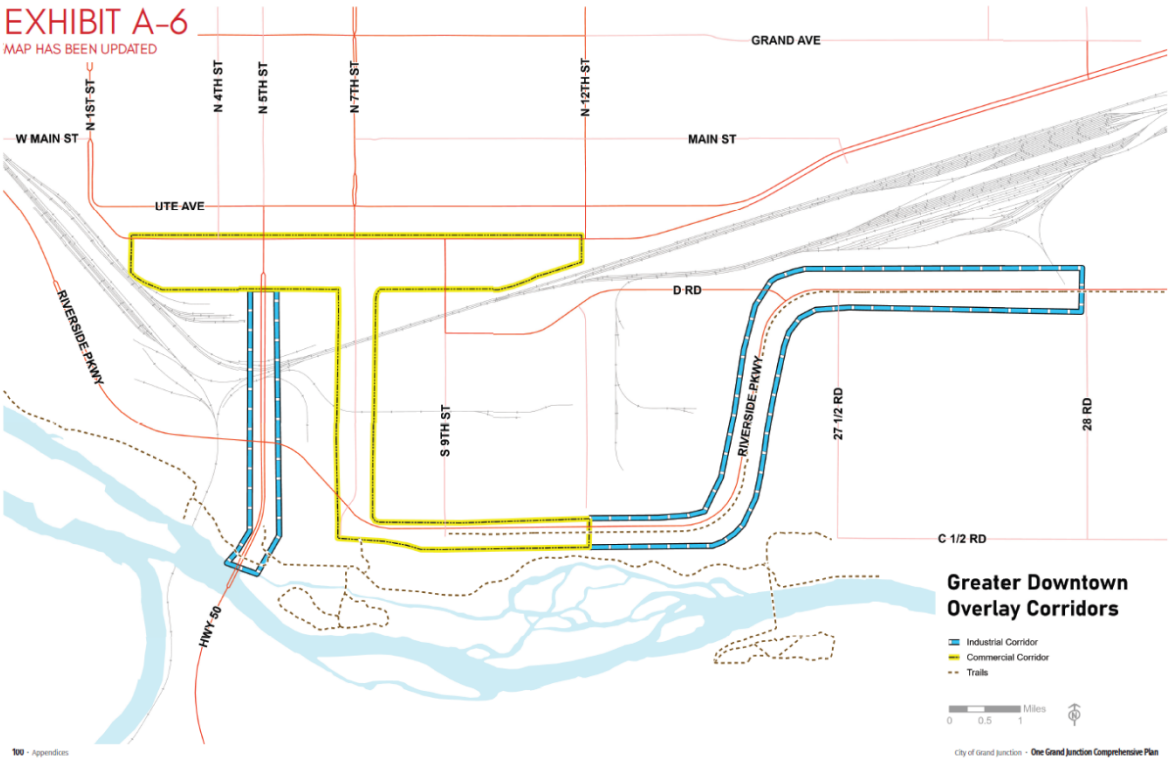

EXHIBIT A-6
MAP HAS BEEN UPDATED
GRAND AVE
N 1ST ST
N 4TH ST
N 5TH ST
N 7TH ST
N 12TH ST
W MAIN ST
MAIN ST
UTE AVE
D RD
RIVERSIDE PKWY
S 9TH ST
RIVERSIDE PKWY
27 1/2 RD
28 RD
C 1/2 RD
HWY 50
Greater Downtown Overlay Corridors
Industrial Corridor
Commercial Corridor
Trails
Miles
0 0.5 1
100 - Appendices
City of Grand Junction - One Grand Junction Comprehensive Plan

Exhibit B-1

Title 22. H Road/Northwest Area Overlay ~~Plan~~

Chapter 22.04 is repealed in its entirety.

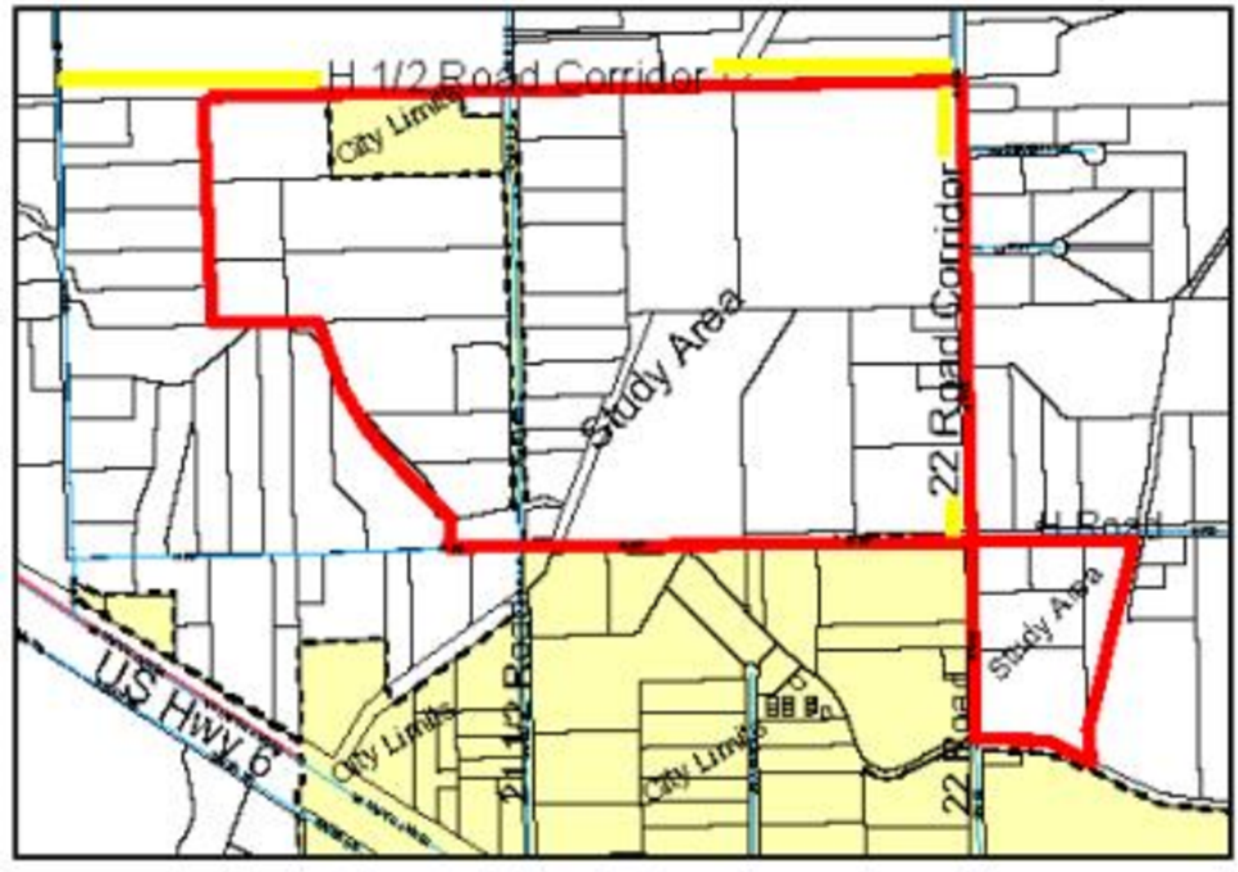
Chapter 22.08 is repealed in its entirety.

Chapter 22.12. Policies and Performance Standards

Article I. Policies

§ 22.12.010. Affected area.

The following performance standards shall affect the entire H Road/Northwest Area ~~Plan~~Overlay.



The Affected Area includes those parcels bounded in in red.

§ 22.12.030. Billboards.

All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Overlay boundaries.

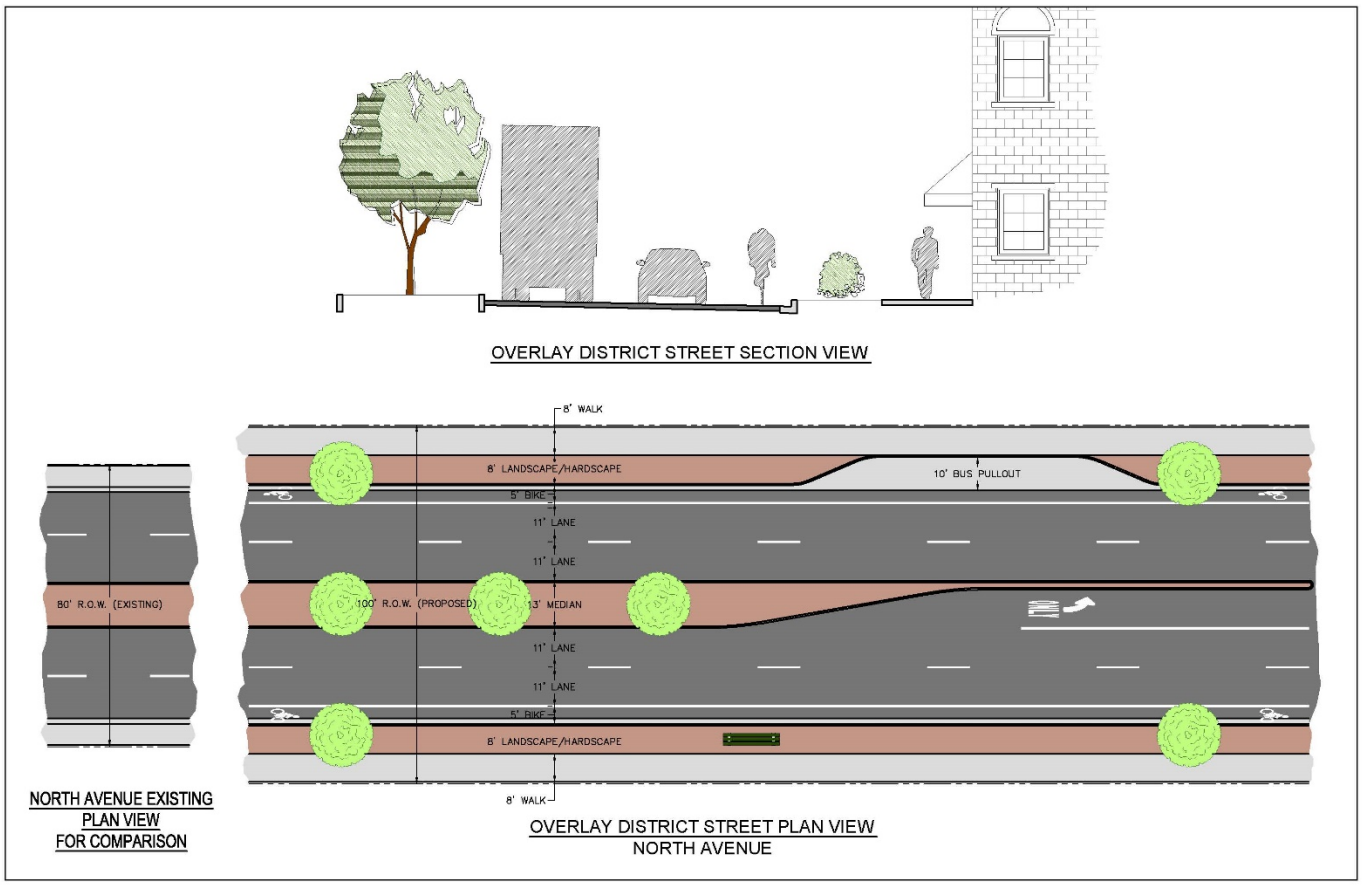
The remainder of Chapter 21.12. remains in full force and effect.

DRAFT

Exhibit C-1

Title 29 – Transportation Engineering Design Standards (TEDS) Manual – Add to Exhibits after G Road.

North Avenue



North Avenue ROW 100'											
Type	**# of Travel Lanes**	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane (on Street)**	**Bike Lane (Off Street)**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Sidewalk/ Trail**	**Multi-Purpose Easement**	**Frontage**
Minor Arterial with Trail	4	11	13	5				8	8	Not Required for North Avenue	.5

DRAFT

Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: October 16, 2024

Presented By: Randi Kim, Utilities Director

Department: Utilities

Submitted By: Kenneth Haley, Engineering Manager

Information

SUBJECT:

Authorization for Juniata Dam Outlet Replacement Design Services Contract

RECOMMENDATION:

Staff recommends authorizing the City Purchasing Division to execute a contract for design services with AECOM for the Juniata Dam Outlet Replacement project in an amount not to exceed $200,836.00.

EXECUTIVE SUMMARY:

This item is for consideration to award a contract for professional services for the design, permitting, and construction oversight for the Juniata Dam Outlet Replacements necessary to comply with the Colorado Dam Safety requirements. This project will include replacing a section of pipe on the lower-level outlet pipe in the upstream end of the dam to reduce leakage from the reservoir.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction owns and operates Juniata Reservoir located at the base of the Grand Mesa in the Purdy Mesa area. Juniata reservoir holds approximately 7,281 acre-feet of water behind an earthen dam and serves as the primary water storage reservoir for the City's domestic water system. The dam was originally constructed in circa 1940 with subsequent enlargements completed in 1954 and 1978. The City has completed multiple capital projects on the reservoir to maintain and improve the outlet works at Juniata Reservoir, which includes the most recent project in 2021 that replaced the outlet valves.

Even with the replacement of the outlet valves, the City has observed leakage in the outlet system. Testing in 2023, identified that leakage is occurring in the outlet pipes near the bottom of the reservoir approximately 8 feet from the outlet valves. An

engineering firm, Ayres Associates, was retained to review various repair options. It was determined that the best course of action was to complete an open cut replacement for the leaking section of pipes. This would require the reservoir to be completely drained for excavation purposes, unlike the 2021 valve replacement project.

A formal Request for Proposals (RFP) was issued to solicit proposals from firms that were able to assist in providing the professional services necessary for the design, permitting, and construction oversight necessary to comply with the requirements of the Colorado Dam Safety office. The RFP was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractor's Association, and advertised in The Daily Sentinel. Three (3) proposals were received from the following firms:

Firm	Location
AECOM	Denver, CO
Barr Engineering	Denver, CO
Engineering Analytics	Fort Collins, CO

A selection committee reviewed the proposals and interviewed the top 2 ranking firms.

1. AECOM
2. Engineering Analytics

Based upon initial scored reviews (per the evaluation criteria) and interviews held, the evaluation committee selected AECOM as the top ranked firm and entered into negotiations. The final scope and proposed services would be billed at rates established in the contract with a not-to-exceed amount of $200,836.00.

Per Section 1.1.3 of the Purchasing Manual, Confidential information obtained during procurement activities will be respected and protected as provided by law.

FISCAL IMPACT:

The design services for the Juniata Dam Outlet Replacements are included in the 2024 Adopted Budget within the Water Fund.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to execute a contract for design services with AECOM for the Juniata Dam Outlet Replacement project in an amount not to exceed $200,836.00.

Attachments

None

Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: October 16, 2024

Presented By: Matt Smith, Chief of Police

Department: Police

Submitted By: Matt Smith

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Request to the US Department of Justice (DOJ) FY 2024 Edward Byrne Memorial Justice Assistance Grant (JAG)

RECOMMENDATION:

Staff recommends adoption of the resolution authorizing application for the 2024 BJA JAG grant.

EXECUTIVE SUMMARY:

The Grant Junction Police Department has been solicited by the Bureau of Justice Assistance (BJA) program of the US Department of Justice (DOJ) to apply for an annual, formula grant in the amount of $38,543. The grant is a joint award that is split between the Grand Junction Police Department and the Mesa County Sheriff's Office. If awarded, these funds will be used to accomplish the procurement of essential safety equipment for newly recruited officers and to replace outdated equipment.

As part of the application process, the Bureau of Justice Assistance requires that City Council review/authorize receipt of the grant and provide an opportunity for public comment (30 days minimum). Therefore, a public comment opportunity is requested for the purpose of satisfying this requirement.

BACKGROUND OR DETAILED INFORMATION:

The Grand Junction Police Department continues to focus on initiatives that will further strengthen our community policing and officer safety initiatives. While at the Grand Junction Police Department we already provide safety equipment to each of our officers, the addition of new officers and outdated equipment will necessitate us to utilize JAG funds to accomplish this mission to an even greater level that will

correspond with our community's expectations.

The primary goal is to protect both law enforcement officers and civilians during high-tension events such as protests, public demonstrations, or large gatherings. Modern and well-maintained crowd control equipment (e.g., helmets, shields, protective gear) minimizes the risk of injury, allowing officers to manage crowds in a safe, controlled manner without escalating tensions. We expect to purchase the equipment when we are awarded the funds in 2025. This will provide the needed safety equipment for officers of the Grand Junction Police Department without increasing our impact on the city budget in 2025. These grants are specifically designed for law enforcement and public safety improvements, making them an ideal source for this critical investment.

This purchase will include Amtec PC50 mask systems, knee/shin protection, face shields and chest protection for use during crowd control. We anticipate the purchase/deployment to take place in the first year, and we expect funds to be expended in that same time frame.

The Edward Byrne Memorial Justice Assistance Grant (JAG) is an annual formula grant offered through the Federal Bureau of Justice Assistance. Based upon population and crime statistics, the BJA awards funds to be used for operational and training needs.

FISCAL IMPACT:

The application is for $38,543 which will be split with the Mesa County Sheriff's Department. The Grand Junction Police Department will utilize its portion for purchasing and replacing safety equipment for our patrol officers which is already included in the 2024 Adopted Budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 72-24, a resolution authorizing the City Manager to submit a grant request to the US Department of Justice (DOJ) FY 2024 Edward Byrne Memorial Justice Assistance Grant (JAG).

Attachments

1. RES-Justice Assistance Grant 10112024

RESOLUTION NO. __-24

A RESOLUTION SUPPORTING THE APPLICATION FOR THE EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) FROM THE DEPARTMENT OF JUSTICE (DOJ) BUREAU OF JUSTICE ASSISTANCE PROGRAM (BJA)

Recitals:

City Council has considered and for the reasons stated, authorizes an application for the 2024 Edward Byrne Memorial Justice Assistance Grant which will provide financial assistance to the Grand Junction Police Department (GJPD).

The GJPD has been solicited by the Bureau of Justice Assistance (BJA) program of the US Department of Justice (DOJ) to apply for an annual formula grant in the amount of $38,543. The grant is a joint award that will be apportioned with the Mesa County Sherriff's Office per the grant requirements. If awarded, the grant funds will be used to procure essential safety equipment for newly recruited officers and to replace outdated equipment.

GJPD has been awarded this grant annually and would like to apply for the current cycle, which requires assurance of community priority. Applications cannot be submitted unless approved by the City Council.

As part of the application process, the Bureau of Justice Assistance requires that the City Council review/authorize receipt of the grant and provide an opportunity for public comment (30 days minimum). Therefore, a public comment opportunity will be provided for the purpose of satisfying this requirement.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

1. The City Council of the City of Grand Junction supports the application to the DOJ to obtain funds needed to complete the training. The Interim City Manager is authorized and directed to finalize and submit such DOJ BJA grant application; and,
2. If the grant is awarded, the City Council supports the use of the funds as provided in the grant agreement which the Interim City Manager is authorized to sign on behalf of the City as grantee of the DOJ BJA grant.

This Resolution shall be in full force and effect from and after its passage

Passed and adopted this 16th day of October 2024.

_____

Abram Herman
President of the City Council

ATTEST:

DRAFT

_____
Selestina Sandoval
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: October 16, 2024

Presented By: Jessica Johnsen, Senior Planner

Department: Community Development

Submitted By: Jessica Johnsen, Zoning Supervisor

Information

SUBJECT:

A Resolution to Vacate Part of the Public Trail Easement Located at 347 and 348 Eddy Drive

RECOMMENDATION:

Staff recommends conditional approval of this request.

EXECUTIVE SUMMARY:

The Applicant, The Eddy at Grand Junction LLC, is requesting the vacation of portions of the public trail easement that appears on the Eddy Riverfront Subdivision Filing 2 plat. The trail is located south of C ½ Road, in Tract A of the Eddy Riverfront Subdivision Filing 2 and portions of the properties at 347 and 348 Eddy Dr.

The Applicant has completed the process of a Simple Subdivision application to create a tract (4.89 acres) that the applicants are requesting be transferred to the City of Grand Junction. A public pedestrian trail that is a part of the riverfront trail is constructed within the tract on 16.24 ac in an MU-2 zone district.

This application was filed and reviewed prior to the new Zoning and Development Code being adopted and is being evaluated under the 2010 Zoning and Development Code. The zoning district names are updated as the new code is now effective.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

In 2013, a voter-approved measure, resulting from a challenge to the rezoning of the property included within the Eddy Riverfront Subdivision Filing 2, created an easement for the development of a section of the Colorado Riverfront Trail through the subject property. Most of the existing easement is located along the riverbank and reaches 50’

north of the bank on Tract A and 347 and 348 Eddy Dr with a connection to C1/2 Road along the east edge of Lot 2 of the Eddy Riverfront Subdivision Filing 2. The width of the easement along the river was greater than some that have been granted for a trail as it had not been determined where on the site along the riverfront would be most appropriate.

The site was more fully reviewed with the Eddy Riverfront Subdivision. A second ballot question was approved by the people in April 2020 to allow for some modification of the trail easement in accordance with the development of Lot 1 and Lot 2, a campground and residential multifamily respectively. In addition, the 2021 approval for the development was conditional and required a review of the site to provide a more detailed analysis of the stability of the riverbank in this area, which has consequences for the viability of constructing an extension of the Colorado Riverfront Trail within the easement.

The Applicant's request is to vacate a portion of the existing trail easement which runs east-west after completing a simple subdivision application that includes a tract which encompasses the constructed trail. Staff has considered the information now available and determined that if Tract A which is offered by the Applicant to be dedicated to the City is accepted by the City through City Council, then it is sufficient for use by the public of the trail and for maintaining the trail. The vacation of the easement portion requested is recommended by staff with the condition that Tract A must first be dedicated to the City of Grand Junction and accepted by the City for use of the public.

NOTIFICATION REQUIREMENTS
A neighborhood meeting is not required per Grand Junction Municipal Code Section 21.02.070.

Notice was completed consistent with the provisions in Section 21.02.080(g) of the Zoning and Development Code. The subject property was posted with an application sign on August 14, 2024. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on September 27, 2024. The notice of this public hearing was published on September 29, 2024, in the Grand Junction Daily Sentinel. An online hearing with opportunity for public comment was held between October 1, 2024 and October 7, 2024 through the GJSpeaks platform.

ANALYSIS
The criteria for review is set forth in Section 21.02.100(c) of the Zoning and Development Code. The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements provided the vacation shall conform to the following:

1. The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies of the City;

The request to vacate a portion of an existing trail easement does not conflict with the Comprehensive Plan, Grand Junction Circulation Plan or other adopted plans and policies of the City, as long as the City owns Tract A where the constructed trail is located. There is consistency with the Active Transportation Corridor as well. Vacation of this easement will have no impact on public facilities or services provided to the general public since the City is to receive a tract which encompasses the trail as part of the simple subdivision. Further, the vacation request is consistent with the following goals and policies of the Comprehensive Plan:

- *Plan Principle 6: Efficient and Connected Transportation - Active Transportation*. The coordination of the active transportation network with the recreational trail system on public lands ensures that biking and walking contribute to the Grand Junction experience for residents and visitors alike. The Colorado River Trail is the spine of Grand Junction's trail system and a key route for transportation and recreation on the south side of the city. Supported by connections to the city's other active transportation corridors along drainage and utilities, the Colorado River Trail provides access to riverfront recreational opportunities, a transportation connection for bike commuters, and non-motorized access to many destinations in the Grand Valley.
- *Plan Principle 7: Great Places and Recreation. Excellent Amenities.* The community center is a hub of activity for residents and visitors of all ages, supporting both the physical and mental health and wellness of the community. The riverfront, once used as a dumping ground, has become a distinct linear parks system and treasured waterfront, connected by the Riverfront Trail and accessible from all areas of the city via the Active Transportation Corridors that intersect it. The riverfront parks connect to key destinations, including the Riverfront at Las Colonias, the Riverfront at Dos Rios, new event spaces, and the Western Colorado Botanical Gardens. Grand Junction's Arts and Culture Commission, through their work and involving the Grand Junction Creative District, provides abundance of festivals, theater, and music; places for arts organizations; and a strengthened awareness and involvement of citizens in the community. Therefore, staff has found this criterion has been met.

2. No parcel shall be landlocked as a result of the vacation;

All adjacent parcels have, and shall continue to have, direct access to public Rights of Way before and after the proposed easement vacation. Therefore, staff finds that this criterion has been met.

3. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected

by the proposed vacation;

This vacation does not impact access to any parcel with the condition of the tract being granted to the City and as such, staff finds this criterion has been met.

4. There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services;

No adverse impacts on the health, safety, and/or welfare of the general community have been identified and the quality of public facilities and services provided to any parcel of land will not be reduced as a result of this vacation as the City will receive a tract of land from the Applicant/Owner of the property which serves the purpose of providing a trail for public use; therefore, staff finds this criterion has been met.

5. The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 GJMC; and

Neither staff nor utility providers have identified that this request will inhibit the provision of adequate public facilities and services. Staff finds that this criterion has been met.

6. The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

The City will benefit from this property and trail being in public ownership, while the developer will also benefit for this property not being on their tax role and not having this area to maintain. The developer had previously agreed to cover approximately 5+ years of maintenance.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing The Eddy – Easement Vacation, VAC-2023-305, located south of C ½ Road, running along the southern portion of both properties located at 347 and 348 Eddy Drive, the following finding of fact based on a condition of approval has been made:

The requests conform with Section 21.02.100(c) of the Zoning and Development Code.

Conditions:

Tract A of the Eddy Riverfront Subdivision Filing 2 first be dedicated to and accepted by the city which encompasses the constructed east/west Riverfront Trail.

Therefore, Staff recommends conditional approval of the request.

The Planning Commission heard this request at the October 8, 2024, meeting and voted (6 to 0) to recommend conditional approval of the request.

FISCAL IMPACT:

There is no fiscal impact to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 75-24, a resolution vacating part of the public trail easement located at 347 and 348 Eddy Drive.

Attachments

1. Exhibit 1 - Development Application
2. Exhibit 2 - Site Map
3. Exhibit 3 - Zoning Map
4. Exhibit 4 - Subdivision Plat
5. Exhibit 5 - Vacation Exhibits & Legal Descriptions
6. Exhibit 7 - Planning Commission Minutes - 2024 - October 8 - DRAFT
7. RES-Eddy Vacation 10112024

CITY OF Grand Junction COLORADO

PUBLIC WORKS & PLANNING

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Vacation - Easement

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation		Existing Zoning	
Proposed Land Use Designation		Proposed Zoning	

Property Information

Site Location:	348 Eddy Drive & 347 Eddy Drive Grand Jct. CO 81501	Site Acreage:	7.03 & 9.36
Site Tax No(s):	2945-244-63-002 & 2945-243-63-001	Site Zoning:	C-1
Project Description:	Vacate 50' Trail Easement		

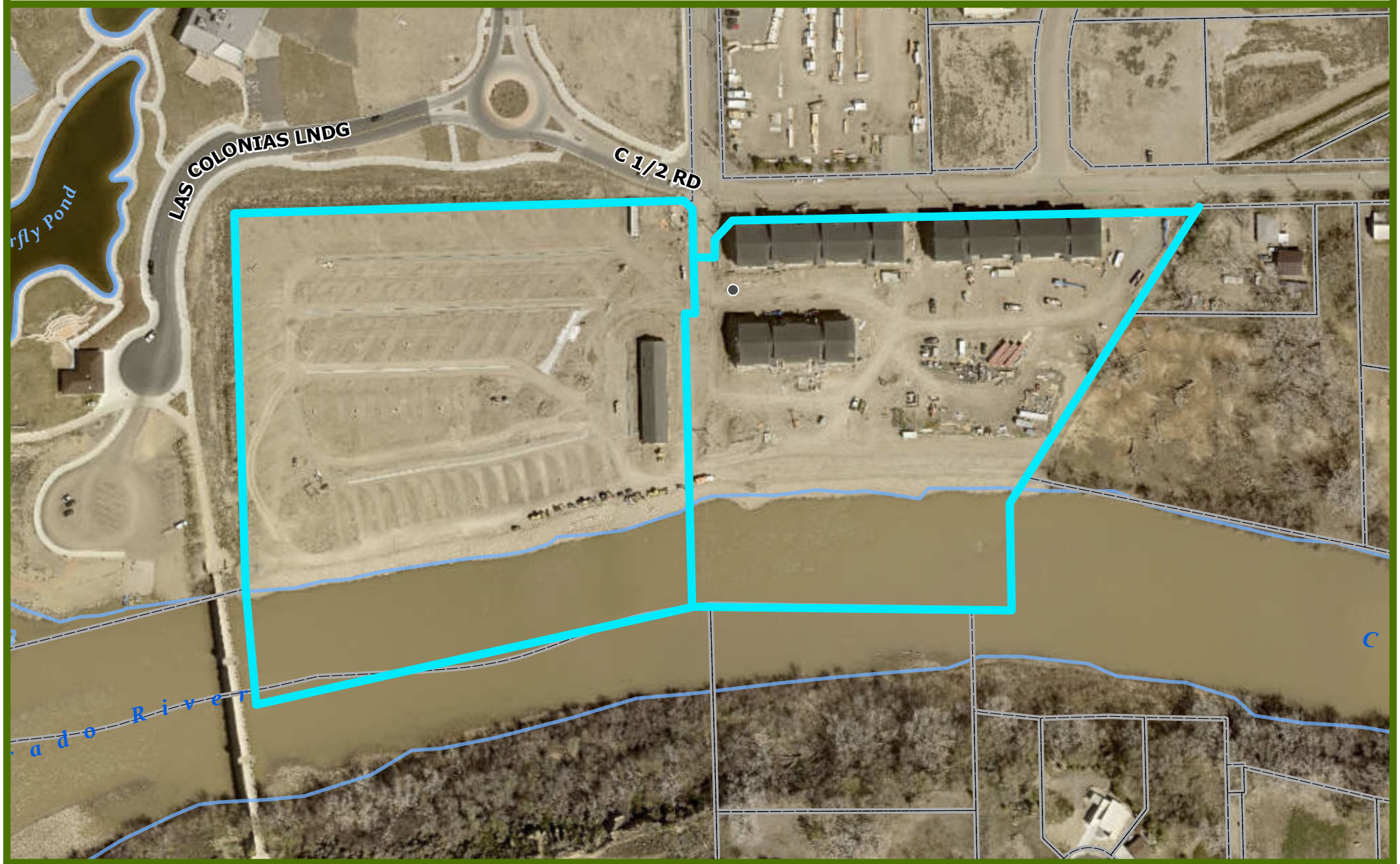
Property Owner Information		Applicant Information		Representative Information	
Name:	The Eddy at Grand Junction, LLC	Name:	The Eddy at Grand Junction LLC	Name:	Kaart Planning
Street Address:	PO Box 770740	Street Address:	PO Box 770740	Street Address:	734 Main Street
City/State/Zip:	Steamboat Springs CO, 80477	City/State/Zip:	Steamboat Springs Co, 80477	City/State/Zip:	G.J. CO 81501
Business Phone #:	303-522-6655	Business Phone #:	240.793.6405	Business Phone #:	241-0745
E-Mail:	Stephanie@fourpointsfunding.com	E-Mail:	michael@triumphdev.com	E-Mail:	mallory.reams@kaart.com
Fax #:	n/a	Fax #:	n/a	Fax #:	n/a
Contact Person:	Stephanie Copeland	Contact Person:	Michael O'Connor	Contact Person:	Mallory Reams
Contact Phone #:	303-522-6655	Contact Phone #:	240.793.6405	Contact Phone #:	241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application	Mallory Reams	Date	5-1-23
Signature of Legal Property Owner		Date	**4.27.23**

Site Map



N

0 0.05 0.1 mi

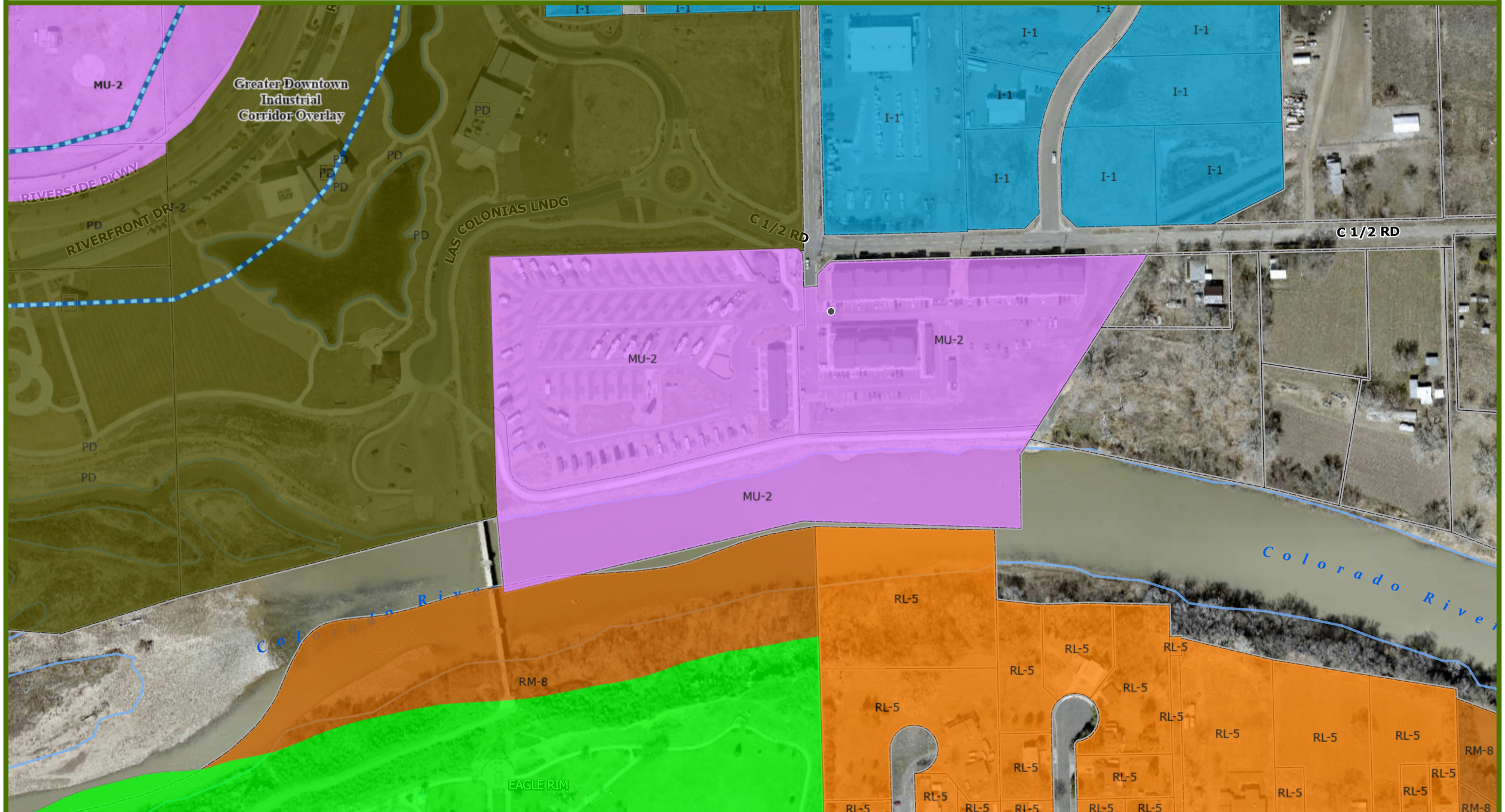
Printed: 11/21/2023

1 inch equals 188 feet

Scale: 1:2,257

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

Zoning Map - The Eddy



N

0 0.13 0.25 mi

Printed: 9/27/2024

1 inch equals 188 feet

Scale: 1:2,257

RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 1 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CERTIFICATE OF OWNERSHIP AND DEDICATION
KNOW ALL MEN BY THESE PRESENTS:
That THE EDDY AT GRAND JUNCTION, LLC, A COLORADO LIMITED LIABILITY COMPANY is the owner of record of that real property situate in the Northeast 1/4 of the Southwest 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, together with certain Public rights of way vacated by the City of Grand Junction, Ordinance No.4932, as same is recorded with Reception No. 2931827 at the Mesa County Clerk and Recorders Office. The ownership of which is demonstrated under Reception No. 2909396 at the Mesa County Clerk and Recorders Office, and being more particularly described as follows:

Lots 1 and 2, Eddy Riverfront Subdivision (Reception No. 2983444)

Containing 16.24 acres.

SAID OWNER has by these presents laid out, platted, and caused to be surveyed the above described real property as shown hereon, and designates the same as EDDY RIVERFRONT SUBDIVISION FILING 2 in the City of Grand Junction, County of Mesa, State of Colorado, and do hereby make the following Dedications and Grants:

All Trail Easements, including, but not limited to, a trail easement across a portion of the vacated 27 1/2 Road with the north line of the easement being the same as the south line of the easement previously dedicated to the City in Reception No. 2983444 and connecting to and with the adjoining west and east trail sections previously dedicated to the City in Reception No. 2684027, are dedicated to the City of Grand Junction as a perpetual easement for the use of the public forever, subject to the rules and regulations of said City, for purposes including but not limited to, constructing, installing, maintaining and repairing a trail and appurtenant facilities and for ingress, egress and access for the public with accompanying pets, if any, for use as pedestrians, and/or with wheelchairs (motorized and non-motorized), bicycles, motorized bicycles (a vehicle having two or three wheels, cylinder capacity not exceeding 50 c.c., and an automatic transmission which does not exceed thirty miles an hour), electric scooters (an electric powered vehicle having two or three wheels and does not exceed thirty miles per hour), and other non-motorized forms of transportation for commuting and recreational purposes.

Said owner hereby acknowledges that all lienholders or encumbrancers, if any, associated with the interests of this Plat have been represented hereon.

IN WITNESS WHEREOF, said owner,

THE EDDY AT GRAND JUNCTION, LLC,
a Colorado limited liability company

By: 4PF RURAL COZ FUND I, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC

By: 4PF RURAL COZ FUND II, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND II, LLC

has caused its name to be hereunto subscribed this 18th day of December, 2023

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 18th day of December, 2023 By Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC and 4PF RURAL COZ FUND II, LLC, Managing Members of The Eddy at Grand Junction, LLC.

By: _____ Witness my hand and official seal:
Notary Public
My commission expires: 02/17/2026

EMILY LINDEN MUSSELMAN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20184003345
MY COMMISSION EXPIRES 02/17/2026

LIENHOLDER'S RATIFICATION OF PLAT
The undersigned hereby certifies that it is a holder of a security interest upon the property hereon described and does hereby join in and consent to the dedication of the lands described in said dedication by the owners thereof and agree that its security interest which is recorded with Reception Number 2985917 of the public records of Mesa County, Colorado shall be subordinated to the dedications shown thereon.

In witness whereof, the said corporation has caused these presents to be signed by its Senior Vice President (title), with the authority of its board of directors, this 20 day of December, 2023

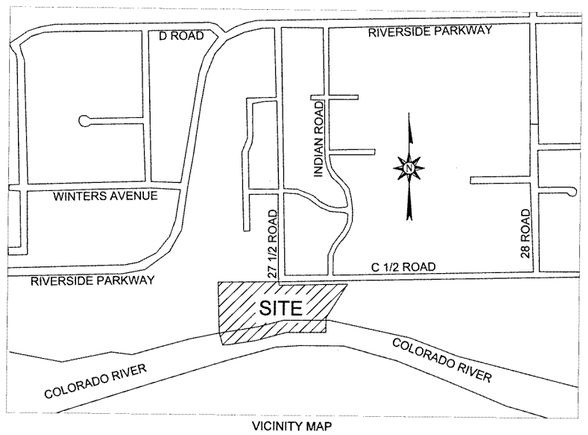
By: _____
For: FIRSTBANK

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Garfield)

This Lienholder's Ratification was acknowledged before me by Kseniya Mamlin, as Senior Vice President, on this 20 day of December, 2023

Witness my hand and official seal: _____
Notary Public
My commission expires 07/27/25

JENNIFER BENCOMO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20214029759
MY COMMISSION EXPIRES 07/27/2025



VICINITY MAP
NOT TO SCALE

PLAT NOTES:
1. All exterior subdivision boundary monuments are set in concrete
2. Title information provided by Land Title Guarantee Company, Order No. GJIF65054242-2, Dated 04/21/2023, and the Mesa County Assessor - Real Property Public Information System.
3. The Colorado River adjacent to this parcel is defined as a Non-Navigable River. The Colorado River is a natural meandering river and lands adjacent to the Colorado River may gain area due to accretion or lose lands due to erosion.
4. The 50' trail easement granted to the City of Grand Junction with Reception No. 2684027 is described using the north top bank of the Colorado River as the south line of the 50' easement for the portion along the Colorado River. The process of vacating the portion of this trail easement along the bank of the Colorado River has begun but is not complete at the time of recording of this plat.
5. The north boundary line of Tract A is based on the location of the constructed bike path. The boundary line is located 10' north of the bike path.
6. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
7. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

AREA SUMMARY

Lots	11.35 Acres	69.9%
Tracts	4.89 Acres	30.1%
Total	16.24 Acres	100%

BASIS OF BEARINGS:
The bearing between the Center 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian and the center East 1/16 of Section 24, Township 1 South, Range 1 West of the Ute Meridian is S89°45'54"E, this bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area. Both Monuments are in Monument Boxes.

TITLE CERTIFICATION
Land Title Guarantee Company, a title insurance company, as duly licensed in the state of Colorado, hereby certifies that we have examined title to the hereon described property; that we find the title to the property is vested to The Eddy at Grand Junction, LLC; that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record; that all easements, reservations, and rights-of-way of record are shown hereon.

Assistant Vice President 12/18/2023
Name and Title — Date
Land Title Guarantee Company

CITY USE BLOCK
DOCUMENT NAME: RECEPTION NO:

CITY OF GRAND JUNCTION APPROVAL
Eddy Riverfront Subdivision Filing 2, a subdivision of the City of Grand Junction, Mesa County, Colorado, is hereby approved and dedications accepted this 17 day of January, 2024

City Manager — Mayor

CLERK AND RECORDER'S CERTIFICATE
STATE OF COLORADO)
)§
COUNTY OF MESA)

I certify that this instrument was filed in my office at 2:25 o'clock P M, on the 17th day of January, 2024, and was recorded at Reception No 3083552, Drawer No. E3-78, Fees $30.00

By: _____ Clerk and Recorder — Kevin Chambers, Deputy

CERTIFICATION
I, Christopher C. Ransier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the Plat of Eddy Riverfront Subdivision Filing 2 was performed by me or under my responsible charge; it is based upon my knowledge, information, and belief, is in accordance with acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

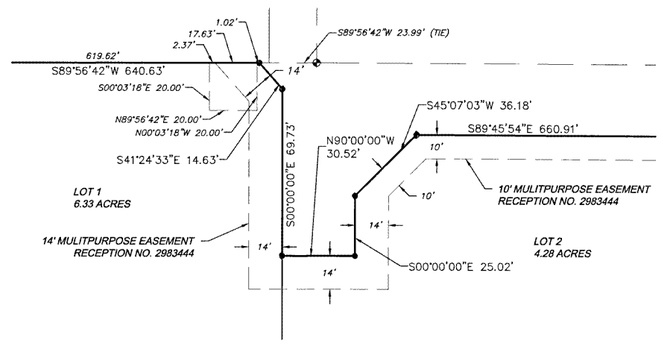
SHEET 1 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

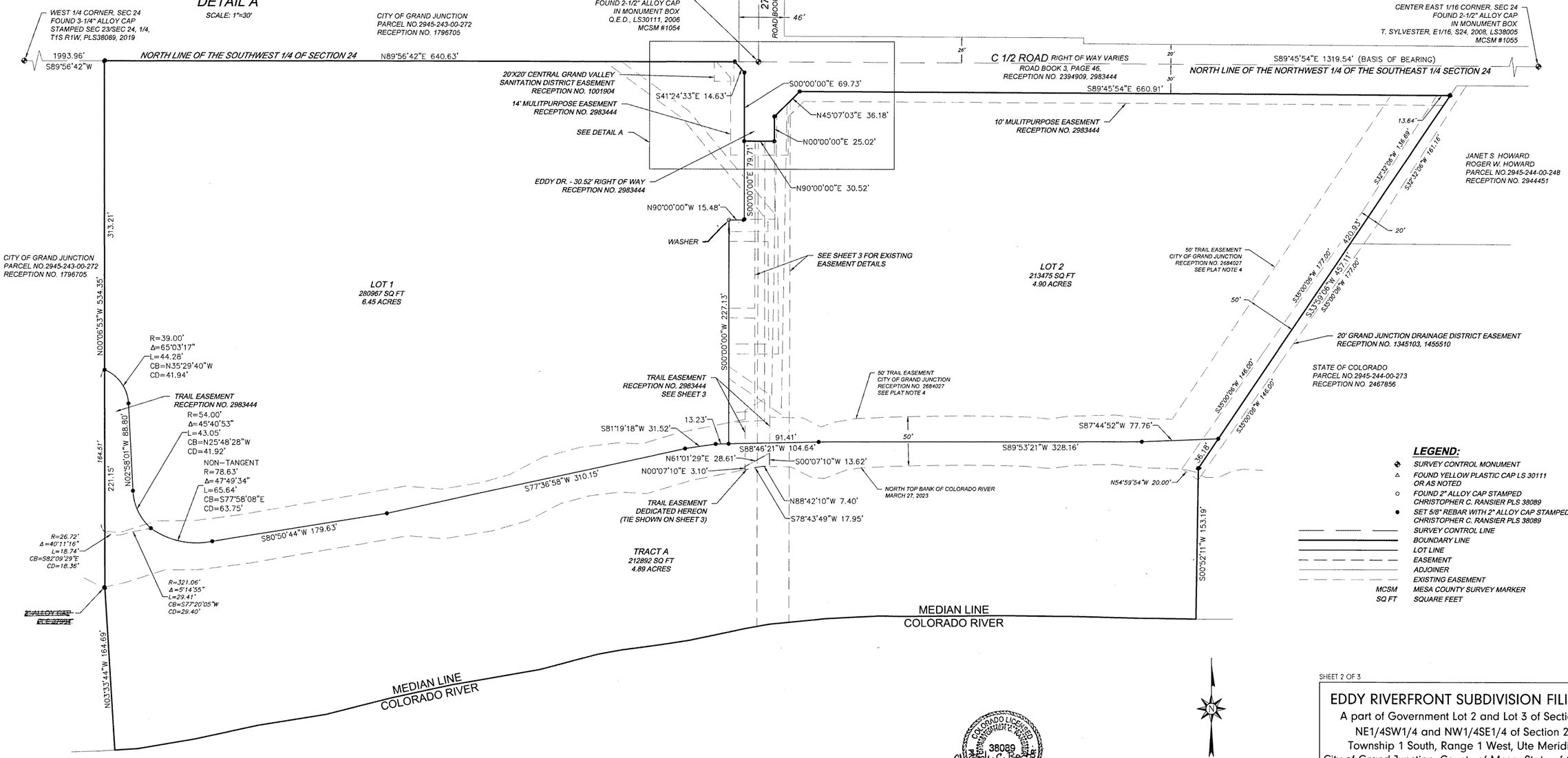
EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado



DETAIL A

SCALE: 1"=30'



LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND YELLOW PLASTIC CAP LS 30111 OR AS NOTED
- FOUND 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SURVEY CONTROL LINE
- BOUNDARY LINE
- LOT LINE
- EASEMENT
- ADJOINER
- EXISTING EASEMENT
- MCSM MESA COUNTY SURVEY MARKER
- SQ FT SQUARE FEET

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

0 25 50 100 150
1"=50'
Linear units are U.S. Survey Foot

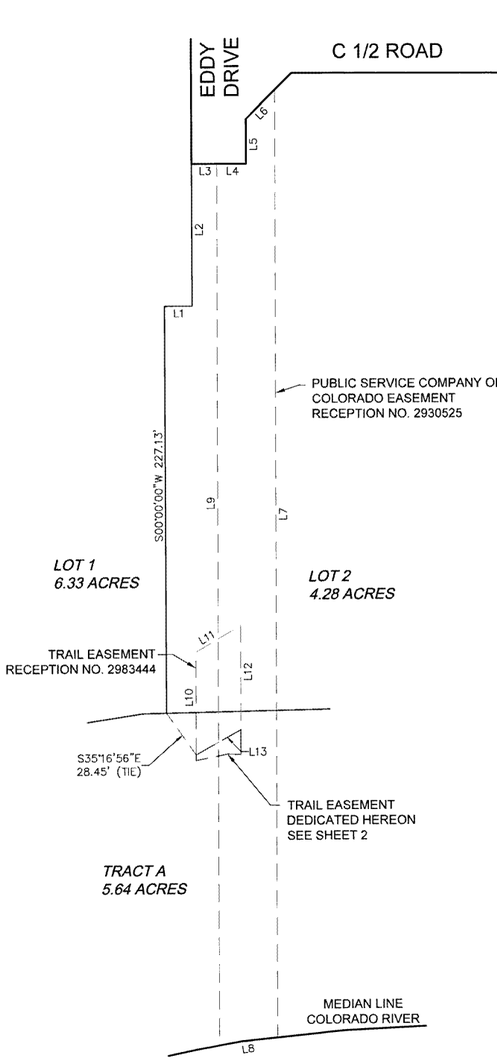
SHEET 2 OF 3

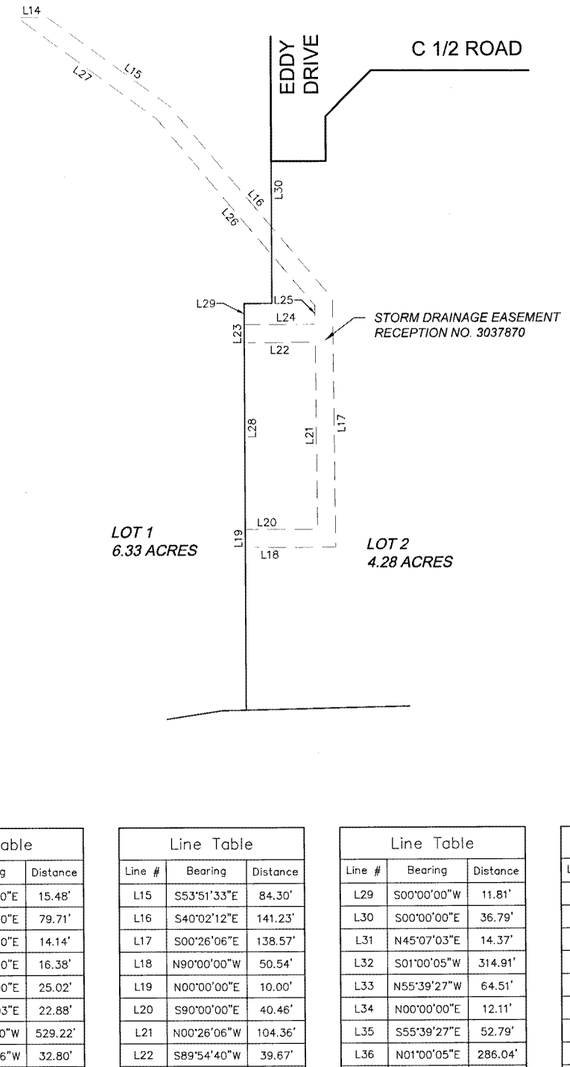
EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

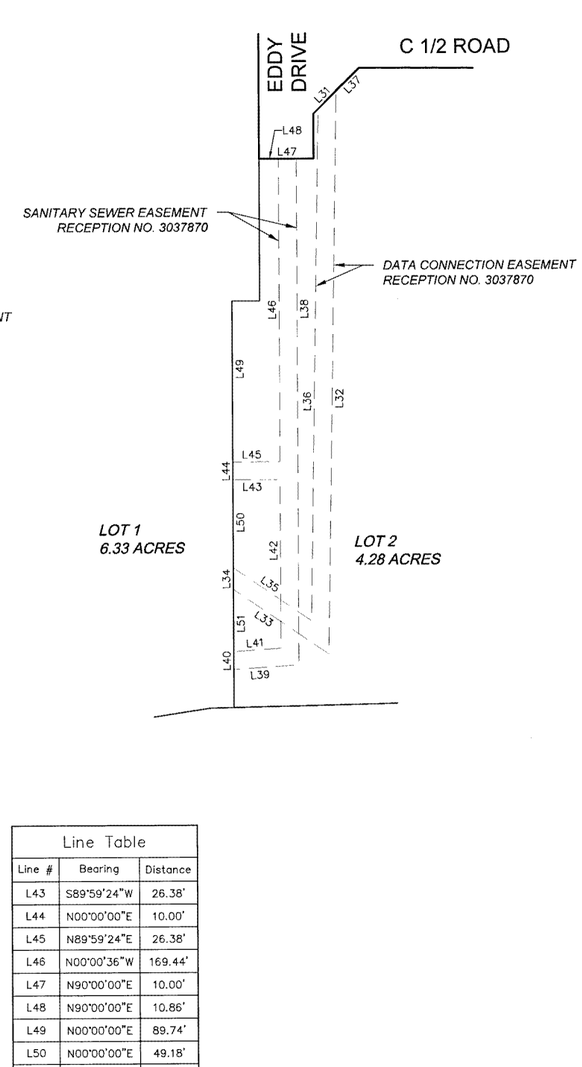
Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

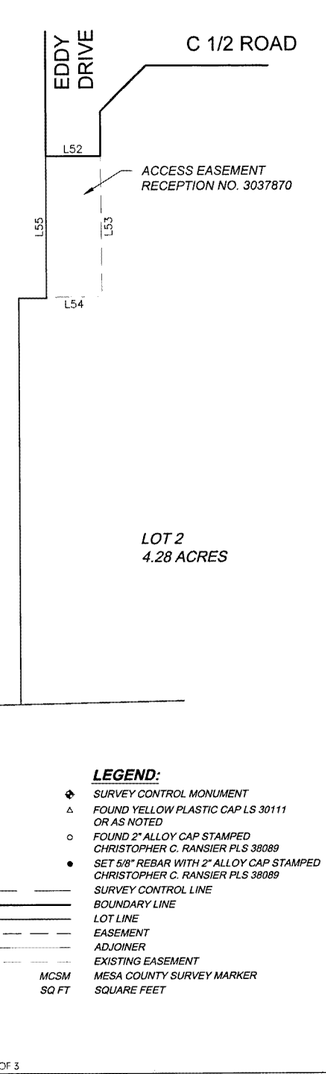
EDDY RIVERFRONT SUBDIVISION FILING 2

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Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado









Line Table		
Line #	Bearing	Distance
L1	S90°00'00"E	15.48'
L2	N00°00'00"E	79.71'
L3	N90°00'00"E	14.14'
L4	N90°00'00"E	16.38'
L5	N00°00'00"E	25.02'
L6	N45°07'03"E	22.88'
L7	S00°07'10"W	529.22'
L8	S82°24'56"W	32.80'
L9	N00°07'10"E	492.38'
L10	N00°07'10"E	57.25'
L11	N59°17'34"E	29.11'
L12	S00°07'10"W	58.26'
L13	S61°01'29"W	28.61'
L14	N89°56'42"E	16.93'

Line Table		
Line #	Bearing	Distance
L15	S53°51'33"E	84.30'
L16	S40°02'12"E	141.23'
L17	S00°26'06"E	138.57'
L18	N90°00'00"W	50.54'
L19	N00°00'00"E	10.00'
L20	S90°00'00"E	40.46'
L21	N00°26'06"W	104.36'
L22	S89°54'40"W	39.67'
L23	N00°00'00"E	10.00'
L24	N89°54'40"E	39.59'
L25	N00°26'06"W	10.52'
L26	N40°02'12"W	136.42'
L27	N53°51'33"W	96.75'
L28	S00°00'00"W	104.30'

Line Table		
Line #	Bearing	Distance
L29	S00°00'00"W	11.81'
L30	S00°00'00"E	36.79'
L31	N45°07'03"E	14.37'
L32	S01°00'05"W	314.91'
L33	N55°39'27"W	64.51'
L34	N00°00'00"E	12.11'
L35	S55°39'27"E	52.79'
L36	N01°00'05"E	286.04'
L37	N45°07'03"E	18.17'
L38	S00°00'36"E	283.05'
L39	S86°02'49"W	36.48'
L40	N00°00'00"E	10.02'
L41	N86°02'49"E	26.46'
L42	N00°00'36"W	94.27'

Line Table		
Line #	Bearing	Distance
L43	S89°59'24"W	26.38'
L44	N00°00'00"E	10.00'
L45	N89°59'24"E	26.38'
L46	N00°00'36"W	169.44'
L47	N90°00'00"E	10.00'
L48	N90°00'00"E	10.86'
L49	N00°00'00"E	89.74'
L50	N00°00'00"E	49.18'
L51	N00°00'00"E	34.80'
L52	N90°00'00"E	30.52'
L53	S00°28'53"E	78.89'
L54	S89°31'47"W	31.18'
L55	N00°00'00"E	79.15'

LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND YELLOW PLASTIC CAP LS 30111 OR AS NOTED
- FOUND 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
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- EXISTING EASEMENT
- MCSM MESA COUNTY SURVEY MARKER
- SQ FT SQUARE FEET

COLORADO LICENSED PROFESSIONAL LAND SURVEYOR CHRISTOPHER C. RANSIER 38089 12/1/23

Christopher C. Ransier
Colorado PLS 38089

0 20 40 80 120
1"=40'
Linear units are U.S. Survey Foot

SHEET 3 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2

A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 1 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

File ID#: SSU-2023-304
Zoning: C-1
Check Floodplain

EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CERTIFICATE OF OWNERSHIP AND DEDICATION
KNOW ALL MEN BY THESE PRESENTS:
That THE EDDY AT GRAND JUNCTION, LLC, A COLORADO LIMITED LIABILITY COMPANY is the owner of record of that real property situate in the Northeast 1/4 of the Southwest 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, together with certain Public rights of way vacated by the City of Grand Junction, Ordinance No.4932, as same is recorded with Reception No. 2931827 at the Mesa County Clerk and Recorders Office. The ownership of which is demonstrated under Reception No. 2909396 at the Mesa County Clerk and Recorders Office, and being more particularly described as follows:

Lots 1 and 2, Eddy Riverfront Subdivision (Reception No. 2983444)

Containing 16.24 acres.

SAID OWNER has by these presents laid out, platted, and caused to be surveyed the above described real property as shown hereon, and designates the same as EDDY RIVERFRONT SUBDIVISION FILING 2 in the City of Grand Junction, County of Mesa, State of Colorado, and do hereby make the following Dedications and Grants:

All Trail Easements, including, but not limited to, a trail easement across a portion of the vacated 27 1/2 Road with the north line of the easement being the same as the south line of the easement previously dedicated to the City in Reception No. 2983444 and connecting to and with the adjoining west and east trail sections previously dedicated to the City in Reception No. 2684027, are dedicated to the City of Grand Junction as a perpetual easement for the use of the public forever, subject to the rules and regulations of said City, for purposes including but not limited to, constructing, installing, maintaining and repairing a trail and appurtenant facilities and for ingress, egress and access for the public with accompanying pets, if any, for use as pedestrians, and/or with wheelchairs (motorized and non-motorized), bicycles, motorized bicycles (a vehicle having two or three wheels, cylinder capacity not exceeding 50 c.c., and an automatic transmission which does not exceed thirty miles an hour), electric scooters (an electric powered vehicle having two or three wheels and does not exceed thirty miles per hour), and other non-motorized forms of transportation for commuting and recreational purposes.

Said owner hereby acknowledges that all lienholders or encumbrancers, if any, associated with the interests of this Plat have been represented hereon.

IN WITNESS WHEREOF, said owner,

THE EDDY AT GRAND JUNCTION, LLC,
a Colorado limited liability company

By: 4PF RURAL COZ FUND I, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC

By: 4PF RURAL COZ FUND II, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND II, LLC

has caused its name to be hereunto subscribed this 18th day of December, 2023

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 19th day of December, 2023 By Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC and 4PF RURAL COZ FUND II, LLC, Managing Members of The Eddy at Grand Junction, LLC.

By: _____ Witness my hand and official seal:
Notary Public
My commission expires: 02/17/2026

EMILY LINDEN MUSSELMAN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104003345
MY COMMISSION EXPIRES 02/17/2026

LIENHOLDER'S RATIFICATION OF PLAT
The undersigned hereby certifies that it is a holder of a security interest upon the property hereon described and does hereby join in and consent to the dedication of the lands described in said dedication by the owners thereof and agree that its security interest which is recorded with Reception Number 2985917 of the public records of Mesa County, Colorado shall be subordinated to the dedications shown thereon.

In witness whereof, the said corporation has caused these presents to be signed by its Senior Vice President (title), with the authority of its board of directors, this 20 day of December, 2023

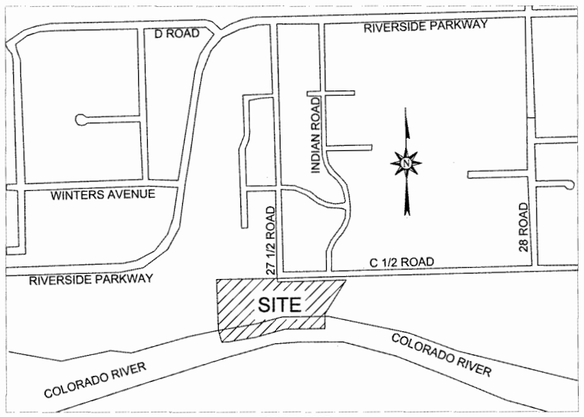
By: _____
For: FIRSTBANK

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Garfield)

This Lienholder's Ratification was acknowledged before me by Kseniya Mamlin
as Senior Vice President, on this 20 day of December, 2023

Witness my hand and official seal: _____
Notary Public
My commission expires 07/27/25

JENNIFER BENCOMO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20214029759
MY COMMISSION EXPIRES 07/27/2025



VICINITY MAP
NOT TO SCALE

PLAT NOTES:
1. All exterior subdivision boundary monuments are set in concrete
2. Title information provided by Land Title Guarantee Company, Order No. GJIF65054242-2, Dated 04/21/2023, and the Mesa County Assessor - Real Property Public Information System.
3. The Colorado River adjacent to this parcel is defined as a Non-Navigable River. The Colorado River is a natural meandering river and lands adjacent to the Colorado River may gain area due to accretion or lose lands due to erosion.
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5. The north boundary line of Tract A is based on the location of the constructed bike path. The boundary line is located 10' north of the bike path.
6. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
7. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

AREA SUMMARY

Lots	11.35 Acres	69.9%
Tracts	4.89 Acres	30.1%
Total	16.24 Acres	100%

BASIS OF BEARINGS:
The bearing between the Center 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian and the center East 1/16 of Section 24, Township 1 South, Range 1 West of the Ute Meridian is S89°45'54"E, this bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area. Both Monuments are in Monument Boxes.

Please note: The red address numbers and text have been added digitally to the recorded subdivision plat.

TITLE CERTIFICATION
Land Title Guarantee Company, a title insurance company, as duly licensed in the state of Colorado, hereby certifies that we have examined title to the hereon described property; that we find the title to the property is vested to The Eddy at Grand Junction, LLC; that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record, that all easements, reservations, and rights-of-way of record are shown hereon.

_____ Assistant Vice President 12/18/2023
Name and Title Date
Land Title Guarantee Company

CITY USE BLOCK
DOCUMENT NAME: RECEPTION NO:

CITY OF GRAND JUNCTION APPROVAL
Eddy Riverfront Subdivision Filing 2, a subdivision of the City of Grand Junction, Mesa County, Colorado, is hereby approved and dedications accepted this 17 day of January, 2024

_____ _____
City Manager Mayor

CLERK AND RECORDER'S CERTIFICATE
STATE OF COLORADO)
)§
COUNTY OF MESA)

I certify that this instrument was filed in my office at 2:25 o'clock P M, on the 17th day of January, 2024, and was recorded at Reception No 3083552, Drawer No. I3-78, Fees $30.00.

By: _____ Kevin Chambers
Clerk and Recorder Deputy

CERTIFICATION
I, Christopher C. Ransier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the Plat of Eddy Riverfront Subdivision Filing 2 was performed by me or under my responsible charge; it is based upon my knowledge, information, and belief, is in accordance with acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

SHEET 1 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

File ID#: SSU-2023-304
Zoning: C-1
Check Floodplain

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Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

DETAIL A
SCALE: 1"=30'

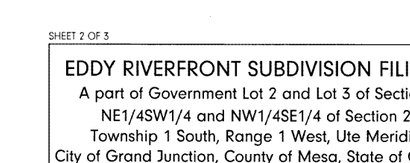
347 Eddy Drive
348 Eddy Drive

LOT 1
260967 SQ FT
6.45 ACRES

LOT 2
213475 SQ FT
4.90 ACRES

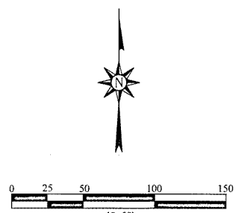
TRACT A
212892 SQ FT
4.89 ACRES

MEDIAN LINE
COLORADO RIVER





Christopher C. Ransier
Colorado PLS 38089



Linear units are U.S. Survey Foot

SHEET 2 OF 3

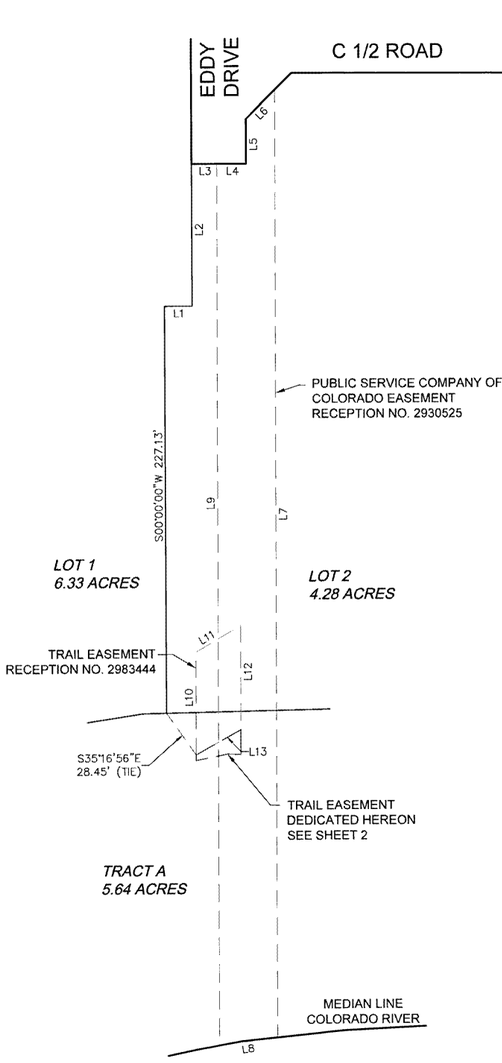
EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

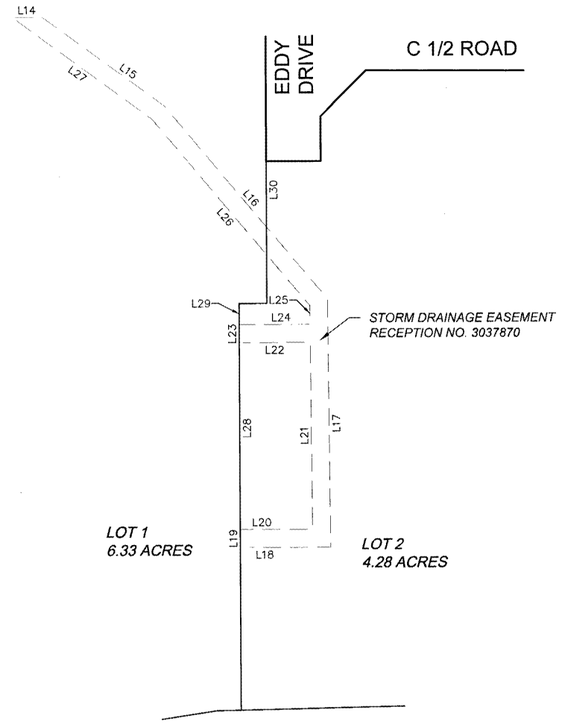
Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

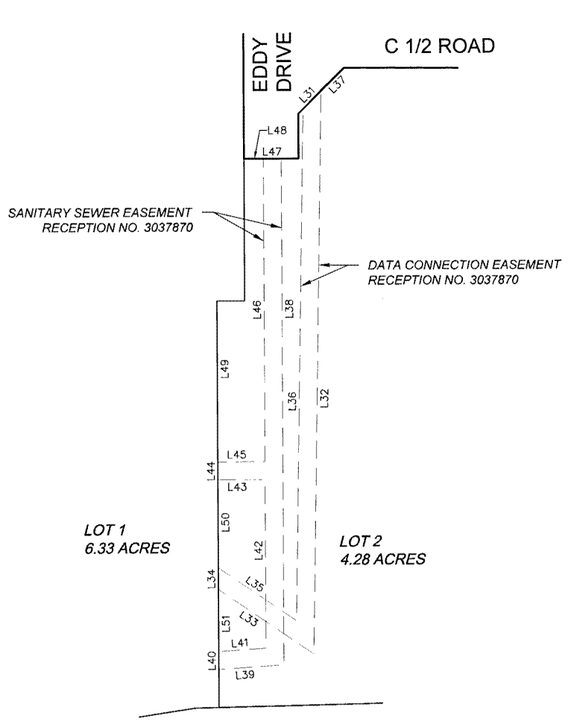
RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 3 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

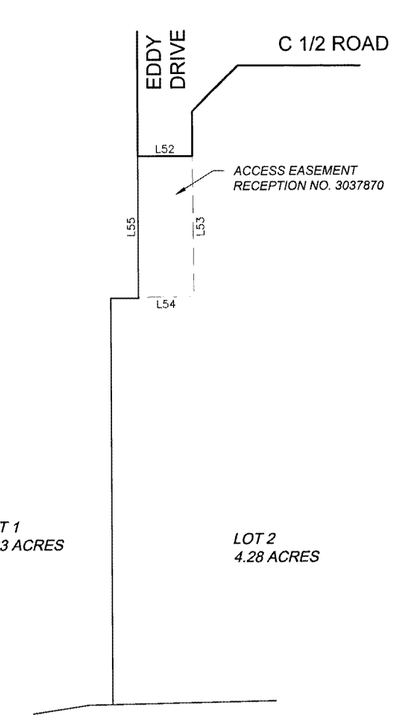
EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado









Line Table		
Line #	Bearing	Distance
L1	S90°00'00"E	15.48'
L2	N00°00'00"E	79.71'
L3	N90°00'00"E	14.14'
L4	N90°00'00"E	16.38'
L5	N00°00'00"E	25.02'
L6	N45°07'03"E	22.88'
L7	S00°07'10"W	529.22'
L8	S82°24'56"W	32.80'
L9	N00°07'10"E	492.38'
L10	N00°07'10"E	57.25'
L11	N59°17'34"E	29.11'
L12	S00°07'10"W	58.26'
L13	S61°01'29"W	28.61'
L14	N89°56'42"E	16.93'

Line Table		
Line #	Bearing	Distance
L15	S53°51'33"E	84.30'
L16	S40°02'12"E	141.23'
L17	S00°26'06"E	138.57'
L18	N90°00'00"W	50.54'
L19	N00°00'00"E	10.00'
L20	S90°00'00"E	40.46'
L21	N00°26'06"W	104.36'
L22	S89°54'40"W	39.67'
L23	N00°00'00"E	10.00'
L24	N89°54'40"E	39.59'
L25	N00°26'06"W	10.52'
L26	N40°02'12"W	136.42'
L27	N53°51'33"W	96.75'
L28	S00°00'00"W	104.30'

Line Table		
Line #	Bearing	Distance
L29	S00°00'00"W	11.81'
L30	S00°00'00"E	36.79'
L31	N45°07'03"E	14.37'
L32	S01°00'05"W	314.91'
L33	N55°39'27"W	64.51'
L34	N00°00'00"E	12.11'
L35	S55°39'27"E	52.79'
L36	N01°00'05"E	286.04'
L37	N45°07'03"E	18.17'
L38	S00°00'36"E	283.05'
L39	S86°02'49"W	36.48'
L40	N00°00'00"E	10.02'
L41	N86°02'49"E	26.46'
L42	N00°00'36"W	94.27'

Line Table		
Line #	Bearing	Distance
L43	S89°59'24"W	26.38'
L44	N00°00'00"E	10.00'
L45	N89°59'24"E	26.38'
L46	N00°00'36"W	169.44'
L47	N90°00'00"E	10.00'
L48	N90°00'00"E	10.86'
L49	N00°00'00"E	89.74'
L50	N00°00'00"E	49.18'
L51	N00°00'00"E	34.80'
L52	N90°00'00"E	30.52'
L53	S00°28'53"E	78.89'
L54	S89°31'47"W	31.18'
L55	N00°00'00"E	79.15'

LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND YELLOW PLASTIC CAP LS 30111 OR AS NOTED
- FOUND 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SURVEY CONTROL LINE
- BOUNDARY LINE
- LOT LINE
- EASEMENT
- ADJOINER
- EXISTING EASEMENT
- MCSM MESA COUNTY SURVEY MARKER
- SQ FT SQUARE FEET

COLORADO LICENSED CHRISTOPHER C. RANSIER 38089 PROFESSIONAL LAND SURVEYOR 12/1/23

Christopher C. Ransier
Colorado PLS 38089

N

0 20 40 80 120
1"=40'
Linear units are U.S. Survey Foot

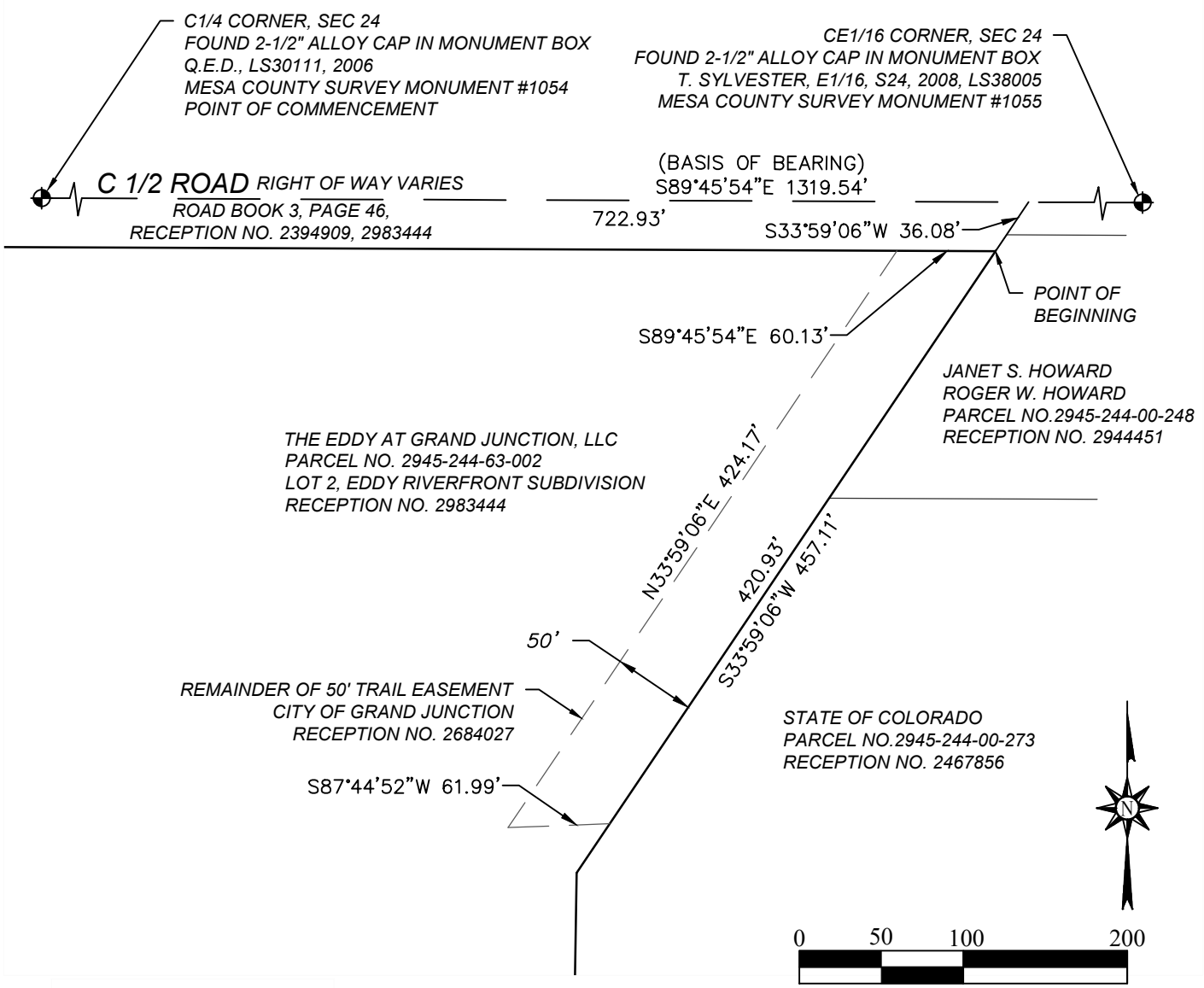
SHEET 3 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2

A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

TRAIL EASEMENT VACATION EXHIBIT
347 & 348 Eddy Drive, Grand Junction, CO 81501



Linear units are U.S. Survey Foot

LEGEND:

- SURVEY CONTROL LINE
- LOT LINE
- ADJOINER
- EASEMENT LINE

COLORADO LICENSED
ALEXANDRE BENOIT LHERITIER
PROFESSIONAL LAND SURVEYOR
11/2/23
38464

Alexandre B. Lheritier
Colorado PLS 38464

THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION - IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

Job #: 2420523	Date: 11/02/2023

Kaart Land Solutions, LLC
734 Main St.
Grand Junction, CO 81501
970.201.4081 surveying@kaart.com

Trail Easement Vacation - Eddy Riverfront Subdivision Filing 2

A parcel of land located in Lots 1 & 2, Eddy Riverfront Subdivision (Reception No. 2983444), situated in Government Lot 2 and Government Lot 3, Section 24, Township 1 South, Range 1 West, of the Ute Meridian, Grand Junction, Mesa County, Colorado, described as:

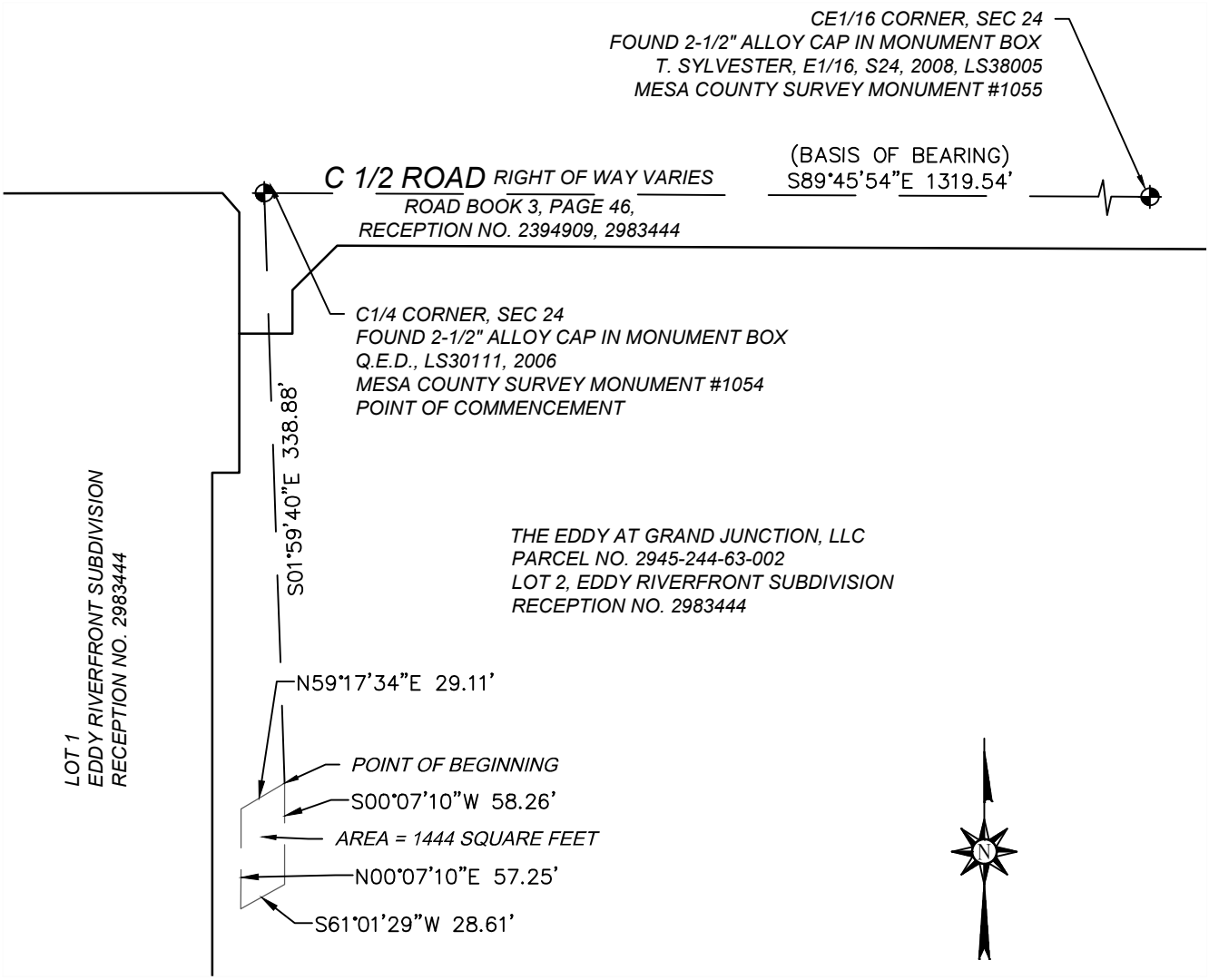
All of that trail easement described in Reception No. 2684027, EXCEPTING THE FOLLOWING:
Commencing at the C1/4 of said Section 24, whence the CE1/16 bears S89°45'54”E, running thence along said center of section line S89°45'54”E 722.93 feet to the northeast corner of said Eddy Riverfront Subdivision; thence S33°59'06”W 36.08 feet to the northeast corner of Lot 2, Eddy Riverfront Subdivision, and the Point of Beginning.

Running thence along the east line of said Lot 2 S33°59'06”W 420.93 feet; thence S87°44'52”W 61.99 feet; thence N33°59'06”E 424.17 feet to the north line of said Lot 2; thence along said north line S89°45'54”E 60.13 feet to the northeast corner of said Lot 2 and the Point of Beginning.

Description prepared by:
Alexandre B. Lheritier, PLS 38464
Kaart Land Solutions, LLC
734 Main St.
Grand Junction, CO 81501



TRAIL EASEMENT VACATION EXHIBIT
348 Eddy Drive, Grand Junction, CO 81501



Linear units are U.S. Survey Foot

COLORADO LICENSED
ALEXANDRE BENOIT LHERITIER
11/2/23
38464
PROFESSIONAL LAND SURVEYOR

LEGEND:

- SURVEY CONTROL LINE
- LOT LINE
- EASEMENT LINE

Alexandre B. Lheritier
Colorado PLS 38464

THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION - IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

Job #: 2420523	Date: 11/02/2023

Kaart Land Solutions, LLC
734 Main St.
Grand Junction, CO 81501
970.201.4081 surveying@kaart.com

Trail Easement Vacation – 348 Eddy Drive

A parcel of land located in Lot 2, Eddy Riverfront Subdivision (Reception No. 2983444), situated in Government Lot 2 and Government Lot 3, Section 24, Township 1 South, Range 1 West, of the Ute Meridian, Grand Junction, Mesa County, Colorado, described as:

All of that trail easement in Lot 2, shown and dedicated on the Eddy Riverfront Subdivision plat, more particularly described as:

Commencing at the C1/4 of said Section 24, whence the CE1/16 bears S89°45'54”E, running thence S01°59'40”E 338.88 feet to the northeast corner of said dedicated trail easement and the Point of Beginning.

Running thence S00°07'10”W 58.26 feet; thence S61°01'29”W 28.61 feet; thence N00°07'10”E 57.25 feet; thence N59°17'34”E 29.11 feet to the Point of Beginning.

Parcel contains 1444 square feet.

Description prepared by:
Alexandre B. Lheritier, PLS 38464
Kaart Land Solutions, LLC
734 Main St.
Grand Junction, CO 81501



GRAND JUNCTION PLANNING COMMISSION
October 8, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:31 p.m. by Chairman Teske.

Those present were Planning Commissioners; Keith Ehlers, Shanon Secrest, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Jessica Johnsen (Zoning Supervisor), Madeline Robinson (Planning Technician) and Jacob Kaplan (Planning Technician).

There were 0 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from September 24, 2024.

   Commissioner Ehlers moved to approve the consent agenda.
   Commissioner Secrest seconded; motion passed 6-0.

REGULAR AGENDA

1. **Eddy Riverfront Sub F2 Easement Vacation** **VAC-2023-305**
   Consider a request by The Eddy at Grand Junction LLC to vacate part of the public trail easement located at 347 and 348 Eddy Drive.

Staff Presentation
Jessica Johnsen, Zoning Supervisor, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Zyvan asked for clarification where the North line for Tract A was in regard to the easement being vacated. He speculated on the stability of the riverbank and whether the Riverfront Trail would remain stable into the future.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, October 1, 2024, via www.GJSpeaks.org.

There were no public comments.

DRAFT

The public comment period was closed at 5:45 p.m. on October 8, 2024.

The public hearing was closed at 5:45 p.m. on October 8, 2024.

Discussion

Motion and Vote
Commissioner Zyvan made the following motion “Mr. Chairman, on The Eddy – Easement Vacation located south of C ½ Road, in Tract A of the Eddy Riverfront Subdivision Filing 2 and in portions of the properties at 347 and 348 Eddy Drive, City file number VAC-2023-305, I move that the Planning Commission forward a recommendation of conditional approval to City Council with the findings of fact and conditions as listed in the staff report.”

Commissioner Secrest seconded; motion passed 6-0.

OTHER BUSINESS

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 6-0.

The meeting adjourned at 5:47 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO.

A RESOLUTION VACATING A PORTION OF A PUBLIC TRAIL EASEMENT ON THE EDDY RIVERFRONT SUBDIVISION FILING 2 PLAT AS RECORDED IN THE RECORDS OF THE MESA COUNTY CLERK AND RECORDER AT RECEPTION #3083552

RECITALS:

The Eddy at Grand Junction, LLC has requested the vacation of the southern portion of a Public Trail easement that runs east to west and falls within Lot 1, Lot 2, and Tract A of the Eddy Riverfront Subdivision Filing 2 as recorded in the records of the Mesa County Clerk and Recorder at Reception #3083552. The easement was originally dedicated to the City in the Grant of Trail Easement recorded with Reception #2684027. Additional dedications of the trail easement occurred on the Eddy Riverfront Subdivision plat recorded at Reception #2983444 and then on the Eddy Riverfront Subdivision Filing 2 plat. The trail was constructed as a part of the development of the subdivision and the site plans for the campground and the multifamily residences on the lots.

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, and upon conditional recommendation of approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate the portion(s) of the Public Trail Easement(s) is consistent with the Comprehensive Plan and Section 21.02.100(c) of the Grand Junction Zoning & Development Code.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

In consideration of the Recitals, the City of Grand Junction hereby vacates the southern portion of the Public Trail easement described in the Recitals including the grants of easements that constitute the *Public Trail easement* originally dedicated to the City in the *Grant of Trail Easement* recorded with Reception #2684027, except for the remaining area described in Exhibit A, attached hereto and incorporated herein, the trail easement dedicated on the Eddy Riverfront Subdivision plat recorded at Reception #2983444 and the dedication on the Eddy Riverfront Subdivision Filing 2 plat. The vacation is conditioned upon:

1. The dedication to and acceptance by the City of Grand Junction of Tract A of the Eddy Riverfront Subdivision Filing 2 along with a public trail easement that is in the location described in Exhibit A Trail Easement Vacation referencing the “REMAINDER OF 50' TRAIL EASEMENT CITY OF GRAND JUNCTION” ensuring the continued existence of the Public Trail Easement for the benefit of the public.

DRAFT

2. The dedication and acceptance as provided in 1 above must be completed on or before 5:00 p.m. October 18, 2025. If not completed by that date, then this Resolution is void and of no effect.

PASSED and ADOPTED this 16th day of October 2024.

_____
Abram Herman
President of City Council

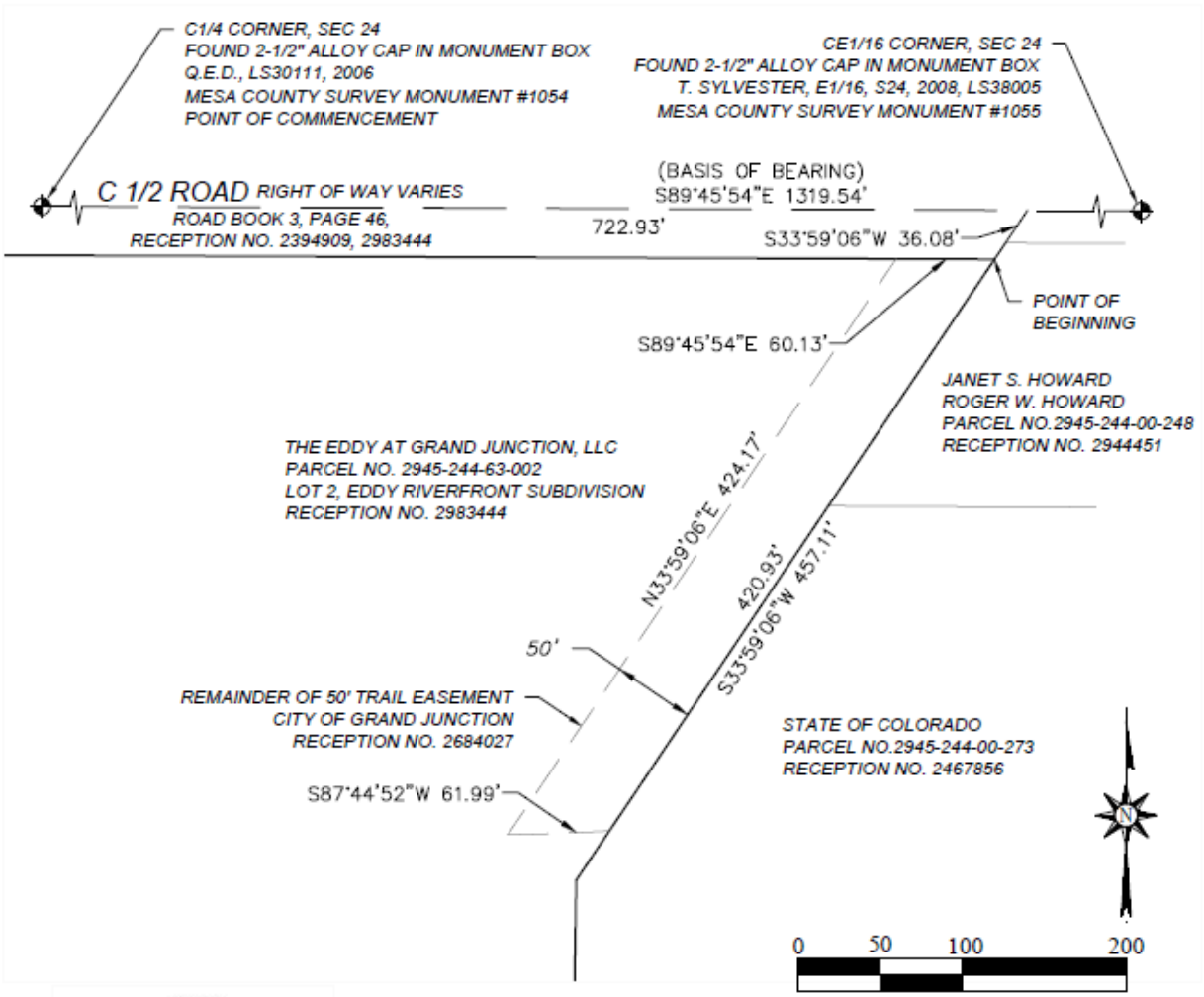
ATTEST:

_____
Selestina Sandoval
City Clerk

DRAFT

EXHIBIT A

TRAIL EASEMENT VACATION EXHIBIT
347 & 348 Eddy Drive, Grand Junction, CO 81501



Linear units are U.S. Survey Foot

LEGEND:

- SURVEY CONTROL LINE
- LOT LINE
- ADJOINER
- EASEMENT LINE

COLORADO LICENSED
ALEXANDRE BENOIT LHERITIER
11/2/23
38464
PROFESSIONAL LAND SURVEYOR

Alexandre B. Lheritier
Colorado PLS 38464

THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION - IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

Job #: 2420523	Date: 11/02/2023

Kaart Land Solutions, LLC
734 Main St.
Grand Junction, CO 81501
970.201.4081 surveying@kaart.com

Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: October 16, 2024

Presented By: Jessica Johnsen, Senior Planner

Department: Community Development

Submitted By: Jessica Johnsen, Zoning Supervisor

Information

SUBJECT:

Accept a Dedication of 4.89 Acres of Land from The Eddy at Grand Junction, LLC, along with a 50' Public Trail Easement Dedication

RECOMMENDATION:

Staff recommends the City accept the funds offered with the dedication of Tract A containing 4.89 acres of land which includes a constructed portion of the riverfront trail along with a dedication of a Public Trail easement to the City on behalf of the public, ensuring a 50' Public Trail easement along the west edge of Lot 2 abutting Tract A and ending at C 1/2 Rd. The money offered ($5000) is anticipated to cover the maintenance expenses of the land for five years or more.

EXECUTIVE SUMMARY:

The Applicant, The Eddy at Grand Junction, LLC, proposes the City accept dedications for Tract A, approximately 4.89 acres located on the Eddy Riverfront Subdivision Filing 2 plat located immediately south of 347 and 348 Eddy Drive and a 50' Public Trail easement along the east edge of Lot 2 (348 Eddy Dr.) abutting Tract A up to C 1/2 Road. The offer includes $5,000.00 to mitigate expenses for maintaining the land.

BACKGROUND OR DETAILED INFORMATION:

A Final Subdivision plat of the Eddy Riverfront Subdivision Filing 2 was recorded in January 2024, creating two lots and Tract A. As part of the overall development, the Applicant is proposing to dedicate the separate tract (Tract A) located south of the properties at 347 and 348 Eddy Drive which encompasses a portion of the constructed riverfront trail. The applicant has offered $5,000.00 to the City along with the dedication to assist in the maintenance of the property.

Another request by The Eddy at Grand Junction, LLC will be heard by City Council

regarding the vacation of portions of a Public Trail easement included on Tract A and Lots 1 and 2 of the Eddy Riverfront Subdivision Filing 2. This request is currently scheduled for consideration by City Council and is recommended by staff and the Planning Commission with the condition that Tract A first be dedicated to the City of Grand Junction and accepted by the City for the use of the public. The condition also includes the dedication along the east edge of Lot 2 for the benefit of the public.

The City Council Property Committee has considered the request and finds benefit of ownership of Tract A for the Colorado Riverfront Trail. The trail constructed on Tract A is the entrance from Las Colonias Park for the trail that is expected to be constructed to 29 Road. The City has recently acquired the Skinner property with the assistance of the State and the County to make the connection complete in this area. The trail along the east edge of Lot 2 allows another connection for those preferring to continue travel up to C 1/2 Road or the Riverside Parkway. The funds offered will assist in the additional costs the City will incur as owner of the land.

FISCAL IMPACT:

The applicant's proposed dedication to the City is for ownership of 4.89 acres of land. If accepted by the City, the applicant agrees to pay $5,000 for weed mitigation and treatment for maintenance of the land.

SUGGESTED MOTION:

I move to (approve/deny) the dedication of Tract A, approximately 4.89 acres of land, from The Eddy at Grand Junction, LLC, a 50' Public Trail Easement dedication, and the funds offered to assist in maintenance. The $5,000.00 to be provided with a special warranty deed dedicating Tract A of the Eddy Riverfront Subdivision Filing 2 and the 50' Public Trail Easement dedication along the east edge of Lot 2 of the same subdivision.

Attachments

1. Tract A - The Eddy
2. The Eddy - Subdivision Plat

Tract A - The Eddy



N

0 0.05 0.1 mi

Printed: 10/1/2024

1 inch equals 188 feet

Scale: 1:2,257

RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 1 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CERTIFICATE OF OWNERSHIP AND DEDICATION
KNOW ALL MEN BY THESE PRESENTS:
That THE EDDY AT GRAND JUNCTION, LLC, A COLORADO LIMITED LIABILITY COMPANY is the owner of record of that real property situate in the Northeast 1/4 of the Southwest 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, together with certain Public rights of way vacated by the City of Grand Junction, Ordinance No.4932, as same is recorded with Reception No. 2931827 at the Mesa County Clerk and Recorders Office. The ownership of which is demonstrated under Reception No. 2909396 at the Mesa County Clerk and Recorders Office, and being more particularly described as follows:

Lots 1 and 2, Eddy Riverfront Subdivision (Reception No. 2983444)

Containing 16.24 acres.

SAID OWNER has by these presents laid out, platted, and caused to be surveyed the above described real property as shown hereon, and designates the same as EDDY RIVERFRONT SUBDIVISION FILING 2 in the City of Grand Junction, County of Mesa, State of Colorado, and do hereby make the following Dedications and Grants:

All Trail Easements, including, but not limited to, a trail easement across a portion of the vacated 27 1/2 Road with the north line of the easement being the same as the south line of the easement previously dedicated to the City in Reception No. 2983444 and connecting to and with the adjoining west and east trail sections previously dedicated to the City in Reception No. 2684027, are dedicated to the City of Grand Junction as a perpetual easement for the use of the public forever, subject to the rules and regulations of said City, for purposes including but not limited to, constructing, installing, maintaining and repairing a trail and appurtenant facilities and for ingress, egress and access for the public with accompanying pets, if any, for use as pedestrians, and/or with wheelchairs (motorized and non-motorized), bicycles, motorized bicycles (a vehicle having two or three wheels, cylinder capacity not exceeding 50 c.c., and an automatic transmission which does not exceed thirty miles an hour), electric scooters (an electric powered vehicle having two or three wheels and does not exceed thirty miles per hour), and other non-motorized forms of transportation for commuting and recreational purposes.

Said owner hereby acknowledges that all lienholders or encumbrancers, if any, associated with the interests of this Plat have been represented hereon.

IN WITNESS WHEREOF, said owner,

THE EDDY AT GRAND JUNCTION, LLC,
a Colorado limited liability company

By: 4PF RURAL COZ FUND I, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC

By: 4PF RURAL COZ FUND II, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND II, LLC

has caused its name to be hereunto subscribed this 18th day of December, 2023

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 18th day of December, 2023 By Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC and 4PF RURAL COZ FUND II, LLC, Managing Members of The Eddy at Grand Junction, LLC.

By: _____ Witness my hand and official seal:
Notary Public
My commission expires: 02/17/2026

EMILY LINDSEN MUSSELMAN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20184003345
MY COMMISSION EXPIRES 02/17/2026

LIENHOLDER'S RATIFICATION OF PLAT
The undersigned hereby certifies that it is a holder of a security interest upon the property hereon described and does hereby join in and consent to the dedication of the lands described in said dedication by the owners thereof and agree that its security interest which is recorded with Reception Number 2985917 of the public records of Mesa County, Colorado shall be subordinated to the dedications shown thereon.

In witness whereof, the said corporation has caused these presents to be signed by its Senior Vice President (title), with the authority of its board of directors, this 20 day of December, 2023

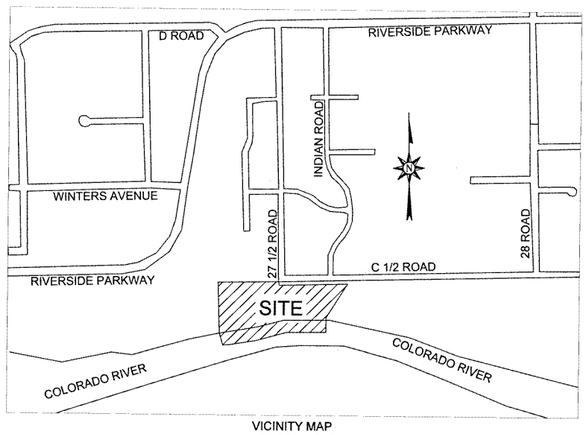
By: _____
For: FIRSTBANK

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Garfield)

This Lienholder's Ratification was acknowledged before me by Kseniya Mamlin, as Senior Vice President, on this 20 day of December, 2023

Witness my hand and official seal: _____
Notary Public
My commission expires 07/27/25

JENNIFER BENCOMO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20214029759
MY COMMISSION EXPIRES 07/27/2025



VICINITY MAP
NOT TO SCALE

PLAT NOTES:
1. All exterior subdivision boundary monuments are set in concrete
2. Title information provided by Land Title Guarantee Company, Order No. GJIF65054242-2, Dated 04/21/2023, and the Mesa County Assessor - Real Property Public Information System.
3. The Colorado River adjacent to this parcel is defined as a Non-Navigable River. The Colorado River is a natural meandering river and lands adjacent to the Colorado River may gain area due to accretion or lose lands due to erosion.
4. The 50' trail easement granted to the City of Grand Junction with Reception No. 2684027 is described using the north top bank of the Colorado River as the south line of the 50' easement for the portion along the Colorado River. The process of vacating the portion of this trail easement along the bank of the Colorado River has begun but is not complete at the time of recording of this plat.
5. The north boundary line of Tract A is based on the location of the constructed bike path. The boundary line is located 10' north of the bike path.
6. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
7. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

AREA SUMMARY

Lots	11.35 Acres	69.9%
Tracts	4.89 Acres	30.1%
Total	16.24 Acres	100%

BASIS OF BEARINGS:
The bearing between the Center 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian and the center East 1/16 of Section 24, Township 1 South, Range 1 West of the Ute Meridian is S89°45'54"E, this bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area. Both Monuments are in Monument Boxes.

TITLE CERTIFICATION
Land Title Guarantee Company, a title insurance company, as duly licensed in the state of Colorado, hereby certifies that we have examined title to the hereon described property; that we find the title to the property is vested to The Eddy at Grand Junction, LLC; that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record; that all easements, reservations, and rights-of-way of record are shown hereon.

Assistant Vice President 12/18/2023
Name and Title — Date
Land Title Guarantee Company

CITY USE BLOCK
DOCUMENT NAME: RECEPTION NO:

CITY OF GRAND JUNCTION APPROVAL
Eddy Riverfront Subdivision Filing 2, a subdivision of the City of Grand Junction, Mesa County, Colorado, is hereby approved and dedications accepted this 17 day of January, 2024

City Manager — Mayor

CLERK AND RECORDER'S CERTIFICATE
STATE OF COLORADO)
)§
COUNTY OF MESA)

I certify that this instrument was filed in my office at 2:25 o'clock P M, on the 17th day of January, 2024, and was recorded at Reception No 3083552, Drawer No. E3-78, Fees $30.00

By: _____ Clerk and Recorder — Kevin Chambers, Deputy

CERTIFICATION
I, Christopher C. Ransier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the Plat of Eddy Riverfront Subdivision Filing 2 was performed by me or under my responsible charge; it is based upon my knowledge, information, and belief, is in accordance with acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

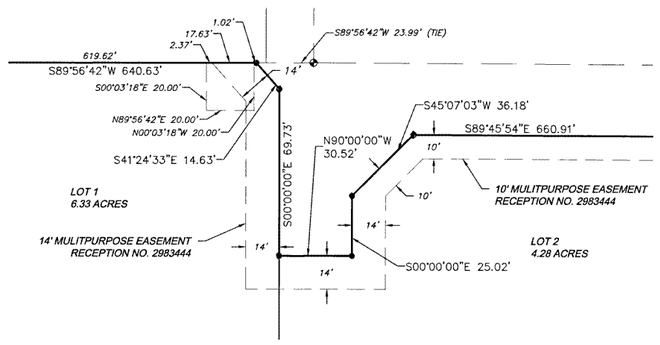
SHEET 1 OF 3

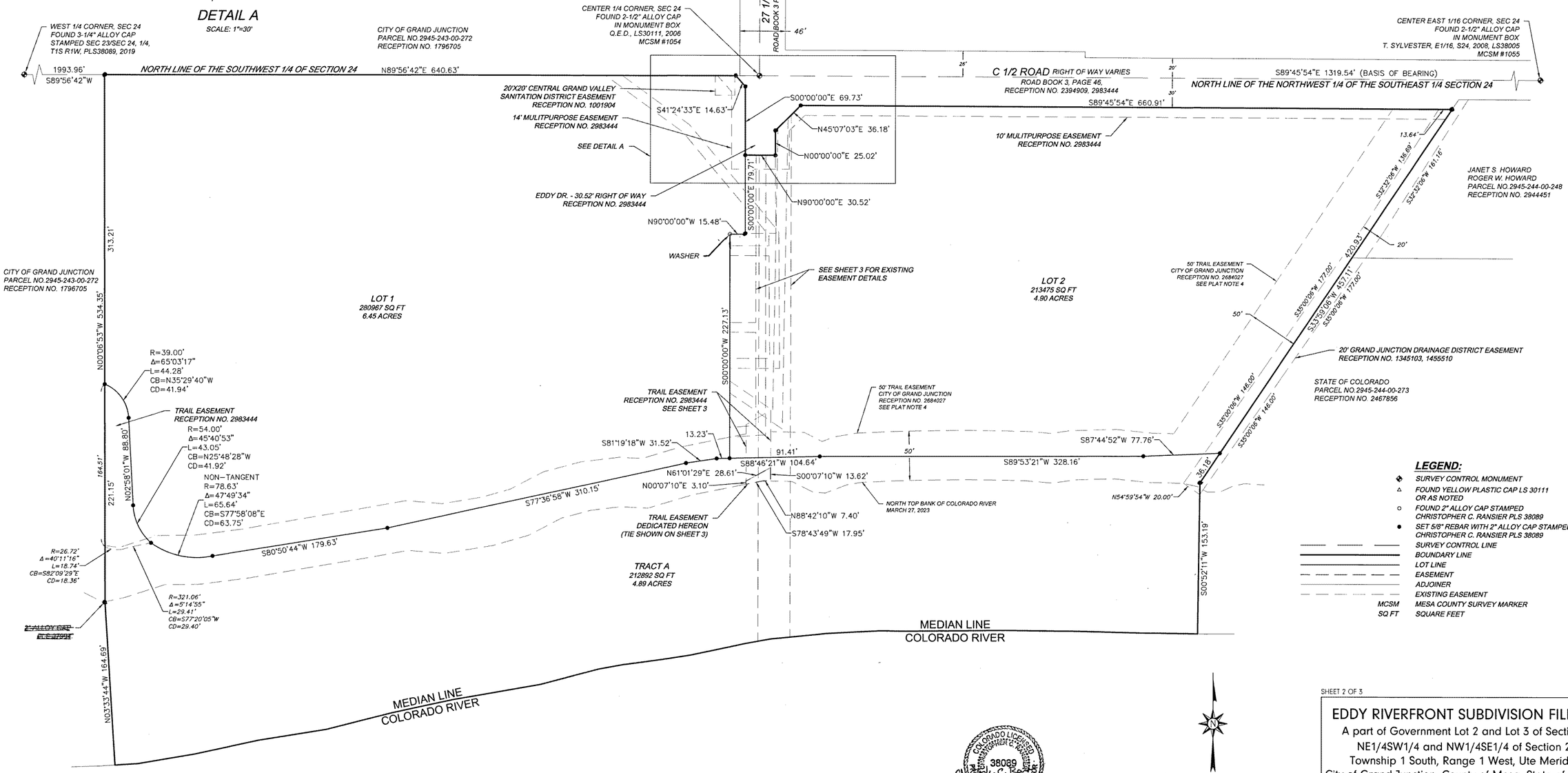
EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado





LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND YELLOW PLASTIC CAP LS 30111 OR AS NOTED
- FOUND 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SURVEY CONTROL LINE
- BOUNDARY LINE
- LOT LINE
- EASEMENT
- ADJOINER
- EXISTING EASEMENT
- MCSM MESA COUNTY SURVEY MARKER
- SQ FT SQUARE FEET

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
REGIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

0 25 50 100 150
1"=50'
Linear units are U.S. Survey Foot

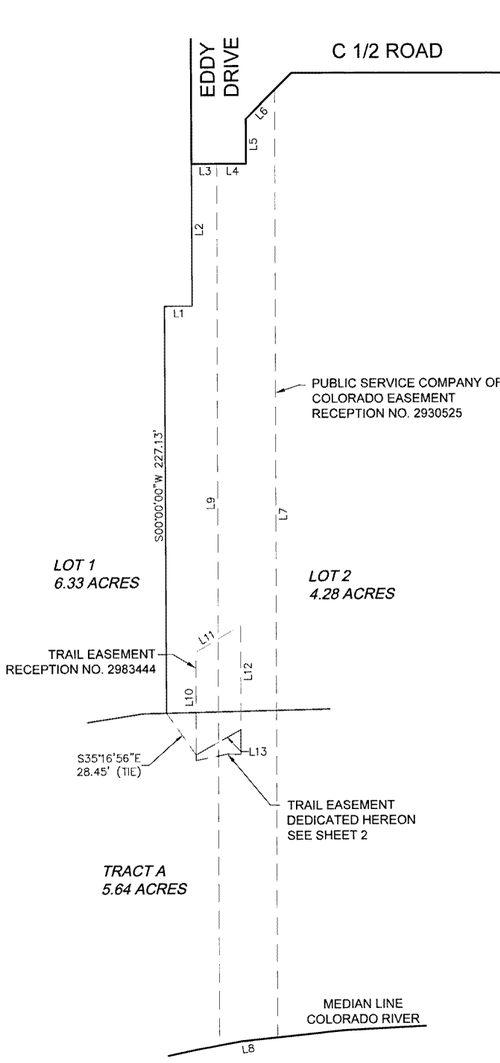
SHEET 2 OF 3

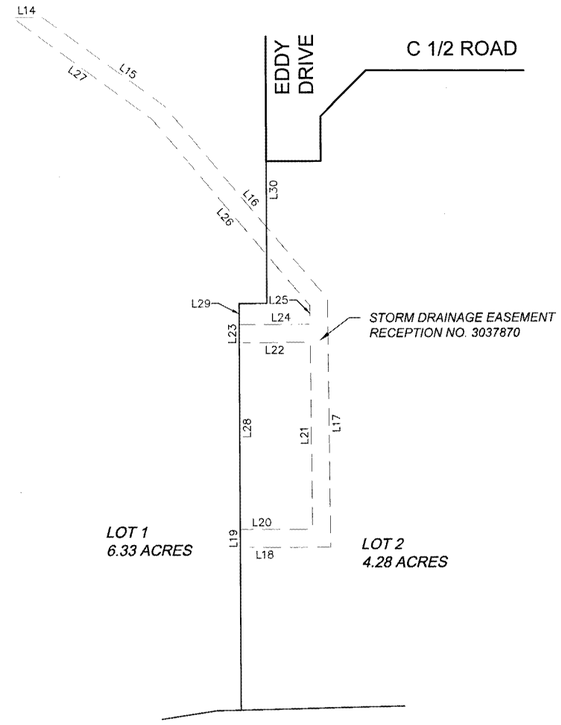
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City of Grand Junction, County of Mesa, State of Colorado

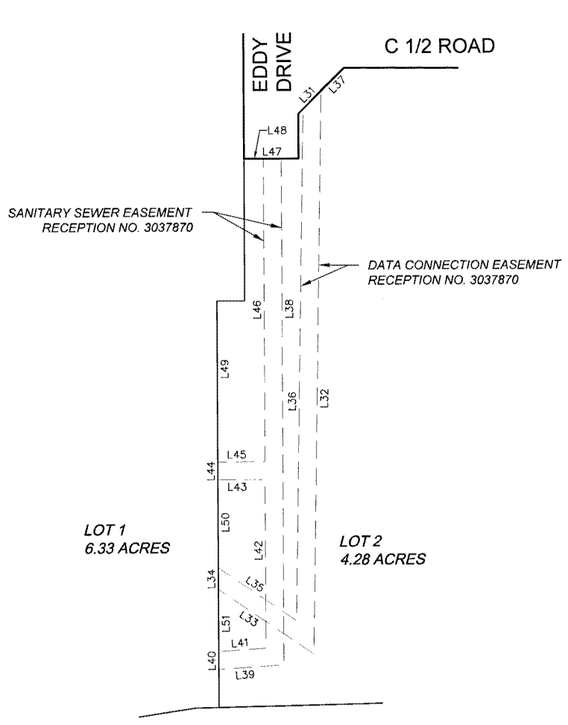
Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

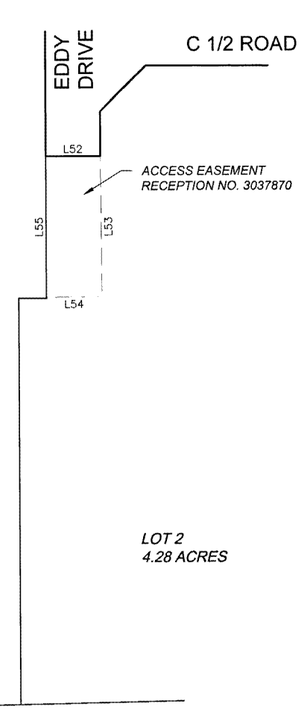
EDDY RIVERFRONT SUBDIVISION FILING 2

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Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado









Line Table		
Line #	Bearing	Distance
L1	S90°00'00"E	15.48'
L2	N00°00'00"E	79.71'
L3	N90°00'00"E	14.14'
L4	N90°00'00"E	16.38'
L5	N00°00'00"E	25.02'
L6	N45°07'03"E	22.88'
L7	S00°07'10"W	529.22'
L8	S82°24'56"W	32.80'
L9	N00°07'10"E	492.38'
L10	N00°07'10"E	57.25'
L11	N59°17'34"E	29.11'
L12	S00°07'10"W	58.26'
L13	S61°01'29"W	28.61'
L14	N89°56'42"E	16.93'

Line Table		
Line #	Bearing	Distance
L15	S53°51'33"E	84.30'
L16	S40°02'12"E	141.23'
L17	S00°26'06"E	138.57'
L18	N90°00'00"W	50.54'
L19	N00°00'00"E	10.00'
L20	S90°00'00"E	40.46'
L21	N00°26'06"W	104.36'
L22	S89°54'40"W	39.67'
L23	N00°00'00"E	10.00'
L24	N89°54'40"E	39.59'
L25	N00°26'06"W	10.52'
L26	N40°02'12"W	136.42'
L27	N53°51'33"W	96.75'
L28	S00°00'00"W	104.30'

Line Table		
Line #	Bearing	Distance
L29	S00°00'00"W	11.81'
L30	S00°00'00"E	36.79'
L31	N45°07'03"E	14.37'
L32	S01°00'05"W	314.91'
L33	N55°39'27"W	64.51'
L34	N00°00'00"E	12.11'
L35	S55°39'27"E	52.79'
L36	N01°00'05"E	286.04'
L37	N45°07'03"E	18.17'
L38	S00°00'36"E	283.05'
L39	S86°02'49"W	36.48'
L40	N00°00'00"E	10.02'
L41	N86°02'49"E	26.46'
L42	N00°00'36"W	94.27'

Line Table		
Line #	Bearing	Distance
L43	S89°59'24"W	26.38'
L44	N00°00'00"E	10.00'
L45	N89°59'24"E	26.38'
L46	N00°00'36"W	169.44'
L47	N90°00'00"E	10.00'
L48	N90°00'00"E	10.86'
L49	N00°00'00"E	89.74'
L50	N00°00'00"E	49.18'
L51	N00°00'00"E	34.80'
L52	N90°00'00"E	30.52'
L53	S00°28'53"E	78.89'
L54	S89°31'47"W	31.18'
L55	N00°00'00"E	79.15'

LEGEND:

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- MCSM MESA COUNTY SURVEY MARKER
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COLORADO LICENSED CHRISTOPHER C. RANSIER 38089 PROFESSIONAL LAND SURVEYOR 12/1/23

Christopher C. Ransier
Colorado PLS 38089

N

0 20 40 80 120
1"=40'
Linear units are U.S. Survey Foot

SHEET 3 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 1 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

File ID#: SSU-2023-304
Zoning: C-1
Check Floodplain

EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CERTIFICATE OF OWNERSHIP AND DEDICATION
KNOW ALL MEN BY THESE PRESENTS:
That THE EDDY AT GRAND JUNCTION, LLC, A COLORADO LIMITED LIABILITY COMPANY is the owner of record of that real property situate in the Northeast 1/4 of the Southwest 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, together with certain Public rights of way vacated by the City of Grand Junction, Ordinance No.4932, as same is recorded with Reception No. 2931827 at the Mesa County Clerk and Recorders Office. The ownership of which is demonstrated under Reception No. 2909396 at the Mesa County Clerk and Recorders Office, and being more particularly described as follows:

Lots 1 and 2, Eddy Riverfront Subdivision (Reception No. 2983444)

Containing 16.24 acres.

SAID OWNER has by these presents laid out, platted, and caused to be surveyed the above described real property as shown hereon, and designates the same as EDDY RIVERFRONT SUBDIVISION FILING 2 in the City of Grand Junction, County of Mesa, State of Colorado, and do hereby make the following Dedications and Grants:

All Trail Easements, including, but not limited to, a trail easement across a portion of the vacated 27 1/2 Road with the north line of the easement being the same as the south line of the easement previously dedicated to the City in Reception No. 2983444 and connecting to and with the adjoining west and east trail sections previously dedicated to the City in Reception No. 2684027, are dedicated to the City of Grand Junction as a perpetual easement for the use of the public forever, subject to the rules and regulations of said City, for purposes including but not limited to, constructing, installing, maintaining and repairing a trail and appurtenant facilities and for ingress, egress and access for the public with accompanying pets, if any, for use as pedestrians, and/or with wheelchairs (motorized and non-motorized), bicycles, motorized bicycles (a vehicle having two or three wheels, cylinder capacity not exceeding 50 c.c., and an automatic transmission which does not exceed thirty miles an hour), electric scooters (an electric powered vehicle having two or three wheels and does not exceed thirty miles per hour), and other non-motorized forms of transportation for commuting and recreational purposes.

Said owner hereby acknowledges that all lienholders or encumbrancers, if any, associated with the interests of this Plat have been represented hereon.

IN WITNESS WHEREOF, said owner,

THE EDDY AT GRAND JUNCTION, LLC,
a Colorado limited liability company

By: 4PF RURAL COZ FUND I, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC

By: 4PF RURAL COZ FUND II, LLC,
a Delaware limited liability company
Managing Member of The Eddy at Grand Junction, LLC
By: _____
Stephanie Copeland, Manager of 4PF RURAL COZ FUND II, LLC

has caused its name to be hereunto subscribed this 18th day of December, 2023

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Denver)

The foregoing instrument was acknowledged before me this 19th day of December, 2023 By Stephanie Copeland, Manager of 4PF RURAL COZ FUND I, LLC and 4PF RURAL COZ FUND II, LLC, Managing Members of The Eddy at Grand Junction, LLC.

By: _____ Witness my hand and official seal:
Notary Public
My commission expires: 02/17/2026

EMILY LINDEN MUSSELMAN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104003345
MY COMMISSION EXPIRES 02/17/2026

LIENHOLDER'S RATIFICATION OF PLAT
The undersigned hereby certifies that it is a holder of a security interest upon the property hereon described and does hereby join in and consent to the dedication of the lands described in said dedication by the owners thereof and agree that its security interest which is recorded with Reception Number 2985917 of the public records of Mesa County, Colorado shall be subordinated to the dedications shown thereon.

In witness whereof, the said corporation has caused these presents to be signed by its Senior Vice President (title), with the authority of its board of directors, this 20 day of December, 2023

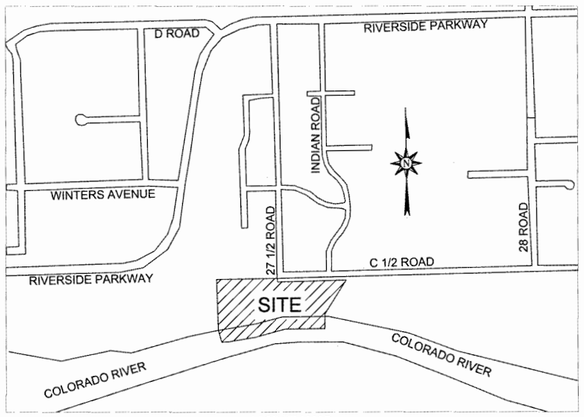
By: _____
For: FIRSTBANK

NOTARY PUBLIC CERTIFICATION
STATE OF Colorado)
)§
COUNTY OF Garfield)

This Lienholder's Ratification was acknowledged before me by Kseniya Mamlin as Senior Vice President, on this 20 day of December, 2023

Witness my hand and official seal: _____
Notary Public
My commission expires 07/27/25

JENNIFER BENCOMO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20214029759
MY COMMISSION EXPIRES 07/27/2025



VICINITY MAP
NOT TO SCALE

PLAT NOTES:
1. All exterior subdivision boundary monuments are set in concrete
2. Title information provided by Land Title Guarantee Company, Order No. GJIF65054242-2, Dated 04/21/2023, and the Mesa County Assessor - Real Property Public Information System.
3. The Colorado River adjacent to this parcel is defined as a Non-Navigable River. The Colorado River is a natural meandering river and lands adjacent to the Colorado River may gain area due to accretion or lose lands due to erosion.
4. The 50' trail easement granted to the City of Grand Junction with Reception No. 2684027 is described using the north top bank of the Colorado River as the south line of the 50' easement for the portion along the Colorado River. The process of vacating the portion of this trail easement along the bank of the Colorado River has begun but is not complete at the time of recording of this plat.
5. The north boundary line of Tract A is based on the location of the constructed bike path. The boundary line is located 10' north of the bike path.
6. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
7. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

AREA SUMMARY

Lots	11.35 Acres	69.9%
Tracts	4.89 Acres	30.1%
Total	16.24 Acres	100%

BASIS OF BEARINGS:
The bearing between the Center 1/4 of Section 24, Township 1 South, Range 1 West of the Ute Meridian and the center East 1/16 of Section 24, Township 1 South, Range 1 West of the Ute Meridian is S89°45'54"E, this bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area. Both Monuments are in Monument Boxes.

Please note: The red address numbers and text have been added digitally to the recorded subdivision plat.

TITLE CERTIFICATION
Land Title Guarantee Company, a title insurance company, as duly licensed in the state of Colorado, hereby certifies that we have examined title to the hereon described property; that we find the title to the property is vested to The Eddy at Grand Junction, LLC; that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record, that all easements, reservations, and rights-of-way of record are shown hereon.

_____ Assistant Vice President 12/18/2023
Name and Title Date
Land Title Guarantee Company

CITY USE BLOCK
DOCUMENT NAME: RECEPTION NO:

CITY OF GRAND JUNCTION APPROVAL
Eddy Riverfront Subdivision Filing 2, a subdivision of the City of Grand Junction, Mesa County, Colorado, is hereby approved and dedications accepted this 17 day of January, 2024

_____ _____
City Manager Mayor

CLERK AND RECORDER'S CERTIFICATE
STATE OF COLORADO)
)§
COUNTY OF MESA)

I certify that this instrument was filed in my office at 2:25 o'clock P M, on the 17th day of January, 2024, and was recorded at Reception No 3083552, Drawer No. I3-78, Fees $30.00.

By: _____ Kevin Chambers
Clerk and Recorder Deputy

CERTIFICATION
I, Christopher C. Ransier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the Plat of Eddy Riverfront Subdivision Filing 2 was performed by me or under my responsible charge; it is based upon my knowledge, information, and belief, is in accordance with acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.

COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

SHEET 1 OF 3

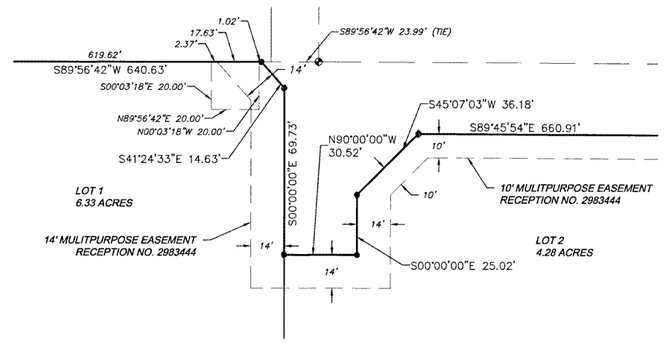
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Drawn by: CCR/ABL	734 Main Street
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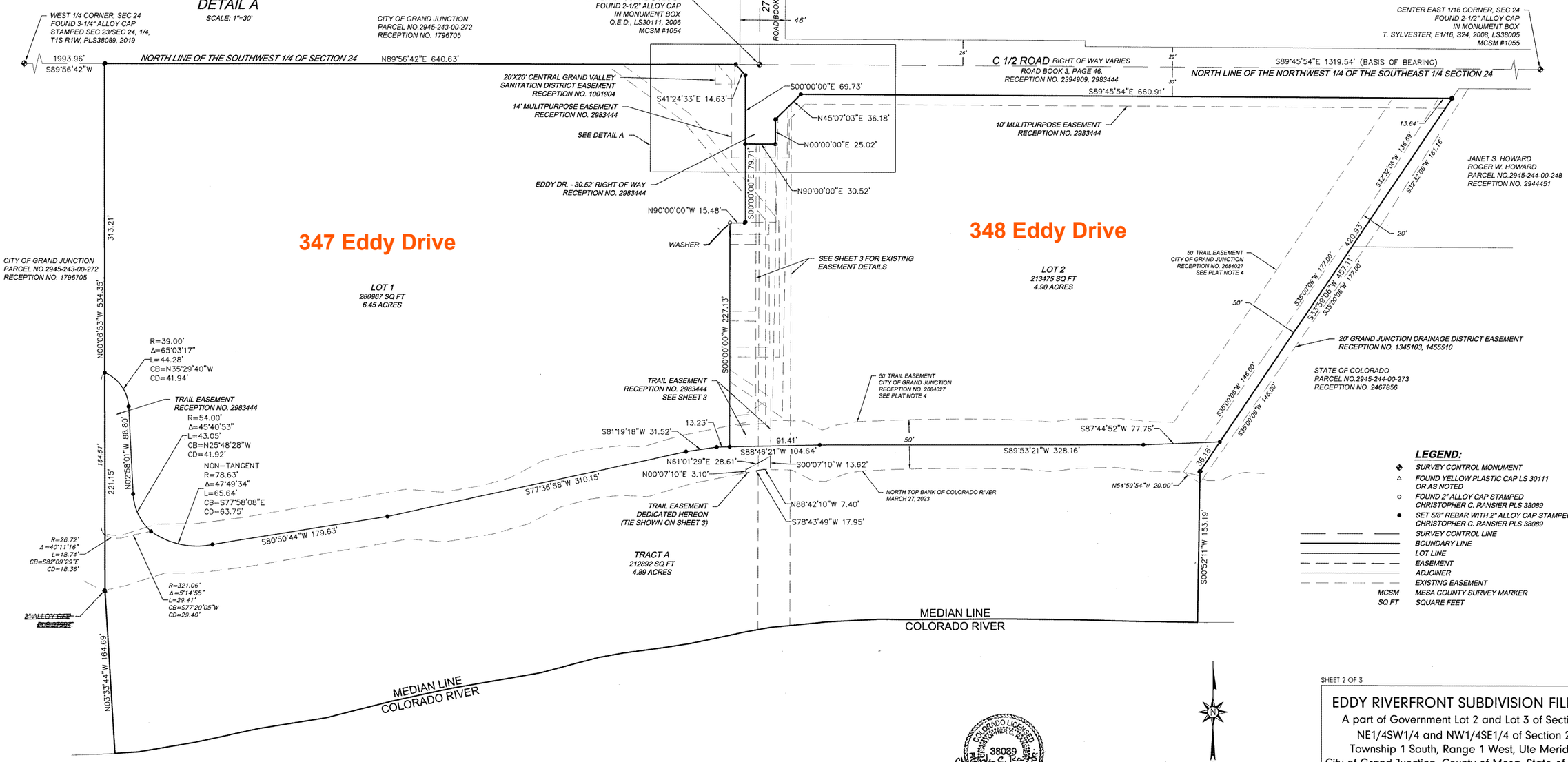
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DETAIL A
SCALE: 1"=30'



LEGEND:

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COLORADO LICENSED
CHRISTOPHER C. RANSIER
38089
L. S.
12/14/23
PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

0 25 50 100 150
1"=50'
Linear units are U.S. Survey Foot

SHEET 2 OF 3

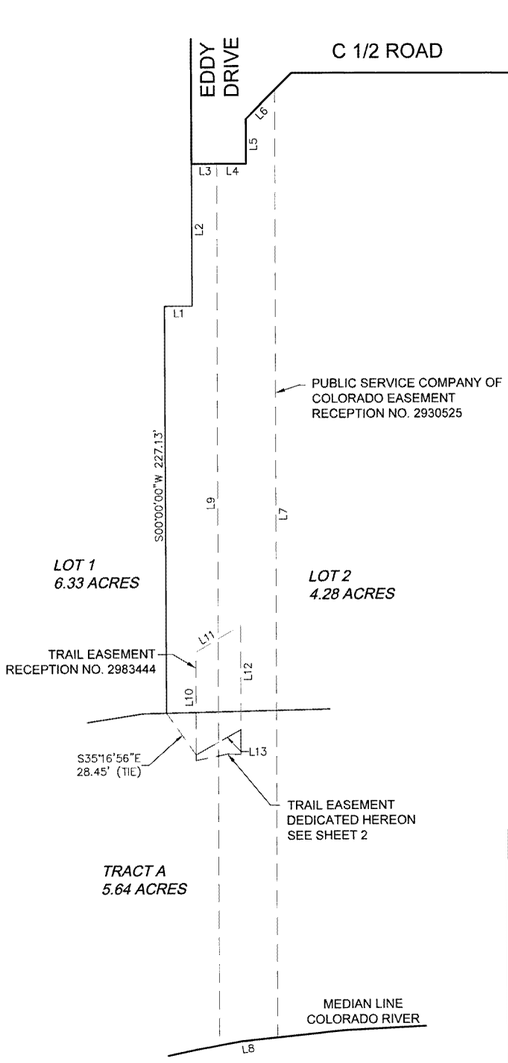
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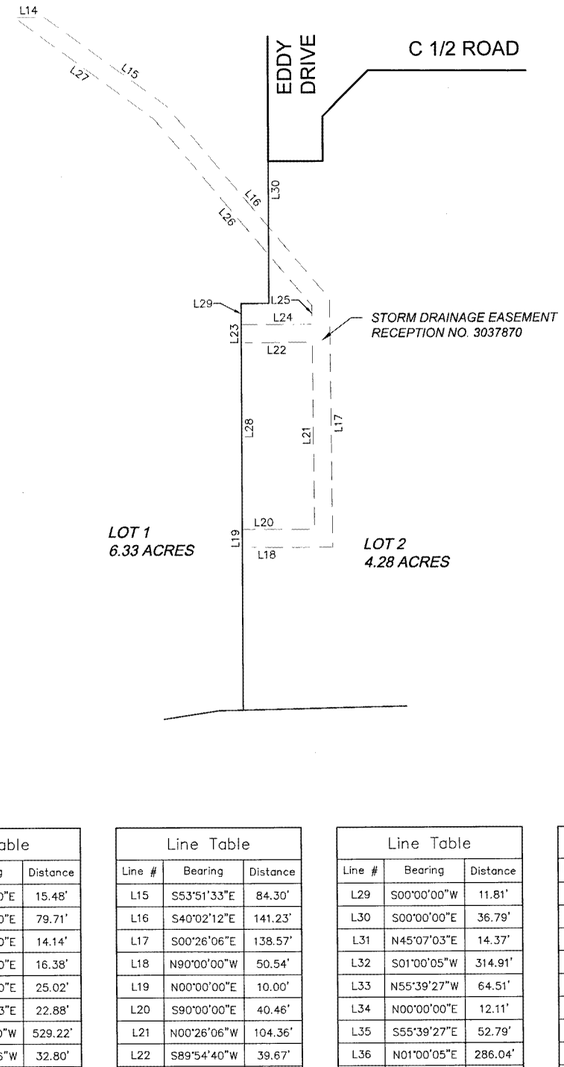
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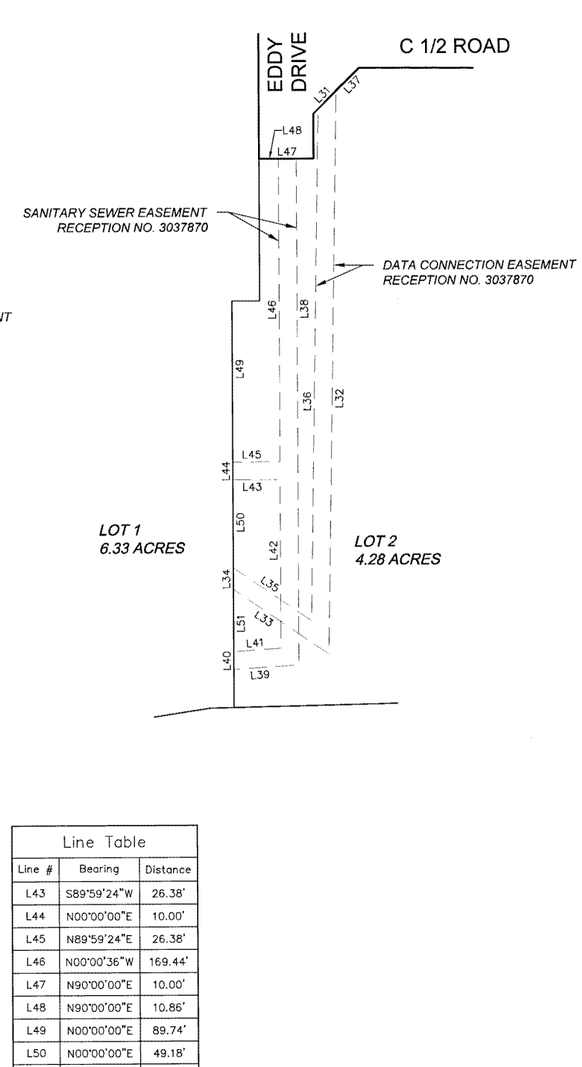
RECEPTION#: 3083552, at 1/17/2024 2:25:17 PM, 3 of 3
Recording: $33.00, Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

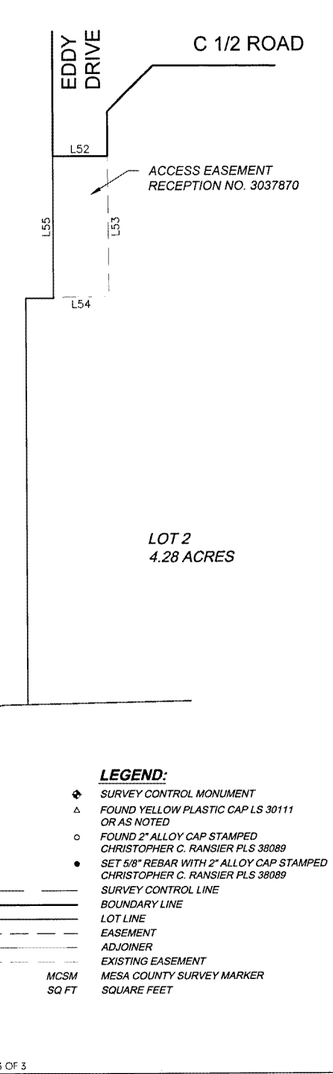
EDDY RIVERFRONT SUBDIVISION FILING 2

A replat of Eddy Riverfront Subdivision Lots 1 & 2 (Reception No. 2983444)
A part of Government Lot 2 and Lot 3 of Section 24
Located within the NE1/4 SW1/4 and the NW1/4 SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado









Line Table		
Line #	Bearing	Distance
L1	S90°00'00"E	15.48'
L2	N00°00'00"E	79.71'
L3	N90°00'00"E	14.14'
L4	N90°00'00"E	16.38'
L5	N00°00'00"E	25.02'
L6	N45°07'03"E	22.88'
L7	S00°07'10"W	529.22'
L8	S82°24'56"W	32.80'
L9	N00°07'10"E	492.38'
L10	N00°07'10"E	57.25'
L11	N59°17'34"E	29.11'
L12	S00°07'10"W	58.26'
L13	S61°01'29"W	28.61'
L14	N89°56'42"E	16.93'

Line Table		
Line #	Bearing	Distance
L15	S53°51'33"E	84.30'
L16	S40°02'12"E	141.23'
L17	S00°26'06"E	138.57'
L18	N90°00'00"W	50.54'
L19	N00°00'00"E	10.00'
L20	S90°00'00"E	40.46'
L21	N00°26'06"W	104.36'
L22	S89°54'40"W	39.67'
L23	N00°00'00"E	10.00'
L24	N89°54'40"E	39.59'
L25	N00°26'06"W	10.52'
L26	N40°02'12"W	136.42'
L27	N53°51'33"W	96.75'
L28	S00°00'00"W	104.30'

Line Table		
Line #	Bearing	Distance
L29	S00°00'00"W	11.81'
L30	S00°00'00"E	36.79'
L31	N45°07'03"E	14.37'
L32	S01°00'05"W	314.91'
L33	N55°39'27"W	64.51'
L34	N00°00'00"E	12.11'
L35	S55°39'27"E	52.79'
L36	N01°00'05"E	286.04'
L37	N45°07'03"E	18.17'
L38	S00°00'36"E	283.05'
L39	S86°02'49"W	36.48'
L40	N00°00'00"E	10.02'
L41	N86°02'49"E	26.46'
L42	N00°00'36"W	94.27'

Line Table		
Line #	Bearing	Distance
L43	S89°59'24"W	26.38'
L44	N00°00'00"E	10.00'
L45	N89°59'24"E	26.38'
L46	N00°00'36"W	169.44'
L47	N90°00'00"E	10.00'
L48	N90°00'00"E	10.86'
L49	N00°00'00"E	89.74'
L50	N00°00'00"E	49.18'
L51	N00°00'00"E	34.80'
L52	N90°00'00"E	30.52'
L53	S00°28'53"E	78.89'
L54	S89°31'47"W	31.18'
L55	N00°00'00"E	79.15'

LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND YELLOW PLASTIC CAP LS 30111 OR AS NOTED
- FOUND 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED CHRISTOPHER C. RANSIER PLS 38089
- SURVEY CONTROL LINE
- BOUNDARY LINE
- LOT LINE
- EASEMENT
- ADJOINER
- EXISTING EASEMENT
- MCSM MESA COUNTY SURVEY MARKER
- SQ FT SQUARE FEET

COLORADO LICENSED CHRISTOPHER C. RANSIER 38089 12/1/23 PROFESSIONAL LAND SURVEYOR

Christopher C. Ransier
Colorado PLS 38089

0 20 40 80 120
1"=40'
Linear units are U.S. Survey Foot

SHEET 3 OF 3

EDDY RIVERFRONT SUBDIVISION FILING 2
A part of Government Lot 2 and Lot 3 of Section 24,
NE1/4SW1/4 and NW1/4SE1/4 of Section 24,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

Surveyed by: RAC/CCR	Kaart Land Solutions, LLC
Drawn by: CCR/ABL	734 Main Street
Job #: 2420523	Grand Junction, CO 81501
Date: 12/14/2023	970.201.4081 surveying@kaart.com

Grand Junction City Council

Regular Session

Item #6.a.i.

Meeting Date: October 16, 2024

Presented By: Jay Valentine, General Services Director, John Shaver, City Attorney

Department: General Services

Submitted By: Jay Valentine

Information

SUBJECT:

An Ordinance Regarding the City of Grand Junction Procurement Policy

RECOMMENDATION:

Adopt an Ordinance confirming the City of Grand Junction Procurement Policy.

EXECUTIVE SUMMARY:

On October 4, the City Council adopted Ordinance 5176, which adopted policies and procedures for purchasing equipment, materials, and specialized, technical, and expert personnel for work and services to be performed by or for the City of Grand Junction. This Ordinance was later amended by Ordinance 5181 on November 1, 2023, to include a self-performance policy. The Ordinance provided that within sixty days of the first anniversary of the adoption of the Ordinance, the City Council would consider the effectiveness of the Ordinance at achieving the City Council policy(ies) stated in the City of Grand Junction Procurement Policy Manual.

BACKGROUND OR DETAILED INFORMATION:

On October 4, 2023, the City Council adopted and approved Ordinance 5176 and with that action established certain purchasing and procurement policies for the City. Those policies and procedures are collectively known as the City of Grand Junction Procurement Policy Manual (Purchasing Policy Manual or Manual). Ordinance 5181, amended Ordinance 5176 to include a self-performance policy. Furthermore, the ordinance stated that the City Council shall direct the City Manager to implement the Manual as amended, as necessary and/or deemed advisable to achieve the highest efficiency and effectiveness for City purchasing programs, activities, and services, including but not limited to those self-performed by the City within the prescribed framework of rules and regulations, all of which are designed to protect the public interest.

Ordinance 5181 also directed that within sixty days of the first anniversary of the adoption of the Ordinance the City Council shall consider the effectiveness of the Ordinance at achieving the City Council policy(ies) stated in the Manual.

A proposed inclusion to the Manual is an Emergency Purchase Policy that was inadvertently left out of the current policy. This proposed policy would read as follows.

Emergency purchases are made to protect the public health of citizens or when immediate repair is necessary to prevent further damage to public property, machinery or equipment. In addition, a bona fide emergency purchase is when the functioning and operation of a City department would be seriously hampered or delayed through use of the normal purchasing process.

Authority.
In case of an emergency affecting the public peace, health or safety, the City Manager may waive all provisions for competitive bidding. In such instances, the City Manager may direct the appropriate Department Director or Purchasing Division to procure such emergency needs by informal open market procedure, as expeditiously as possible, at not more than commercial prices. When expenditures exceed $200,000, a full report of the circumstances necessitating the emergency action shall be presented at the next City Council meeting by the City Manager.
Emergency Purchase Procedures.

(a) Criteria. The following are the criteria for determining whether to use emergency purchase procedures:

(1) An equipment breakdown or act of God threatens to terminate essential services; or

(2) A piece of equipment requires immediate repair to prevent further damage to public property, machinery or equipment; or

(3) A dangerous condition or immediate need for supplies, equipment or services threatens public safety, health or welfare.

(b) Procedures. The following are procedures to be followed for emergency purchase situations:

(1) In the event of an actual emergency during nonworking hours, the Department Director or designee may purchase directly any supplies whose immediate procurement is essential to protect the life, health or safety of the public. When expenditures exceed $25,000, the Department Director or designee of the City agency using the emergency procedure shall submit, by close of business the next work day, a requisition with a copy of the delivery document and a written report explaining the circumstances of the emergency to the Purchasing Division.

(2) During normal City business hours, the Department shall notify the Purchasing Manager of the emergency situation and request verbal approval to proceed with the emergency purchase. The Department shall provide the following:

(i) The nature of the emergency;

(ii) The estimated cost of the services/goods required; and

(iii) The vendor recommended to receive the order.

FISCAL IMPACT:

The intent of this policy is that it will result in cost savings to the City.

SUGGESTED MOTION:

I move to **(**adopt/not adopt) Ordinance No. 5234, an ordinance regarding the City of Grand Junction Procurement Policy Manual on final passage and order final publication in pamphlet form.

Attachments

1. POLPROEV 222 City of Grand Junction Procurement Policy -October 16, 2024
2. ORD-Purchasing Policy 2023 20241002

Procurement Policy

Revised October 2024

Procurement Policy – Revision Table

Version	Chapter	Revision Summary	Effective Date
1.0	1 - 18	New Procurement Policy	10/04/2023
1.1	19	New Self-Performance Policy added	11/01/2023
1.2	20	Emergency Purchase Policy added	10/16/2024

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Chapter 1: Introduction

The City of Grand Junction Procurement Policy ("Policy" or "Procurement Policy") has been developed and will be applied according to the City's core values. Those are:

- **Continuous improvement** – Working together to be the best by challenging the status quo.
- **Collaborative partnerships** – Using all areas of expertise to achieve a common goal.
- **Exceptional customer service** – Fulfilling the needs of everyone in our community through thoughtful interactions.

The Procurement Policy establishes the City's purchasing and procurement policies and practices considering relevant laws, rules, and regulations while encouraging competition, maximizing purchasing power, and providing fair opportunities and equal treatment. The City is committed to the wise and principled use of public funds. The Policy creates general processes that are thoughtful and transparent.

The Procurement Policy directs City employees in fulfilling their obligations to the public, grantors, vendors, and contractors in the expenditure of funds.

The Policy is a comprehensive yet practical reference for City employees and external parties involved in the City's solicitation, purchasing, contracting, and procurement processes.

The Procurement Policy establishes policies and procedures representing centralized and decentralized methodologies, reflecting practices and principles widely recognized at regional and national levels. The Policy is subject to regular review and revision to ensure the efficiency and effectiveness of the policies and processes.

1.1 Ethics in Procurement

The City is committed to promoting the highest ethical standards in procurement. Those principles, including those stated below, guide transactions, decisions, and activities involving this Policy and the expenditure of City funds:

1. **Integrity and Transparency**: Purchasing activities should be conducted openly, with the objective of fair competition, ensuring the impartial treatment of those involved.
2. **Conflict of Interest:** Employees involved in procurement will avoid any conflict of interest, perceived or actual, including personal or financial relationship(s) that might affect, or appear to affect, their impartiality.

3. **Confidentiality**: Confidential information obtained during procurement activities will be respected and protected as provided by law.
4. **Accountability and Responsibility**: Procurement employees will prudently use City resources and be accountable for their actions and decisions, demonstrating responsible stewardship of funds.
5. **Respect for Vendors**: Vendors should have equal access to information and opportunities and be treated in good faith.
6. **Compliance with Laws and Regulations**: Procurement activities will comply with applicable local, state, and federal law(s) and applicable regulation(s). The Purchasing Division will provide Purchasing Manual training, and procurement guidance, to employees.
7. **Promotion of Competitive Procurement**: The City will put forward competitive solicitations, as set forth in the Procurement Policy, to ensure it receives the best value.
8. **Zero Tolerance for Corruption**: The City maintains a zero-tolerance rule toward corruption, including fraud, bribery, and collusion. Any questionable activities should be reported to the Purchasing Division or the City Attorney's office, investigated, and dealt with promptly and thoroughly.

The City strives to establish trust, fairness, and efficiency through its procurement practices. By adhering to the Procurement Policy, the public interest will be protected and advanced, public funds will be used responsibly, and the City will maintain its long-standing reputation of integrity and accountability.

Chapter 2: Purchasing Authority and Contract Signature Authority

City Council and the City Manager: The City Manager, as appointed by the City Council in accordance with the City Charter, oversees the City departments, and sets the rules and policies for procuring commodities and services applicable to the departments. Any improper practice(s) or deviation(s) may lead to disciplinary action(s).

Department Directors: In accordance with the Policy the City Manager delegates purchasing approval to Department Directors based on the dollar amount. A Department Director may delegate to employees who have purchasing responsibilities. The Department Director shall ensure that employees understand and fully and faithfully apply the Procurement Policy. Department Directors and employees are responsible for understanding and complying with the Procurement Policy. Any improper practice(s) or deviation(s) may lead to disciplinary action(s).

Purchasing Division: The Purchasing Division is responsible for:

1. Protecting the Procurement Policy.
2. Procuring and contracting commodities, services, and construction as provided in the Policy and otherwise provided by law.
3. Providing guidance and training to Department Directors and employees on the Procurement Policy.
4. Monitoring compliance with the Procurement Policy.
5. Investigating allegations of improper procurement practices.

Contract Signature Authorization

Only the City Manager (or his/her designated representative), and the Purchasing Manager (or his/her designated representative), Contract Administrator, and Buyers are authorized to sign contracts which bind the City for the procurement of goods, services, insurance or construction, unless a specific delegation or exemption is made by City Council by resolution, code, regulation or letter of authority to another official or employee.

Chapter 3: Purchasing Approval Limits

Purchasing approval limits by position are detailed in Table 1.

Table 1: Purchasing Approval Limits

Dollar Amount	Type of Purchase	Approval
$15,000 to 49,999	Formal Quotes by Purchasing Division	Department Director
$50,000 to 199,999	Formal Solicitations	City Manager
$200,000 and over	Non-Fleet Solicitations	City Council
$500,000 and over	Fleet Purchases	City Council
$25,000 to 49,999	Sole Source	City Manager
$50,000 and over	Sole Source	City Council

Notes: This table applies to commodities or services with current-year budget appropriations. The unbudgeted expenditures are prohibited except in an emergency or by the City Manager's written directive. Notwithstanding Table 1, the City Council approves awards over **$50,000** if:

1. There is a request for a sole source of over **$50,000;** and/or,
2. Specific appropriation(s) do not exist for commodities or services.

Chapter 4: Identification and Solicitation of Vendors

The City recognizes that a formal solicitation may only sometimes be the most efficient or effective purchase method. As a result, certain exceptions to the formal solicitation process may be utilized depending on the nature and cost of the purchase. If a vendor is selected using an exception, the Purchasing Division will assist the department in documenting the exception.

Vendor Contact Before Formal Solicitations

It is acceptable and beneficial to gather information to make informed decisions. Research may include product demonstrations, discussions, or meetings to understand the marketplace and available solutions better; however, it is essential to maintain fairness and transparency during such interactions. The following guidelines should be followed:

1. **No commitment**. Any interactions are solely to gather information and do not indicate any special treatment or obligation for future purchases.
2. **Equal opportunity**. The department should offer the same opportunities to ensure that no single vendor has an unfair advantage.
3. **No conflict of interest**. City employees must maintain impartiality and avoid any situation(s) that could create, or appear to create, a conflict of interest. They must not accept gifts, gratuities, or anything of value.
4. **Documentation**. City employees must keep detailed records of all interactions during this research phase to maintain transparency.

4.1 Formal Solicitation

Formal solicitations are competitive processes and require the following:

1. Authorization: Departments must work with the Purchasing Division to initiate formal solicitations when the amount is covered by an approved or planned budget.
2. Initiation of a Formal Solicitation. The department initiates a formal solicitation by preparing Specifications and/or a written Scope of Work, which minimally will include:
    a. The description of the goods or services to be procured.
    b. The quantity and quality of the goods or services to be procured.
    c. The delivery or performance schedule.
    d. The method of procurement.
    e. The criteria for the award.

3. Solicitation. After the Specifications and/or the Scope of Work have been written, the Purchasing Division, in collaboration with the department, will identify the appropriate solicitation method and plans, schedules, and procurement procedure.
4. Legal Review. The City Attorney's Office will review and approve the procurement and contract forms. Only the Purchasing Division or the City Attorney's Office may modify the solicitation documents terms.
5. Contract Award. When a qualified, responsive, and responsible proposer is selected, and if negotiations are required, the Purchasing Division and the department will negotiate a final contract, obtain all required approvals, and execute a contract. If the department and the Purchasing Division disagree about an award recommendation, they will meet to review the reason(s) for the disagreement. If they cannot resolve the dispute, the City Manager will review and decide.
6. Centralized Documentation and Contract Management: The Purchasing Division maintains a complete contract file and all required documentation on formal solicitations.

Chapter 5: Methods and Procedures for Formal Solicitation and Purchase Orders

The City may use Requests for Quotes (RFQ), Requests for Information (RFI), Invitations for Bids (IFB), Requests for Proposals (RFP), and Statements of Qualifications (SOQ) for formal solicitations. The method and procedure shall be determined at the City's sole and absolute discretion as provided in this Policy and determined to be in the City's best interest.

Initial Steps

The type of solicitation may depend on the nature of the procured commodities, work, or services, the project's complexity, or purpose, and the evaluation criteria/evaluation method. The following steps will be used in determining the form of solicitation:

1. Consult with the Purchasing Division: Consult with the City's Purchasing Division to ensure the solicitation method is appropriate, legal, and in line with the City's procurement policies and procedures.

2. Define the Need: Define the intended purpose of the procurement and specify the commodities, work, or services and the procurement goals. This is essential to choosing the most appropriate solicitation method.

3. Assess Complexity: Assess the commodities, work, or services needed. The complexity, technical specifications, level of customization, or the number of variables will be considered when choosing the solicitation method.

4. Determine the Importance of Price v. Qualifications: Decide on the relative importance of price versus qualifications or other non-price factors. If price is the primary consideration and the requirements can be clearly defined, an IFB or RFQ may be the most appropriate method. If qualifications, innovative solutions, or other non-price factors are more critical, an RFP or SOQ may be more suitable.

5. Consider the Market: The market conditions and the number of potential vendors, the competitiveness of the market, and the availability of the commodities, work, or services can all impact the choice of solicitation method.

6. Review Legal or Regulatory Requirements: The Purchasing Division, in conjunction with the City Attorney's Office, will ensure the consideration of any relevant legal or regulatory requirements.

Develop Scope of Work

When developing a Scope of Work (SOW) or Scope of Services (SOS), the Purchasing Division will work closely with the project manager to ensure that the needs and expectations of the project are clear and sufficiently detailed to reduce ambiguities.

The SOW is critical to forming and enforcing any contract and must clearly describe the commodity, service(s), and work. The SOW serves as a roadmap for the project, defining the deliverables, timelines, quality standards, and key tasks. A detailed SOW is necessary to ensure clear understanding and expectations between all parties involved.

Components of a Scope of Work

1. Project Description: An explanation of the project's purpose and objectives. The project description provides essential context for making and enforcing the purchase and contract terms.
2. Deliverables: A detailed list of all items, work, or services to be delivered by the vendor and specifies the acceptance criteria for each deliverable.
3. Tasks: Tasks include a breakdown of specific tasks or activities to be performed by the vendor. Each task should be clearly described and associated with a particular deliverable.
4. Timelines: A schedule that outlines when tasks or deliverables will be completed, including any milestones or deadlines as required by the City.
5. Performance or Quality Standards: The performance standards or benchmarks to measure the quality of the work or the commodities procured must include any specific regulatory or industry standards to be provided by the vendor.
6. Payment Schedule: The payment schedule defines the compensation to be paid to the vendor for completing tasks, deliverables, or other mutually agreed metrics, together with deadlines agreed upon between the City and the vendor or service provider.
7. Project Management: Details of how the project will be managed, including reporting requirements, schedules, and roles and responsibilities of the parties.

Specifications

When seeking responses from potential vendors, it is essential to have detailed descriptions of the physical or functional characteristics of the product, service, or system. These descriptions, known as Specifications, serve as a basis for evaluating responses against the standard specifications provided by the City.

In developing specifications, the Purchasing Division will collaborate with the project manager to ensure the accuracy and completeness of all requirements and expectations. To reduce misunderstandings or disputes, the specifications should be clear and detailed.

Key elements of specifications include:

1. Description of Requirements: A detailed description of what the City is purchasing, whether a physical commodity, construction, or service. This comprehensive description should state the necessary features, dimensions, performance standards, quality levels, and other relevant details.
2. Quantity: The amount of the commodities or services needed in terms of number or volume.
3. Delivery or Performance Schedule: The date or timeframe within which the commodities or services must be delivered or performed.
4. Standards and Compliance: The regulatory or industry standards with which the commodities or services must comply/conform.
5. Quality Assurance Measures: The procedures and checks to ensure that the commodities or services meet the specified requirements.

The City is committed to creating comprehensive and fair specifications to ensure the best value, successful Procurement outcomes, and positive relationships with vendors.

5.1 Requests for Information (RFI)

A Request for Information (RFI) is the Purchasing Division's standard process to gather written information about vendor capabilities. The response to an RFI can help the City shape its procurement strategy and improve the efficiency and effectiveness of procurement processes.

Typical Uses for RFIs

RFIs are typically used early in the purchasing cycle to:

1. Obtain general vendor or product information.
2. Narrow down a list of potential vendors.
3. Gather information to prepare a more detailed Request for Quotes (RFQ), Invitation for Bids (IFB), Request for Proposals (RFP), or Statement of Work (SOW).

RFI Process

In general, the RFI process is as follows:

RFI Initiation: The Purchasing Division, in collaboration with the department, identifies the need for an RFI based on the following factors:

1. The complexity of the procurement;
2. The unfamiliarity of the market;
3. The need to clarify potential solutions or providers.

RFI Preparation: The Purchasing Division and the department will prepare an RFI document detailing vendor information sought/requested. The RFI may include:

1. A description of the product, service, or solution;
2. Specific questions regarding capabilities, solutions, or approaches;
3. Other inquiries that may be beneficial.

Public Notice: The Purchasing Division will notice the issuance of an RFI. This notice will include the following information:

1. The purpose of the RFI;
2. The deadline for submitting responses;
3. The method for submitting responses.

Responses Review: The Purchasing Division, in collaboration with the department, will review RFI responses. The review will focus on the following factors:

1. The completeness and accuracy of the responses;
2. The relevance of the information provided;
3. The vendor's capabilities and experience, if required.

Pricing Information: The department may include budget cost information when requesting information from potential vendors. This information is not binding and is only intended to help vendors understand the City's needs.

No Commitment: Responding to an RFI does not guarantee future consideration for solicitations. Understanding that an RFI does not imply a commitment to issue a formal solicitation or contract is essential.

The Purchasing Division reserves the right to amend or withdraw an RFI at any time.

5.2 Requests for Quotes (RFQ)

A Request for Quotes (RFQ) document is the method the Purchasing Division uses to solicit vendor quotes to procure commodities, work, or services that exceed the department's purchasing authority.

RFQ Process

In general, the RFQ process is as follows:

RFQ Initiation: The Purchasing Division, in collaboration with the department, identifies the need for an RFQ.

- The RFQ is typically used for smaller orders under a certain dollar threshold.
- The RFQ may also be used when the department needs a pre-established relationship with a vendor that can meet the City's needs.

RFQ Preparation: The Purchasing Division and the department will prepare an RFQ document that includes the following information:

1. A description of the commodities, work, or services being procured;
2. The technical requirements for the commodities, work, or services;
3. The evaluation criteria that will be used to select the vendor;
4. The deadline for submitting quotes;
5. The method for submitting quotes.

Public Notice: The Purchasing Division will issue the public notice, if required, of the RFQ. This notice will be published in a local newspaper and on the City's website.

Quote Submission: Vendors must submit their quotes to the Purchasing Division by the deadline. Quotes must be submitted in writing, in the response type requested (e.g. e-mail) and include all the information requested in the RFQ.

Evaluation: The Purchasing Division will evaluate all quotes based on the evaluation criteria. The evaluation will focus on the following factors:

1. The completeness and accuracy of the quotes;
2. The responsiveness of the quotes to the RFQ requirements;
3. The vendor’s experience and expertise;
4. The vendor’s price.

Quote Award and Contract Formation: The Purchasing Division will award the contract to the vendor that submits the most responsive and competitive quote. The contract will be issued by the terms and conditions outlined in the RFQ.

Clarification and Negotiation: The Purchasing Division may seek vendor clarification regarding any aspect of their quotes. If only a single quote is received, the Purchasing Division may negotiate terms, conditions, and pricing with vendor.

Quote Rejection: The Purchasing Division may reject any quote for reasons including, but not limited to: non-compliance with the RFQ requirements, incomplete or conditional quotes, unsatisfactory past performance by a vendor, or the cancelation of the RFQ.

5.3 Invitations for Bid (IFB)

An Invitation for Bid (IFB) is a document the Purchasing Division uses to solicit vendor bids to procure standardized commodities, work, or services. The IFB process is typically used when the procurement is for commodities, work, or services that are:

1. Can range from simple to complex;
2. Well-defined and understood;
3. Not subject to many variations;
4. Price-sensitive.

The IFB process is also used when the City wants to ensure the procurement is conducted fairly and transparently.

IFB Process

In general, the IFB process is as follows:

IFB Development: The Purchasing Division and the department work together to develop the IFB document. The IFB document includes the following information:

1. A description of the commodities, work, or services being procured;
2. The technical requirements for the commodities, work, or services (including Scope of Work, if required);
3. The evaluation criteria that will be used to select the vendor;
4. The deadline for submitting bids;
5. The method for submitting bids.

Public Notice and Distribution: The Purchasing Division publishes a public notice of the IFB. The public notice includes the following information:

1. The title and number of the IFB, name of the goods or services being procured;
2. The deadline for submitting bids;
3. The method for submitting bids;
4. The contact information for the Purchasing Division.

Pre-Bid or Site Visit Meeting: The Purchasing Division may hold a pre-bid or site visit meeting to allow potential bidders to ask questions, and get clarification on the IFB document in the form of a written Addendum.

Addenda and Communication: The Purchasing Division will issue an addendum/addenda to address any necessary changes, corrections, or clarifications to the IFB. Only the Purchasing Division will communicate with vendors.

Bid Submission: Interested bidders must submit bids by the IFB requirements. Typically, the IFB will require pricing information, compliance with specifications, delivery schedules, warranties, and other relevant details. Bidders must submit their bids in the method required by the IFB to the Purchasing Division by the deadline.

Bid Opening: The Purchasing Division opens the sealed bids in a public meeting (this may take place in a virtual setting). The bids are recorded, and the apparent lowest responsive and responsible bidder is identified.

Bid Evaluation: The Purchasing Division evaluates the bids based on the criteria stated in the IFB. The evaluation criteria may include price, compliance with specifications, experience, past performance, quality, and other relevant considerations, including pre-qualification, if required.

Award: The Purchasing Division awards the contract to the lowest responsive and responsible bidder.

Negotiation: Should only a single bidder submit a response to an IFB, the City may openly negotiate with the bidder as necessary.

Contract Execution: The Purchasing Division contracts with the successful bidder. The contract includes the terms, conditions, deliverables, timelines, and other relevant aspects of the purchase.

IFB Documents

The IFB document must be clear, concise, and easy to understand. It must also be complete and accurate and comply with all applicable laws and regulations. The IFB document should include the following information:

1. A project definition and planning section that clearly defines the project's scope, objectives, and requirements;
2. An IFB document structure and content section that describes the format and content of the IFB document;
3. A legal and policy compliance section ensures that the IFB document complies with all applicable laws and regulations;
4. A stakeholder involvement and review section ensures that all relevant stakeholders review the IFB document;
5. A vendor communication section that describes how vendors can communicate with the Purchasing Division during the bidding process;

5.4 Requests for Proposals (RFP)

A Request for Proposal (RFP) is a document used by the Purchasing Division to solicit proposals from vendors for the procurement of commodities, work, or services that are complex, customized, innovative, or require a long-term relationship with the vendor. The RFP process is typically used when the City wants to ensure that the best possible vendor is selected for the project.

RFP Process

In general, the RFP process is as follows:

Initiate the RFP: The Purchasing Division will work with the department to initiate the RFP process. The department will identify the project manager and the relevant stakeholders, and the Purchasing Division will collaborate to gather the information necessary for the RFP.

Understand the Project Requirements: After initiation, the first step in the RFP process is understanding the requirements. This includes understanding the scope of work, the deliverables, the timeline, and the budget. The Purchasing Division will work with the department to gather this information.

Determine the RFP Structure: Once the project requirements are understood, the Purchasing Division will determine the structure and format of the RFP. The RFP should be clear, concise, comprehensive, and written in plain language that is easy to understand. The RFP should also be consistent with the City's procurement policies and procedures.

Define Evaluation Criteria: The next step is to define the evaluation criteria used to assess proposals. The evaluation criteria should be clear, concise, measurable, and weighted to reflect each factor's importance.

Draft the RFP Document: The project manager and the Purchasing Division will draft the RFP document. The RFP document should include the following sections:

1. Introduction: This section overviews the project and the RFP process.
2. Project Overview: This section provides a detailed project description, including the scope of work, deliverables, and timeline.
3. Administrative Information: This section includes information about the RFP process, such as the deadline for submitting proposals, the method for submitting proposals, and the contact information for the Purchasing Division.
4. Evaluation Criteria: This section describes the criteria used to evaluate proposals, such as technical expertise, experience, qualifications, price, and compliance.
5. Contract Terms: This section outlines the terms and conditions of the contract, such as the price, the delivery schedule, and the warranty.
6. Submission Requirements: This section describes the requirements for submitting proposals, such as the format of the proposal and the information that must be included.
7. Other Relevant, Project-Specific Conditions, Terms, and Requirements: This section may include additional information specific to the project, such as security requirements or environmental regulations.

Stakeholder Input and Review: The department and the Purchasing Division will seek input and feedback from relevant stakeholders, departments, or subject matter experts. They will incorporate their insights to ensure the RFP document accurately reflects the project's needs and requirements.

Publish and Advertise the RFP: The Purchasing Division publishes and advertises the RFP to potential offerors using appropriate platforms, such as the City's website, the local newspaper, BidNetDirect.com, or other channels.

Address Vendor Inquiries: The Purchasing Division will establish a mechanism for promptly addressing inquiries, providing clarifications, responding to all vendor inquiries reasonably and consistently, and ensuring equal access to information.

Addenda and Communication: The Purchasing Division will issue an addendum/addenda to address any necessary changes, corrections, or clarifications to the RFP. Only the Purchasing Division will communicate with vendors.

Recordkeeping and Documentation: The Purchasing Division will maintain accurate records of the RFP creation process, including:

1. The RFP documents
2. All approvals of the RFP
3. All stakeholder feedback on the RFP
4. All addenda to the RFP
5. Any other relevant documentation

This documentation will be maintained to help ensure transparency and facilitate any required auditing or review processes.

Evaluation and Vendor Selection: The Purchasing Division and the department will evaluate the proposals received in response to the RFP and select a vendor that meets the project's requirements and is the best value for the City. The evaluation criteria will be based on the factors outlined in the RFP, such as technical expertise, experience, qualifications, price, schedule, and compliance.

The Purchasing Division will use a scoring system to evaluate the proposals. This will be used to determine which vendor(s) move forward into the next phase(s) of the process, or to determine the winning vendor.

Contract Negotiation and Execution: The Purchasing Division, in consultation with the department, and if needed the City Attorney, will initiate contract negotiations with the selected vendor to finalize the terms, conditions, and deliverables. The City and the vendor will sign the contract, which will be by applicable laws, rules, and regulations.

The Purchasing Division will draft the contract. The City Attorney will review the contract and provide any necessary legal advice.

RFP Selection by Committee

The City will use a committee to select vendors for RFPs. The committee will comprise of City employees from various departments with expertise relevant to the goods and services being procured, potential stake holders (if applicable), other government/quasi-government employees with relevant expertise, and Purchasing Division staff.

The committee will use a scoring rubric to evaluate proposals. The rubric will be developed by the City and described in the RFP. The rubric may include cost, quality of goods or services, vendor qualifications, and other pertinent factors.

Each committee member will independently review and score each proposal using the scoring rubric. This process is intended to ensure various perspectives and limit the potential for bias.

After the independent review, the committee will meet to discuss the scoring. During those discussions, committee members may explain their scoring, ask questions regarding others' understanding/consideration of the proposal.

If the committee finds significant differences in scores for a given proposal, the committee members will discuss the differences to ensure the understanding of the merits or lack thereof for each proposal.

After all the scores are finalized, the Purchasing Division will calculate the average score for each proposal and rank each from highest to lowest. The proposal(s) with the highest ranking(s) will be selected as the vendor(s) to move forward into the next phase(s) of the process, or to determine the winning vendor.

The Purchasing Division will communicate the scoring results to the proposers for their own proposals. A vendor may request feedback on its proposal upon written request. The Purchasing Division may provide input or decline to do so; any feedback provided will be based on the process for that solicitation and the records of that process.

By communicating about the City's selection process, it is anticipated that vendors will improve the quality and responsiveness of proposals and, in turn, continue to foster fairness and accountability by the City to ensure the best outcome for the City and its citizens.

5.5 Statements of Qualifications (SOQ)

A Statement of Qualifications (SOQ) is a process by which the City may evaluate the qualifications of various firms interested in providing services. An SOQ allows a firm(s) to present its capabilities, skills, and experience related to specific services the City needs, and to gauge potential competition in the marketplace, prior to issuing the solicitation.

SOQ Process

In general, the SOQ process is as follows:

Initiation of SOQ: When specialized services are needed, the department and the Purchasing Division will prepare an SOQ that clearly defines the Scope of Services, the desired qualifications, and other relevant information.

Distribution of SOQ Request: The Purchasing Division will distribute the SOQ request to firms that are or may be interested in responding to the SOQ. The request will be posted on the City's website, advertised in the local newspaper, and on procurement portals as determined by the City at its sole discretion.

Receipt of SOQs: Responses to SOQs must be timely and, in the format, stated in the SOQ solicitation.

Review of SOQs: The Purchasing Division and the project manager will review all responses to SOQs for compliance with the request, giving particular attention to the firm's history, qualifications of key personnel, past projects, references, and unique capabilities of the firm(s).

Shortlisting of Firms: The Purchasing Division and the department will shortlist firms whose SOQs best align with the City's needs in order to determine which firms may be eligible to participate in an upcoming solicitation, or in order to determine which firms may move onto interviews, further evaluation, and potential award, as deemed in the best interest of the City. The shortlisting process will be based on the criteria provided in the SOQ request.

Follow-Up Interviews or Presentations: The Purchasing Division may invite shortlisted firms for interviews, presentations, and further evaluation.

Final Selection and Notification: The selection of a firm will be after careful analysis of the SOQ response(s), interviews/presentations, and the firm's ability to meet the City's needs. The Purchasing Division will notify the selected firm and initiate contract negotiations.

Waiver of Minor Irregularities

The City, by and through the Purchasing Division, reserves the right to waive minor irregularities in submitted proposals, bids, or contract documents, if the irregularities do not confer a competitive advantage, constitute non-compliance with fundamental terms, or irreparably compromise the integrity of the procurement process.

Minor irregularities are mistakes or omissions that do not affect the price, quality, quantity, or delivery schedule of the procured goods or services. Minor irregularities may include, but are not limited to:

1. Clerical errors;
2. Omissions of non-essential information;
3. Slight deviations from the formal solicitation instructions that do not affect the procurement process's completeness, competitiveness, and fairness.

The Purchasing Division has sole discretion to waive minor irregularities and will consider them on a case-by-case basis. All decisions regarding the waiver of minor irregularities will be documented and maintained as part of the procurement record.

Appeals

If a vendor believes his/her/its proposal or bid was unfairly disqualified due to a minor irregularity, he/she/it may appeal the decision to the Purchasing Division. The Purchasing Division will review the decision and make a final determination.

If the vendor is still not satisfied with the decision of the Purchasing Division, he/she/it may appeal the decision to the City Manager. The City Manager will review the decision, make a final determination, and issue a written finding.

5.6 Purchase Orders

A purchase order is a document that states the terms and conditions of a proposed transaction and creates a contractual relationship between a vendor and the City. It describes the quantity and quality of the required goods and includes other information such as shipping terms, delivery dates and location, and prices quoted in the solicitation response. The purchase order shall encumber the applicable appropriations account.

When to Use a Purchase Order

Purchase orders are required for all invoiced purchases of commodities, materials or supplies and services with an expected expenditure of City funds of $15,000 or more unless previously approved by the Purchasing Manager.

Process

Purchasing Division personnel shall complete all purchase orders in the City's Financial System. The requesting Division shall send a copy to the Vendor.

Subsequent Changes or Cancellations

Whenever a change of any kind on a purchase order is required, the originating department shall forward a Purchase Order Change Request that provides the information to be changed and a justification for Purchase Order Change. Requests shall be directed to Purchasing via e-mail or through the City's Financial System.

User Approval

Purchase orders must be approved for payment in accordance with final approval authority requirements set forth in Chapters 2 and 3.

Receiving Procedure

When the material or service is delivered to the department, the authorized agent of the department, as assigned by the Department Director, shall inventory and inspect the delivery to ensure the material(s) and/or service(s) are as listed on the shipping document and are in acceptable condition. If all materials are received in acceptable condition, the receiving department/division shall submit the invoice for approval to their authorized department/division personnel who then process the invoice for payment. Partial payments shall be processed based on items actually received. Down payment and prepayment is acceptable on a case by case basis as approved by the Purchasing Manager. If materials and/or services received are damaged or defective, they should not be used. If possible, notation should be made upon the receipt in the presence of

the delivery agent. Departments shall notify Purchasing immediately when damaged or defective commodities are received.

Purchase Order Exemptions or Exceptions

- Colleges, universities, higher education, school districts
- Annual software renewals
- Title companies and real estate firms
- Utilities
- Other government and quasi-government agreements
- Annual software renewals
- Loan and debt payments

Chapter 6: Public Notice for Formal Solicitations

A Public Notice for a solicitation(s) is the official announcement or advertisement published by the City to inform the public of the City's intent to solicit the purchase of goods and services.

Public Notices are intended to attract potential vendor(s). They are posted on the City's website, advertised in the local newspaper, and on procurement portals as determined by the City at its sole discretion.

Key Components of a Public Notice

1. The solicitation title and number, and/or clear and concise description of the goods and services.
2. Instructions for obtaining greater detail about the solicitation.
3. The date, time, and location for submitting a response to the solicitation.
4. Contact information for questions or clarifications about the solicitation.

The primary purpose of the Public Notice is to provide potential vendors a reasonable opportunity to know of, and respond to, the solicitation, promote competition, and obtain the best value for the City.

Chapter 7: Distribution & Submission of Formal Solicitations

The City presently uses an online platform (currently BidNet direct, however online platforms are subject to change) to distribute and collect formal solicitations. The City reserves the right to use any other platform or means to provide a Public Notice of solicitations.

Methods

1. The City distributes formal solicitations via BidNet. Vendors' registration and agreement to the BidNet TOS are required to access City solicitations posted there.
2. Each posting on BidNet contains the full solicitation document, including specifications, terms and conditions, submission instructions, and other pertinent information.
3. The Purchasing Division will post solicitations to BidNet concurrently with the release of the Public Notice.
4. The Purchasing Division will post any necessary post-distribution changes or clarifications as an addendum/addenda or other modification(s) to a solicitation on BidNet.
5. The City maintains records of all solicitations distributed through BidNet, including the posting date, a list of vendors who accessed the solicitation, and those who received the changes or clarifications as an addendum/addenda or other modification(s).

Submission of Formal Solicitations

1. Vendors must submit responses to solicitations via BidNet. BidNet provides an efficient, digital, and timestamped process for the vendor and the City.
2. Bid submissions must include all documents required by the solicitation and comply with the solicitation’s terms and conditions.
3. Vendors must timely submit solicitations as specified in the Public Notice and solicitation documents. BidNet automatically enforces deadlines and will not accept late submissions.
4. Vendors may amend submissions before the deadline by withdrawing and resubmitting a bid(s) on BidNet. Post-deadline modifications will not be accepted.
5. BidNet maintains a digital time stamp for all submissions. The Bid Net records provide the vendor and the City with a verifiable record in case of a question/dispute about a submission(s).

Chapter 8: Sole Source Procurement

A sole source procurement is when the City purchases commodities, work, or non-professional services from a single vendor without conducting a competitive solicitation. This is only allowed when the City can justify that no other vendor can meet its needs.

Sole Source Approval Criteria

The City may approve a sole source procurement if it meets one or more of the following criteria:

1. Uniqueness: Is unique and unavailable from any other source due to proprietary rights, patents, copyrights, secret processes, or monopoly control.
2. Compatibility: There is a need for compatibility with existing equipment, technologies, or processes, and only a specific product or service can satisfy that need.
3. Urgency: Delay would lead to serious injury, death, or significant financial loss.
4. Expertise: The vendor has unique experience, expertise, or capabilities unavailable elsewhere.
5. Standardization: There is a need to standardize specific equipment or supplies to reduce training, inventory, or maintenance costs, and only one vendor can meet this need.
6. Written demonstration and justification is available which reasonably and practicably establishes that the selection of a sole source vendor is in the best interest of the City.

Sole Source Procurement Process

A department must submit a written request to the Purchasing Division for sole source procurement. The request must include:

1. A detailed scope of work or specifications for the commodities, work, or non-professional services being procured.
2. A narrative explanation of why no other vendor can meet the City's needs.
3. The department's budget for procurement.

The Purchasing Division will review the request and determine whether it meets the criteria for a sole source procurement. If it does, the Purchasing Division and department will negotiate a contract with the selected vendor.

Contract Issuance

After the sole source contract is negotiated, it will be reviewed and approved by the City Attorney's Office and/or appropriate approvers based upon the contract amount.

Chapter 9: Procurement of Professional, Technical and Expert Services

Purpose The City often requires the expertise and services of private contractors or consultants for complex studies, procedure development, audits, staff training, facility design, and specialized products. This section outlines the policy and procedures for acquiring professional, technical, and expert services. This section pertains to use of the non-competitive selection process, if it is determined by the Purchasing Division and the appropriate approver(s) to be in the City's best interest. If this method is utilized, the department must work with the Purchasing Division to process the request. If the utilization of this method is denied, then the process will follow the procurement method best suited as outlined in Chapter 5 of this policy.

Authority

(a) **Under $50,000:** For services costing less than $50,000, any department may procure licensed professional(s) or independent consultant(s) without competition. Department Directors are responsible for selection, considering qualifications, experience, references, and cost.

(b) **$50,000 up to less than $200,000:** With City Manager approval, services with a total cost of $50,000 up to less than $200,000 may be procured without competition. Department Directors must provide a written justification and recommendation to the City Manager for selection.

(c) **$200,000 and over:** Services at or exceeding $200,000 may be procured without competition with City Council approval. Department Directors must provide City Council with a written justification and recommendation.

(d) **Legal counsel contracts:** Legal counsel contracts require City Attorney approval or their designated representative.

Please note that this policy aims to maintain transparency and efficiency in the procurement process for professional services. It aligns with best practices and ensures that the City follows a standardized approach for service acquisition.

Chapter 10: Procurement Involving Grants

This policy sets the guidelines for procurements funded by federal grants by the Uniform Guidance. The policy applies to all procurements connected with federal grants or awards, including direct and pass-through grants or awards managed by the State of Colorado.

Policy Guidelines

1. Competition: The City will ensure fair and open competition for all procurement operations. This means that the City will not impose unnecessary qualifications or excessive bonding requirements and will not permit uncompetitive pricing practices or conflicts of interest. Departments may only specify brand-name products if alternatives are allowed.
2. Policy Documentation: The City will document its procurement policies and processes. This includes describing the requirements of the commodities, work, or services to be procured precisely, listing all conditions bidders must meet, and specifying the factors used to evaluate bids.
3. Reasonable and Necessary Costs: The City will reasonably confirm that all costs incurred in procurement operations are appropriate and necessary. City departments should refrain from purchasing duplicative or unnecessary items and consolidate or separate procurements when necessary.
4. Record Maintenance: The City will keep records of each procurement. This includes documenting the rationale for the procurement method, contract type, contractor selection or rejection, and the contract price justification.
5. Conflict of Interest: City officials, employees, and agents should avoid any actual or perceived conflict of interest while participating in the selection, award, or administration of contracts funded by federal funds. Accepting gratuities, favors, or anything of monetary value from contractors or subcontractors is prohibited.
6. Contract Administration: The City will require that contractors abide by the terms, conditions, and specifications of their contracts/purchase orders.
7. Procurement Methods: The City will adopt one of these methods: small purchases, formal solicitations, or sole source.
8. Contractor Selection: The City will proactively solicit minority businesses, women's businesses, and labor surplus area firms as required by the grant.
9. Contract Clauses: The City will incorporate all pertinent provisions listed in Appendix II to Part 200—Contract Provisions for Non-Federal Entity Contracts Under Federal Awards in all contracts.

10. Suspension and Debarment: The City will determine that neither the entity nor the principals it plans to transact with is excluded or disqualified from Federal projects or receipt of Federal funds.
11. Cost and Price Analysis: The City will perform a cost or price analysis for every procurement operation that meets the formal solicitation threshold.
12. Bonding Requirements: For contracts or subcontracts related to construction or facility improvement requiring a solicitation, the City will follow specific minimum bonding requirements unless the federal awarding agency or pass-through entity has accepted the City's bonding policy and requirements and determined that the federal interest is adequately safeguarded.

Chapter 11: Contract Forms

When the City purchases commodities, work, or services that exceed the Formal Solicitation Threshold, the contract will be governed by the terms and conditions approved by the City Attorney's Office. Any alterations or additions to the approved contract form must be forwarded to the Purchasing Division for review and action, following the City Attorney's directives.

The City Attorney's Office will establish the binding contract terms and conditions to comply with applicable law and to promote the City's best interests. The City Attorney's Office will also establish the Purchasing Division's authority to modify or waive specific contract terms.

Bid Security

Bid security (a bid bond) guarantees that a bidder will not withdraw its bid. Bid security is typically required for purchases that exceed the Formal Solicitation Threshold.

The Purchasing Division may or may not require bid security for any solicitation at its discretion, not exceeding 5% of the bid response value. A bidder must include the required bid security in the solicitation to ensure the City may not dismiss a bid as non-responsive for non-compliance.

Bids are binding for the duration specified in the solicitation once opened. A bidder may retract its bid only before the deadline for submissions.

Acceptable forms of bid security include:

1. A one-time bid bond issued by a company licensed to issue bonds in Colorado.
2. A bank cashier's check payable to the City of Grand Junction for 5% of the bid response.
3. A bank-certified check payable to the City of Grand Junction for 5% of the bid response.
4. An irrevocable letter of credit in a format acceptable to the City.

Bonds for Construction Contracts

The City may require separate performance, labor and materials, payment, and maintenance bonds for all construction, work, and public improvement contracts exceeding $50,000. The bonds must be for 100% of the contract price.

Discretionary Bonds: Performance, payments, material, and maintenance bonds may also be required on contracts under $50,000 if the Purchasing Division, in consultation with the City Attorney, deems the bonds to be in the City's best interest.

Delivery and Satisfaction: The contractor must deliver all required bonds to the Purchasing Division within ten days after receiving the Notice of Award or upon execution of the contract. Failure to do so may result in the contractor's bid or contract being rejected or terminated for default.

Bond Form: The bonds must be submitted in a format approved by the City.

Bond Waiver: The City may waive the requirement for performance, payments, material, and maintenance bonds and accept cash deposited into an escrow account with the City for a specified period if the terms of the surety alternative are acceptable to both contract parties. A cash deposit of 100% of the total contract value to insure against all costs associated with a performance breach may be a satisfactory condition of an alternate surety.

Additional Bonding: If a surety on the contractor's bond(s) becomes revoked during a contract, the City retains the right to require additional and sufficient sureties, which the contractor must furnish within ten calendar days after written notice, at the contractor’s expense. The surety bond(s) will cover the entire contract amount, notwithstanding the total contract amount changes.

Chapter 12: Contract Modifications and Change Orders

Any modification to a contract resulting in a price change must be processed through the Purchasing Division and include all necessary documentation and approvals.

Authorization and Approval

1. The Department Director may approve non-formal and/or formal contract amendments or change orders to contracts that raise the price by **less than $50,000** (pending Items 3 or 4 of this section).
2. The City Manager must approve non-formal and/or formal contract amendments or change orders that increase the cost of the contract by **$50,000 up to less than $200,000** (pending Items 3 or 4 of this section)**.**
3. Modifications to formal solicitation contracts that, alone or collectively, including previous changes, increase the initial contract price by **more than 25% but less than 50%** require approval by a committee that comprises the City Manager or his designee, the requesting Department Director, and representatives from the Purchasing Division and the Finance Department.
4. Modifications to formal solicitation contracts that, alone or collectively with previous changes, increase the initial contract price by **more than 50%,** or the total contract price to **over $200,000** must be approved by the City Council.
5. The Purchasing Division is responsible for contract administration, ensuring fulfillment of performance standards, and managing change orders or amendments.

Chapter 13: Protest of a Contract Award

If a Vendor believes that the City failed to adhere to the Policy in evaluating a solicitation, the vendor may protest an award as follows:

Grounds for Protest

A vendor may protest an Award if:

1. The City has violated its own rules or procedures.
2. The City has violated City, state, or federal law.
3. The City has demonstrably acted arbitrarily or capriciously against the public interest.

Exclusions

The following are *not* grounds for protest:

1. The vendor disagrees with the terms and conditions of a solicitation or any clarification(s) or amendment(s) unless the vendor credibly alleges that the same violates Policy or applicable law.
2. The vendor's dissatisfaction with an award decision unless the vendor credibly alleges that the Award violates the Policy or applicable law.

Time Limits for Protest

A vendor must make an Award Protest within **five (5) business days** following the announcement of an Award. The City will not consider an Award Protest that is not timely filed.

Protest Submission

1. An Award Protest must be submitted in writing and be mailed, e-mailed, or hand-delivered to the City's Purchasing Division.
2. The Award Protest must include the name, address, and contact information of the protesting vendor, the title and reference number of the solicitation, and a detailed statement of the grounds for the protest.
3. All factual and legal documentation must be sufficiently detailed to establish the allegations made in support of the Protest.

The Purchasing Division may dismiss any Protest that excludes required information.

Stay of Purchasing

Upon receipt of a Protest before an Award, the City may postpone the Award until after the Protest is resolved.

Protest Review

Upon receipt of a Protest, the Purchasing Division will, in consultation with the City Attorney, review the Protest to determine whether it is timely and includes all required information. If the Protest is timely and facially sufficient, the Purchasing Division will conduct a further review.

Decision and Communication

1. The Purchasing Division will decide on the Protest within **fifteen (15)** business days of receipt.
2. The Purchasing Division will communicate the decision, including the reasons, in writing to the protester.
3. The decision of the Purchasing Division is final and binding.

Remedies

If the Purchasing Division determines that a Protest is valid, the City may take any of the following actions:

1. Revise the solicitation.
2. Re-evaluate proposals or bids.
3. Cancel the RFP or IFB.
4. Make another Award decision.

Chapter 14: Multi-Year Contracts and Renewals

Multi-year contracts and renewals, can be valuable for the City. Still, they must be carefully managed to deliver value and prevent cost overruns and must explicitly provide that any multi-year contract is subject to annual appropriation of funds as required by Article X, Section 20 of the Colorado Constitution. The following conditions should be met before a multi-year contract or renewal is awarded:

1. **Renegotiation clause**: The contract may include a renegotiation clause that allows either party to request a renegotiation of the contract if there are significant market shifts or changes in the involved parties' needs. This will help ensure that the contract remains fair and equitable for both parties.
2. **Periodic review**: The contract should be annually reviewed to ensure continued value to the City. This review should consider factors such as the current market conditions, and the City's annual budget/annual appropriations.
3. **Transparency**: All cost components in the contract must be precise. A potential warranted price increase should only apply to the base price and not include any add-on fees or charges. This will help ensure that the City knows all the costs associated with the contract.
4. **Renewal Options**: Annual commodity, work, and service contracts may be renewed by the Purchasing Division up to three additional contract periods, based on satisfactory performance of the contractor.

Unforeseen increases may be allowed on a case-by-case basis.

Chapter 15: Cooperative and Piggyback Purchasing

Cooperative purchasing is a strategic approach where two or more public entities collaborate to purchase commodities, work, or services with the intent of contracting with the same vendor (although this may not always be the result). This can offer numerous benefits, including:

1. Minimized administrative costs: By pooling resources, public entities can save money on procurement-related expenses such as advertising, bid preparation, and contract administration.
2. Prevention of duplicated efforts: Cooperative purchasing can help to ensure that public entities are not duplicating their efforts by purchasing the same products or services from different vendors. This can save time and money.
3. Access to competitive pricing: Cooperative purchasing can give public entities access to competitive pricing that they might not achieve independently. This is because Group Purchasing Organizations (GPOs) have the buying power to negotiate better deals with vendors.
4. Shared expertise: Cooperative purchasing can help public entities to share expertise and knowledge about procurement. This can lead to more efficient and effective procurement processes.
5. Efficient use of resources: Cooperative purchasing can help public entities to use their resources more efficiently. This is because GPOs can help to consolidate procurement requirements and negotiate better terms and conditions with vendors.

Participation in Cooperative and Piggyback Purchasing

The Purchasing Division has the authority to participate in, sponsor, or manage cooperative purchasing agreements with one or more public bodies. As described in this chapter, cooperative purchasing is exempt from this policy's competitive bidding and advertising requirements.

The Purchasing Division is also authorized to engage the Colorado Division of Purchasing, subdivisions of the state, other governmental entities, or other established cooperative purchasing groups (e.g. Sourcewell, NAPO, Buyboard, NPPgov, Omina Partners, Savik, etc.) for purchasing commodities, materials, or equipment, provided the engagement aligns with the City's best interests.

When the Purchasing Division identifies that another jurisdiction or cooperative has a competitive agreement for the same products or services that the City needs, the City may purchase under such agreement(s) (also known as "piggybacking").

Criteria for Selecting GPOs

The City will use GPOs that adhere to the following principles:

1. Transparency: All processes, decisions, and agreements should be open and transparent, allowing members to understand awards and the calculation of costs.
2. Fair Competition: GPOs allow vendors a fair and equal opportunity to compete for contracts, including providing transparent and non-discriminatory tender documentation and selection criteria.
3. Accountability: Consistent mechanisms for accountability, including regular audits and financial reports and transparent processes for dispute resolution, should be available.
4. Ethical Conduct: The GPO should have clear guidelines prohibiting conspiracy, corruption, or conflict of interest.
5. Value for Money/Delivery Schedule: The primary purpose of a cooperative purchasing consortium is to leverage collective buying power to achieve better value, however, delivery schedule may also be a determining factor for its use.
6. Compliance with Laws and Regulations: The GPO should comply with all relevant local, state, and federal laws and regulations, including purchasing, competition, and data protection.
7. Membership Criteria and Rights: The GPO should have clear criteria for membership and respect all members' rights, including participation in decision-making processes.
8. Management and Governance: The GPO should have effective management and governance structures, clear roles and responsibilities, and mechanisms for oversight and control.

Purchasing on Behalf of Other Governmental Entities

The Purchasing Division may assist in competitive solicitations for other governmental agencies; however, the responsibility to evaluate the responses and make decisions based on their established award criteria lies with the requesting agency.

Chapter 16: Fleet

This Chapter implements a proactive, standardized approach to replacing City-owned vehicles and equipment, and assists in providing safe, reliable vehicles and equipment for City employees while minimizing lifecycle costs.

Replacement Criteria

The Fleet Services Division (FSD) uses an evidence-based approach to determine when fleet vehicles and equipment are due for replacement. The replacement decision considers the following factors:

1. Age;
2. Mileage;
3. Maintenance and repair costs;
4. Fuel efficiency;
5. Environmental impact;
6. Reliability;
7. Safety;
8. Lifecycle analysis.

The FSD conducts an in-depth lifecycle cost analysis for each vehicle and piece of equipment in the City's fleet. This analysis identifies the optimal replacement interval considering the following costs:

1. Acquisition cost;
2. Operating and maintenance costs;
3. Potential for unscheduled repairs;
4. Downtime implications;
5. Expected resale value.

The results of these analyses guide replacement planning and budgeting.

Budgeting and Funding

Each department will include estimated fleet replacement costs in its annual budget submissions, which the City's Finance Department reviews as part of the overall budget review. The Fleet Replacement Fund is established and maintained to finance the replacement of vehicles and equipment.

Vehicle and Equipment Standards

To ensure operational consistency, manage maintenance costs, and uphold high safety standards, the FSD establishes and maintains vehicle and equipment standards. These standards specify vehicle types and necessary features or equipment for specific functions and roles. The standards also guide the selection of replacement vehicles and equipment.

Purchasing Process

All purchasing activities related to replacing vehicles and equipment must comply with the City's procurement policy. The FSD, Purchasing Division, and the requesting department will collaboratively evaluate and select vendors through a competitive bidding process.

Alternative Fuel and Sustainable Vehicles

The FSD will consider vehicles that use alternative fuels or possess advanced sustainability features as potential replacements. The FSD will include sustainability considerations in the lifecycle cost analysis and balance those considerations against other factors, such as reliability and suitability for the intended use.

Disposal

The FSD will dispose of decommissioned vehicles and equipment according to City and state regulations. The FSD will attempt to maximize resale or trade-in value and consider the environmental impact of disposal methods. The FSD will notify the Finance Department and Procurement Division for capital asset disposal.

Chapter 17: Information Technology

This policy applies to all hardware and software acquisitions, usage, and installations, irrespective of price. Information Technology (IT) encompasses computer, network, and data storage systems for creating, processing, storing, securing, and exchanging all electronic data forms.

Responsibilities

1. The IT Department is responsible for managing IT systems, ensuring their efficient operation, and safeguarding the security of data and networks.
2. City-owned devices are only permitted to have software and hardware that the City has licensed and installed.
3. The IT Department authorizes all hardware and software items, significant upgrades or version changes to software, and items requiring technical support from City departments or infrastructure systems.

IT Security and Infrastructure

1. Maintaining IT security measures to safeguard sensitive data, protect infrastructure, and mitigate cybersecurity risks is essential.
2. IT security software and infrastructure necessitate discrete, specialized expertise and technical knowledge for effective implementation.
3. The rapidly evolving cybersecurity landscape requires the swift adoption of the latest technologies and security measures.
4. The timely purchasing of IT security solutions is crucial to maintaining the confidentiality and integrity of sensitive data and critical infrastructure.

Exemption from Solicitation and Procurement Procedures

Due to these factors, an exemption from the solicitation and procurement procedures is established within the Policy to promote efficient and secure purchasing and implementation of IT Security Solutions. IT Security Solutions include but are not limited to:

1. Security software and infrastructure, including firewall systems, intrusion detection and prevention systems, antivirus and anti-malware solutions, data encryption tools, and other relevant security technologies.
2. Annual software licenses and maintenance agreements.

GASB 96 Reporting

The IT Department (and the Purchasing Division if needed) will send documentation related to subscription-based information technology arrangements (SBITAs) to the Finance Department to comply with the requirements of GASB 96, Accounting and Financial Reporting for Special Purpose Governments. GASB 96 requires governments to disclose certain information about their procurement activities, including:

1. The total expenditures for goods and services acquired during the reporting period.
2. The types of goods and services acquired.
3. The methods used to procure goods and services.
4. The amounts paid to each vendor.

Chapter 18: Disposal of City Property

This chapter establishes the process for the disposal of City-owned commodities and equipment, excluding property seized or acquired by the Police.

Authority

1. The IT Department can designate computers and computer-related equipment as surplus.
2. The Department Directors can label other property as surplus.
3. The Purchasing Division has the authority to determine the disposition of surplus property.

Methods of Disposal

In cases where the City cannot sell surplus property to a third party for value, the following methods of disposal may be used in order of priority:

1. Exchange or trade-in: When purchasing new commodities, it is possible to exchange or trade in existing items, partially or entirely, as a form of payment.
2. Transfer to other City departments: Departments should offer surplus City property they no longer need to other City departments. Departments may either transfer surplus property directly to other City departments or send the items to City Stores for distribution to other departments as needed.
3. Donation: A City department may donate surplus property to another governmental or non-profit agency.
4. Transfer to local non-profit: A City department may transfer surplus property to a non-profit entity serving local needs. Entities include any quasi-government or other non-profit agencies applying for City assistance.
5. Public auction: The City may sell any surplus property through a public auction.
6. If after the above methods, surplus property still remains, the City may dispose of remaining surplus property at its discretion.

Prohibited Dispositions

City employees and their immediate family members are prohibited from purchasing surplus property unless such purchases occur at a public auction.

Chapter 19: Self-Performance of Construction of Public Improvement Works

This Chapter establishes and describes the City's self-performance policy for the construction of public improvement works. The policy provides a means for the City to obtain cost-effective and high-quality construction of certain project(s).

To maintain transparency, fairness, and accuracy under this policy, the City:

1. Will annually, with and through the budget adoption, identify and recommend to the City Council opportunities for the City to self-perform certain construction project(s);
2. With the adoption of the annual budget that identifies self-performance project(s) the City Council will be deemed to have conditionally approved self-performance and the City staff may plan for that work to be self-performed; however,
3. Prior to commencement of any project(s) designated in the approved budget for self-performance the City Council at a noticed public hearing must approve the project(s) being self-performed by City forces; however, if a project(s) is(are) not identified in the approved budget as an opportunity for the City to self-perform, the City Council may approve such project(s) so long as it is reviewed/approved by the City Council as otherwise provided in this policy.

Self-Performance of Construction of Public Improvement Works will be a recognized exception to a competitive solicitation process. The City Council will confirm City self-performance of those project(s) identified in the approved annual budget, or such project(s) that may sometimes arise from time to time that are not identified in the budget, when the City Council reasonably finds that the estimated cost of materials and supplies to perform the project(s) identified and recommended to the City Council as an opportunity(ies) for the City to self-perform are reasonable at the time the project(s) is(are) to be constructed and that the following criteria are met:

1. The City forces have a thorough understanding of the task(s) to be completed; and,
2. The City forces have trade-specific experience which will result in an accurate, efficient, dependable schedule(s) and performance of the work; and,
3. That the City forces follow and enforce safety standards, and that their work will perform the work safely and support the City's safety policies and practices; and,
4. The City has adequate labor, they have investigated the material options and determined availability and proper cost of materials and supplies and have considered the market relating to both, and that the City forces have recommended

products and means and method of construction that will provide the best value to the City for each project.

At the conclusion of any self-performed project(s) the City Manager shall report to the City Council the cost of materials and supplies purchased or rented for the project, the duration of the project, the number of hours of direct labor and direct supervision necessary for completion of the project(s) and any safety infraction(s) committed by City personnel.

The City recognizes and agrees that self-performing is not right for every project; however, with the identification of opportunities for self-performance of certain projects in the annual budget or such project(s) that may sometimes arise from time to time that are not identified in the budget, and confirmation of self-performance prior to commencement of the project(s) as provided in this policy, the City is afforded the opportunity for added value and efficiency by self-performance of certain project(s).

Self-performance by the City of some project(s) creates knowledge and experience among the City staff and improves the ability of the Staff to assess contractor's work for those projects that are competitively bid. With that knowledge the City staff is better equipped to hold contractors accountable in terms of staffing, scheduling, estimating, and quality and maximizes the stewardship of public money.

Chapter 20: Emergency Purchases

This policy established the protocol for emergency purchases. Emergency purchases are made to protect the public health of citizens or when immediate repair is necessary to prevent further damage to public property, machinery or equipment. In addition, a bona fide emergency purchase is when the functioning and operation of a City department would be seriously hampered or delayed through use of the normal purchasing process.

Authority

In case of an emergency affecting the public peace, health or safety, the City Manager may waive all provisions for competitive bidding. In such instances, the City Manager may direct the appropriate Department Director or Purchasing Division to procure such emergency needs by informal open market procedure, as expeditiously as possible, at no more than commercial prices. When expenditure exceeds $200,000, a full report of the circumstances necessitating the emergency action shall be presented at the next City Council meeting by the City Manager.

Emergency Purchase Procedures

Criteria. The following are the criteria for determining whether to use emergency purchase procedures:

1. An equipment breakdown or act of God threatens to terminate essential services; or
2. A piece of equipment requires immediate repair to prevent further damage to public property, machinery or equipment; or
3. A dangerous condition or immediate need for supplies, equipment or services threatens public safety, health or welfare.

Procedures. The following are procedures to be followed for emergency purchase situations:

1. In the event of an actual emergency during nonworking hours, the Department Director or designee may purchase directly any supplies whose immediate procurement is essential to protect the life, health or safety of the public. When expenditure exceeds $25,000, the Department Director or designee of the City agency using the emergency procedure shall submit, by close of business the next work day, a requisition with a copy of the delivery document and a written report explaining the circumstances of the emergency to the Purchasing Division.
2. During normal City business hours, the Department shall notify the Purchasing Manager of the emergency situation and request verbal approval to proceed with the emergency purchase. The Department shall provide the following:
    a. The nature of the emergency;
    b. The estimated cost of the services/goods required; and
    c. The vendor recommended to receive the order.

Definitions

1. **Alternate Bid (Response)**: A bid submitted with a significant variation to a primary provision, specification, term, or condition of the solicitation.
2. **Apparent Low Bidder**: The Apparent Low Bidder is the bidder that submits the lowest bid in response to an IFB or quote. The Apparent Low Bidder is the initial determination based on the bid price alone prior to determining whether the bid is responsive and responsible.
3. **Appropriated Funds**: A specific amount of public funds set aside by the City for a particular purpose.
4. **Award**: The final approval by the City of a bid or proposal from a bidder resulting in the issuance of a purchase order or contract.
5. **Award Protest**: A formal written objection lodged by an unsuccessful bidder regarding the entity's decision to award a contract.
6. **Bid**: A competitive proposal submitted by a vendor in response to an Invitation for Bids (IFB).
7. **Bid Bond**: A third party (the surety) provides a financial guarantee to ensure the bidder refrains from withdrawing their bid, and executes the contract.
8. **Bid Deposit**: A bidder's monetary guarantee ensures that the successful bidder refrains from withdrawing their bid, and will enter a contract.
9. **Bid Opening**: The formal process during which sealed bids are publicly unsealed and recorded.
10. **Bid Protest**: A formal complaint lodged against the procedures or decisions made by a procurement authority during the contract awarding process.
11. **Bidder**: A vendor who submits a bid in response to an Invitation for Bids (IFB) or another type of formal solicitation.
12. **Blanket Order**: An agreement to purchase goods or services from a specific vendor over a period, capped at a maximum total cost.
13. **Blanket Purchase Contract/Agreement**. A procurement method for fulfilling the anticipated recurring needs for supplies or services through the award of competitive line-item contracts or discounts from a supplier/manufacturer, or service provider, usually through competition. BPAs are used to reduce the administrative expenses resulting from small and/or recurring requirements.
14. **Brand Name**: A unique identifier specific to a particular seller or manufacturer used in specifications to describe a product.
15. **Brand Name (or Equivalent)**: One or more manufacturer's brand names used in a specification to represent certain quality, performance, and other notable characteristics.

16. **Centralized Purchasing**: A consolidated approach to procurement where an organization's single Purchasing Division manages and conducts all formal procurement.
17. **Change Order**: A formal written modification to the original terms of a contract or purchase order that usually result in a modification of contract price and/or delivery/project schedule.
18. **Collusion**: The secret cooperation between two or more parties to achieve a fraudulent or unlawful end – in violation of antitrust laws.
19. **Commodity**: A marketable item or product to satisfy a need or want.
20. **Construction Manager/General Contractor (CMGC)/Construction Manager at Risk (CMR)**: A delivery method where the owner contracts separately with a design firm and a construction manager as a general contractor that works collaboratively to complete the project.
21. **Cooperative Purchasing**: A procurement method where multiple government agencies collaborate to leverage collective buying power, resulting in potential cost savings, standardized terms, and reduced administrative efforts.
22. **Design-Bid-Build**: The traditional project delivery method involves three sequential phases: design, procurement, and construction.
23. **Design-Build**: A project delivery method where one entity—the design-build team—works under a single contract with the project owner to provide design and construction services.
24. **Employee**: An individual who works part-time or full-time under a contract of employment, whether oral or written, express or implied.
25. **Form, Fit, and Function**: The physical and performance characteristics or specifications uniquely identify a component or device and determine its interchangeability in a system or equipment.
26. **Informal Quote/Bid/Proposal**: A competitive bid, price quotation, or proposal for supplies or services conveyed via letter, fax, email, or another manner that does not require a formal sealed bid or proposal, public opening, or other formalities.
27. **Invitation for Bid (IFB)**: A procurement method used to solicit competitive sealed bid responses, sometimes called formal bids, when the price is the basis for the award.
28. **Invoice**: A document listing the goods or services provided and the sum due.
29. **Lowest Responsive and Responsible Bidder**: The bidder fully complied with all the bid requirements, whose past performance, reputation, and financial capability are deemed acceptable, and who has offered the most advantageous pricing or cost benefit.
30. **Minor Informality/Irregularity**: A minor non-compliance in a bid that is merely a matter of form, not substance.
31. **Net Price**: After all discounts, rebates, etc., have been allowed.

32. **Non-Budgeted Purchase**: A purchase not included in the original budget.
33. **Non-Responsible (Bid):** A bid response to a solicitation where the bidder does not have the ability or capability to fully perform the solicitation's requirements. A business entity or individual who does not possess the integrity and reliability to assure contractual performance.
34. **Non-Responsive (Bid)**: A response to a solicitation that does not conform to the mandatory or essential requirements contained in the solicitation.
35. **Obsolete Supplies/Equipment**: Items that are no longer in use or are unusable due to needing to be updated because of new technology, regulations, or procedures instituted by the entity.
36. **Offeror**: An individual or business that submits an offer in response to a solicitation.
37. **Official Responsibility**: The direct administrative or operating authority to approve, disapprove, or otherwise immediate governmental action.
38. **Non-Professional Service:** Any service not specifically identified as a professional service.
39. **Performance**: The fulfillment of the obligations, duties, and responsibilities specified in a contract or agreement, encompassing the successful delivery of goods, completion of services, and achievement of specified outcomes in a timely, efficient, and satisfactory manner, all according to the standards and conditions outlined in the contract.
40. **Piggyback (Piggyback Cooperatives)**: A form of intergovernmental cooperative purchasing in which an entity is given the pricing and terms of a contract entered by another entity.
41. **Professional Services**: Unique services provided by firms or individuals with specialized skills, expertise, or knowledge. These services typically include architectural, engineering, legal, financial, consulting, and other professional services.
42. **Protest**: A written objection by an interested party to a solicitation or award of a contract intended to receive a remedial result.
43. **Proposal**. An offer to provide commodities, work, or services.
44. **Proposer**: An individual or vendor who submits a proposal in response to a Request for Proposals.
45. **Procurement**: A range of activities such as identifying needs, defining specifications, selecting the appropriate procurement method, evaluating, and selecting vendors or contractors, managing contracts, and managing vendor relationships.
46. **Public Notice**: An announcement by an entity concerning a solicitation or other information of public interest.

47. **Purchasing**: The specific act of buying goods, services, or works, often after the Procurement process.
48. **Qualified Bidder**: A bidder determined by the purchasing organization to meet the minimum standards of business competence, reputation, financial ability, and product quality.
49. **Quasi-Government**: Organizations funded by the government but operated independently.
50. **Response**: The formal submission made by a vendor or contractor in response to a procurement solicitation issued by the City. Such solicitations may take the form of a Request for Information (RFI), Request for Proposal (RFP), Request for Quotation (RFQ), Invitation for Bid (IFB), or Statement of Qualifications (SOQ).
51. **Responsible Bidder/Proposer/Offeror**: A vendor capable of fully performing the contract requirements.
52. **Responsive Bid/Proposal/Offer**: A bid, proposal, or offer that fully conforms to the solicitation and its requirements in all material respects.
53. **Simplified Purchase**: Purchases under the threshold required for formal solicitations.
54. **Solicitation**: A formal request to vendors for a proposal, quote, or information.
55. **Small Purchases**: Expenditures below the threshold for formal solicitations.
56. **Surety**: A third-party company that guarantees payment of claims arising when a vendor fails to perform per the contract.
57. **Tabulation of Bids/Responses**: Recording responses to solicitations for comparison, analysis, and record keeping.
58. **Vendor**: A business, company, individual, or entity selling goods, services, or works. Vendors provide the products or services requested in the City's procurement process.
59. **Waiver of Minor Irregularity or Informality**: The disregarding of minor errors or technical non-conformance in the offer that does not confer a competitive advantage or constitutes non-compliance with the fundamental integrity of the procurement process.

ORDINANCE ____

AN ORDINANCE CONFIRMING AND READOPTING POLICIES AND PROCEDURES FOR PURCHASING OF EQUIPMENT, MATERIALS, SUPPLIES AND SPECIALIZED, EXPERT AND TECHNICAL SERVICES AND WORK INCLUDING SPECIALIZED, TECHNICAL AND EXPERT PERSONNEL FOR WORK AND SERVICES TO BE PERFORMED BY OR FOR THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

By and with Ordinance 5181 the City Council adopted certain purchasing and procurement policies for the City. Ordinance 5181 provided that within sixty days of the first anniversary of the adoption of the Ordinance the City Council would consider the effectiveness of the Ordinance at achieving the City Council policy(ies) stated in the City of Grand Junction Procurement Policy Manual adopted thereby and therewith.

The City staff has successfully implemented those policies, forms, and processes for bidding and contracting approvals and various requirements, programs, and procedures for City procurements, including those pertaining to self-performed work, and accordingly the City Council does find that the City of Grand Junction Procurement Policy Manual has provided a systematic, consistent, unified, and standardized purchasing program that has been efficient and effective for the procurement needs of the City organization and therefor unconditionally adopts and approves the same as provided in this Ordinance.

The City Council as provided by the City Charter, and preceding and succeeding resolutions and ordinances of the City, does hereby adopt the 2023 purchasing policy manual (Purchasing Policy Manual or Manual) attached hereto and incorporated by this reference as if fully set forth and does direct the City Manager to implement the Manual as necessary and/or deemed advisable to achieve the highest efficiency and effectiveness for Cit purchasing programs, activities, and services for and on behalf of the City's procurement of all goods and services necessary for the performance of City operations within the prescribed framework of rules and regulations, all of which are designed to protect the public interest.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO THAT:

1. The foregoing Recitals are incorporated and adopted, and in accordance with and pursuant to this Ordinance, the City Council of the City of Grand Junction hereby authorizes, confirms, and directs that all purchases made on behalf of the City of Grand Junction shall be made in accordance with and conforming to the rules and regulations as published in the City of Grand Junction Procurement Policy Manual dated October 4, 2023.

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2. That the City of Grand Junction Procurement Policy Manual dated October 4, 2023, shall become unconditionally effective and be applied when and after this Ordinance becomes effective as provided by the City Charter.

3. That from and after the adoption of this Ordinance that the purchasing policies shall not be changed without the approval of a majority of the City Council.

INTRODUCED ON FIRST READING, PASSED for publication in pamphlet form the 2nd day of October 2024 and setting a hearing for October 16th, 2024.

HEARD, PASSED and ADOPTED ON SECOND READING and ordered published in pamphlet form this 16th day of October 2024.

_____
Abram Herman
President of the City Council

_____
Selestina Sandoval
City Clerk

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Grand Junction City Council

Regular Session

Item #6.a.ii.

Meeting Date: October 16, 2024

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

An Ordinance Concerning the Salary of the City Manager, and if the Ordinance is Adopted and Approved, Consideration of a Resolution Appointing Michael P. Bennett as City Manager

RECOMMENDATION:

Second reading, public hearing and adoption of Ordinance 5235 concerning the salary for the City Manager and authorizing publication in pamphlet form; and if the Ordinance is approved, approval of a Resolution appointing Mike Bennett as City Manager and approving an employment contract.

EXECUTIVE SUMMARY:

In accordance with Resolution 66-24 and to satisfy the requirements thereof, this ordinance is being introduced and recommended being passed for publication in pamphlet form to establish, as required by the City Charter, a salary for the City Manager.

BACKGROUND OR DETAILED INFORMATION:

On September 16, 2024, the City Council adopted and approved Resolution 66-24, which named Michael P. Bennett as the sole finalist for appointment as City Manager. That Resolution authorized the Human Resources Director and Raftelis Consulting Company, working in conjunction with the City Attorney, to extend a conditional offer of employment to Mr. Bennett. That offer was to be made expressly subject to and contingent on:

1) the expiration of a period of no less than 14 days before an appointment may be made;

2) Mr. Bennett's acceptance by his signature of the terms of an employment agreement to be established by the City Council; and,

3) adoption of a separate resolution by the City Council pursuant to §56 of the Grand Junction City Charter appointing Mr. Bennett as City Manager; and,
4) passage of an ordinance establishing the salary for the position pursuant to § 57 of the Grand Junction City Charter.

In order to discharge the contingencies of Resolution 66-24, this Ordinance is proposed and as necessary or required to effectuate the purposes hereof, the Ordinance will establish the salary for Mr. Bennett as City Manager, pursuant to his employment agreement, with the compensation, as established, being effective as of his first day of employment with the City. Compensation and all other terms of employment shall be established in the employment agreement and be separately considered, and if approved, the same shall be by separate resolution of the City Council.

FISCAL IMPACT:

The City's budget process will include the salary and other compensation when/if the contingencies of Resolution 66-24 are satisfied.

SUGGESTED MOTION:

I move to (adopt/not adopt) Ordinance No. 5235, an ordinance concerning the salary for the City Manager on final passage and order final publication in pamphlet form;

(If the Ordinance is approved)

I move to (adopt/not adopt) Resolution No. 71-24, a Resolution appointing Michael P. Bennett as City Manager and approving an employment contract.

Attachments

1. AGR-CITY MANAGER EMPLOYMENT AGREEMENT 20241003
2. ORD-Bennett Salary 20240917
3. RES-Bennett CM Appointment 20240103

CITY MANAGER EMPLOYMENT AGREEMENT
CITY OF GRAND JUNCTION, COLORADO

Recitals:

This Agreement, made and entered into this __ day of ___ 2024, by and between the City of Grand Junction, a Colorado municipal corporation, ("Employer" or "City") and Michael Bennett ("Employee" or "City Manager") a person who has the education, training and experience in local government management and who, as a credentialed member of ICMA, is subject to the International City/County Management Association ("ICMA") Code of Ethics, agree as follows:

Section 1: Term

This agreement shall remain in full force in effect, with the Employee serving at the pleasure of the City Council, from __, 2024 (the effective date of the salary ordinance) until ended by the Employer or Employee as provided herein.

Section 2: Duties and Authority

Employer agrees to employ the Employee as City Manager to perform the functions and duties specified in the U.S. and Colorado Constitutions, the Charter and Ordinances of and for the City of Grand Junction, and to perform other legally permissible and proper duties and functions on the City's behalf. The Employee shall devote full time to City business and shall neither accept nor engage in any activity(ies), whether paid, unpaid or otherwise compensated, which interfere or may in the judgment of a majority of the City Council, interfere with the Employee's responsibilities to Employer. The Employee shall not be required to post or secure a fidelity or other form of bond.

Section 3: Compensation

Employer agrees to pay Employee an annual base salary of $260,000.00 (two hundred sixty thousand) ("Base Salary".) This Agreement shall be amended, without need of a new agreement, to reflect any change(s) to the Base Salary and/or benefit adjustments that are provided by the Employer pursuant to the Charter and ordinances of the City.

Consideration shall be given on an annual basis to adjust leave accrual, direct and indirect compensation and benefits in accordance with the City's adopted salary survey methodology and Employees performance.

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Section 4: Health, Disability and Life Insurance Benefits

The Employer agrees to provide and to pay the Employers portion of the premiums for health, dental and vision insurance for the Employee and dependents in a type and quality that is available to all other employees of the City.

The Employer agrees to provide and to pay the Employers portion of the premiums for short term and long-term disability coverage for the Employee in a type and quality that is available to all other employees of the City.

The Employer shall pay the amount of premiums for term life insurance with a death benefit of $150,000.00.

Section 5: Leave

The Employee shall be credited with 80 hours of paid time off ("PTO") from the effective date of the Agreement. The Employee shall thereafter accrue PTO at a bi-weekly rate of 10.769 hours. The Employee is entitled to accrue unused PTO leave and in the event the Employee's employment is terminated, either voluntarily or involuntarily, the Employee shall be compensated, in addition to severance as defined herein, for all accrued leave time to the date of termination at a one for one rate. The Employee's accruals less usage shall not exceed 2x his annual accrual.

Section 6: Automobile

The Employer agrees to pay to the Employee, during the term of this Agreement and in addition to other salary and benefits herein provided, the sum of $500.00 per month.

The Employee shall be responsible for maintaining a valid Colorado driver's license, paying for liability, property damage and comprehensive insurance coverage and shall further be responsible for all expenses attendant to the purchase, operation, maintenance and repair of his vehicle.

Section 7: Retirement

The Employer agrees to make and execute all necessary arrangements to enroll the Employee in the City's 401a Executive Retirement Plan ("401 Plan"). The Employer agrees to contribute nine percent (9%) of the Employee's base salary to the 401 Plan on the Employee's behalf. The City contribution must be matched by the Employee.

In addition to the Employer's payment to the 401 Plan, the Employer agrees to make and execute all necessary arrangements to enroll the Employee in the City's 457 plan ("457 Plan"). The Employer agrees to pay an amount equal to 1% (one percent) of the Employee's

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base salary into the 457 Plan on the Employee's behalf so long as the Employee contributes two percent (2%) to the 457 Plan.

The foregoing contributions are in addition to payment of the Employers portion of Social Security/FICA for the Employee.

Section 8: Other Financial Consideration

Employer will pay, on a reimbursement basis without markup, a relocation allowance of $17,500.00. The Employee shall pay any and all associated taxes.

Employer agrees to consider and as approved by Council budget for and to pay for professional dues and subscriptions of the Employee necessary for continuation and full participation in national, regional, state, and local associations, service club(s) and organizations necessary and desirable for the Employee's continued professional participation, growth, and advancement, and for the good of the Employer.

Employer agrees to consider and as approved by Council annually budget for and to pay for travel and subsistence expenses of Employee for professional and official travel, meetings and occasions to adequately continue the professional development of Employee and to pursue necessary official functions for Employer, including but not limited to, the Colorado Municipal League, International City Management Association (ICMA) and such other national, regional, state and local groups and committees in which Employee is a member. Other continuing education, professional development and/or professional membership(s) or affiliations shall be requested by the Employee and considered and approved by Council in advance on a case-by-case basis.

The Employer shall provide Employee with office equipment such as a computer and software, a City issued cell phone as well as office furniture, fixtures and equipment the same or similar to that issued to other employees.

Section 9: Termination

For the purpose of this Agreement, termination shall occur when:

a) The majority of the City Council votes to terminate the Employee at a duly authorized and noticed public meeting; or,

b) If the citizens act to amend any provisions of the Charter pertaining to the role, powers, duties, authority, responsibilities of the Employee's position that substantially changes the form of government, the Employee shall have the right to declare that such amendments constitute termination; or,

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c) If the Employer reduces the Base Salary or any other financial benefit of the Employee, unless it is applied in no greater percentage than the average reduction of all City employees, such action shall constitute a breach of this agreement and will be regarded as a termination; or,

d) If the Employee resigns following an offer to accept resignation in lieu of termination, whether formal or informal, by the Employer as representative of the majority of the governing body, then the Employee may declare a termination as of the date of the suggestion or offer to accept his resignation; or,

e) A breach of contract occurs, declared by either party, and the breach is not cured within a 15-day cure period for either Employee or Employer. Written notice of a breach of contract shall be provided in accordance with the provisions of Section 16.

d) If the Employee is charged and convicted of a felony and/or class I misdemeanor the Employer shall terminate this Agreement and the Employee shall not be entitled to severance as set forth in Section 10 herein.

e) Employee acknowledges the importance of maintaining public trust and agrees to conduct himself in a manner that reflects positively on the City; however, the City and Employee agree that this Section 9(e) shall be applied fairly, with reasonable regard for the Employee's rights to privacy, due process, and non-discriminatory enforcement, as set forth below.

1. Grounds for Termination

Termination for cause under §9(e) clause will be limited to instances of verifiable and material misconduct that significantly impairs the Employee's ability to perform his duties. The misconduct must be directly related to the performance of City responsibilities or involve criminal behavior that materially affects the Employee's role or responsibilities. Personal conduct wholly unrelated to the Employee's professional duties, including private matters and lifestyle choices, shall not be grounds for termination unless it is reasonably shown to the satisfaction of a majority of the City Council that the Employee's conduct directly and adversely impacts the City's operations and/or reputation.

2. Notice and Right to Cure

In the event the City believes the Employee has engaged in conduct potentially constituting grounds for termination, the City must provide a written notice outlining the specific allegations and information or evidence reasonably supporting the same. The Employee shall be afforded a reasonable time of not less than 20 days,

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to address, correct, or clarify the alleged misconduct. No termination shall proceed unless and until the Employee has been given the opportunity to address, correct, or clarify the alleged misconduct to the satisfaction of a majority of the City Council.

3. Fair Process and Appeal

The Employee is entitled to due process as provided in this Agreement, including the right to a public City Council hearing before any final determination of cause is made. Any adverse action(s) taken under §9(e), must be preceded by a mutually selected neutral third-party review, ensuring impartiality and fairness. The Employee shall continue to receive full compensation and benefits throughout the third-party review process, and no final action will be taken without completion of the review and any appeal(s).

4. Public Statements and Reputation

The City agrees to handle any discipline or termination allegations or proceedings with discretion and professionalism. No public comments, press releases, or official statements shall be made unless and until a final determination of misconduct is reached. If such statements are made prematurely or without due cause, the Employee retains the right to seek legal recourse for reputational damage, including defamation.

5. Severance and Benefits – 9(e)Termination

Should the Employee be terminated for cause under §9(e) he shall not be entitled to severance as set forth in Section 10 herein.

6. Mutual Agreement

The Parties agree that this §9(e) will not be used as a tool for arbitrary or politically motivated termination.

Section 10: Severance

In the event the Employee is terminated by the Employer as described above and during such time the Employee is willing and able to perform his duties under this Agreement, then Employer agrees to pay as severance 9 months' Base Salary and the value of Employer paid bi-weekly benefits (automobile allowance, health, dental and vision insurance, and retirement contributions) then in effect as of the date of termination.

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Section 11: Resignation

In the event that the Employee voluntarily resigns (is not asked to leave and/or resigns in lieu of termination) his position with the Employer, the Employee shall provide a minimum of 45 days' notice unless the Employee and Employer agree otherwise. The Employee is not entitled to severance pay or benefits upon voluntary resignation.

Section 12: Performance Evaluation

The Employer shall review the Employee's performance at the completion of six months of work following the Employee's starting date, at the completion of 12 months of work following the Employee's staring date and no less often than annually, during the first quarter or each year, thereafter. The review shall be conducted using a process, form, criteria, and format for the evaluations which shall be mutually agreed upon by the Employer and Employee. The process at a minimum shall include the opportunity for both the Employer and the Employee to a) prepare a written evaluation, b) meet and discuss the evaluation and c) present a written summary of the evaluation results. A written evaluation should be completed and delivered to the Employee within 30 days of any evaluation meeting.

Section 13: Hours of Work

It is recognized that the Employee must devote a great deal of time outside normal office hours on business for the Employer, and to that end Employee shall be allowed to establish his own appropriate work schedule.

Section 14: Indemnification

The Employer shall defend, hold harmless and indemnify Employee against any tort, professional liability claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's duties as City Manager or resulting from the exercise of judgment or discretion in connection with the performance of the duties and/or responsibilities of the position, unless the act or omission involved willful or wanton conduct.

The Employee may request, and the Employer shall not unreasonably refuse, to provide legal representation at Employer's expense and Employer may not unreasonably withhold approval. Legal representation, provided by the Employer for the Employee, shall extend until a final determination of the legal action including any appeals brought by any party. The Employer shall indemnify employee against any and all losses, damages, judgments, interest, settlements, fines, court costs and other reasonable costs and expenses of legal proceedings including attorney's fees, and any other liabilities incurred by, imposed upon,

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or suffered by such Employee in connection with or resulting from any claim, action, suit, or proceeding, actual or threatened, arising out of or in connection with the performance of his duties, unless the act or omission involved willful or wanton conduct.

Any settlement of any claim must be made with prior approval of the Employer in order for indemnification, as provided in this Section 14, to be available.

Employee recognizes that Employer shall have the right to compromise and unless the Employee is a party to the suit which Employee shall have veto authority over the settlement, settle any claim or suit; unless, said compromise or settlement is of a personal nature to Employee. Further, Employer agrees to pay all reasonable litigation expenses of Employee throughout the pendency of any litigation to which the Employee is a party, witness or advisor to the Employer, unless the act or omission involved willful or wanton conduct. Such expense payments shall continue beyond Employee's service to the Employer as long as litigation is pending. Furthermore, Employer agrees to pay Employee reasonable consulting fees and travel expenses when Employee serves as a witness, advisor or consultant to Employer regarding actual or pending litigation, whether while employed or after employment ends.

Section 15: Other Terms and Conditions of Employment

The Employer, only upon agreement with Employee, shall fix any other terms and conditions of employment, as it may determine from time to time, relating to the performance of the Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement the Charter or ordinances of the City or any other law.

The Employee shall reside within the City limits on or before six months after the Employee's starting date and shall continue to reside in the City during the term of his employment.

Section 16: Notices

Notice pursuant to this Agreement shall be given by depositing in the custody of the United States Postal Service, postage prepaid, addressed as follows:

(1) EMPLOYER: Human Resources Director with a copy to the City Attorney, 250 N. 5th Street, Grand Junction, CO 81501.

(2) EMPLOYEE: Michael Bennett, 186 Arches Drive, Fruita, CO 81521.

Alternatively, notice required pursuant to this Agreement may be personally served in the same manner as is applicable to civil legal practice. Notice shall be deemed given as of

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the date of personal service or as the date of deposit of such written notice in the course of transmission in the United States Postal Service.

Section 17: General Provisions

Integration. This Agreement sets forth and establishes the entire understanding between the Employer and the Employee relating to the employment of the Employee by the Employer. Any prior discussions or representations by or between the Employer, the recruiter and the Employee are merged into and rendered null and void by this Agreement. The Employer and the Employee by mutual written agreement may amend any provision of this Agreement during the life of the Agreement. Such amendments shall be incorporated and made a part of this Agreement.

Binding Effect. This Agreement shall be binding on the Employer and the Employee as well as their heirs, assigns, executors, personal representatives and successors in interest.

Effective Date. This Agreement shall become effective as provided in Section 1.

Severability. The invalidity or partial invalidity of any portion of this Agreement will not affect the validity of any other provision. In the event that any provision of this Agreement is held to be invalid, the remaining provisions shall be deemed to be in full force and effect as if they have been executed by both parties subsequent to the expungement or judicial modification of the invalid provision.

IN WITNESS THEREOF, the City Council of the City of Grand Junction, Colorado by and through the President of the Council and duly attested by the City Clerk and the Employee have adopted, approved and executed this Agreement the day and year first written above.

_____

Michael P. Bennett, Employee

City of Grand Junction, Employer

_____

Abram Herman, President of the City Council

Attest:

_____

Selestina Sandoval
City Clerk

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CITY OF GRAND JUNCTION

ORDINANCE NO.

AN ORDINANCE CONCERNING THE SALARY OF THE CITY MANAGER

RECITALS.

On September 16, 2024, the City Council adopted and approved Resolution 66-24 which named Michael P. Bennett as the sole finalist for appointment as City Manager. That Resolution authorized the Human Resources Director, and Raftelis Consulting Company, working in conjunction with the City Attorney to extend a conditional offer of employment to Mr. Bennett. That offer was to be made expressly subject to and contingent on:

1) The expiration of a period of no less than 14 days before appointment may be made;

2) Mr. Bennett's acceptance by his signature of the terms of an employment an agreement to be established by the City Council; and,

3) adoption of a separate resolution by the City Council pursuant to §56 of the Grand Junction City Charter appointing Mr. Bennett as City Manager; and,

4) passage of an ordinance establishing the salary for the position pursuant to § 57 of the Grand Junction City Charter.

In order to discharge the contingencies of Resolution 66-24 this Ordinance is adopted and as necessary or required to effectuate the purposes hereof, this Ordinance shall establish the salary for Mr. Bennett as City Manager, pursuant to his employment agreement, with the compensation, as established being effective as of his first day of employment with the City. Compensation and all other terms of employment shall be as established in the employment agreement and be unchanged unless and until amended by subsequent action of the City Council.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the foregoing Recitals are incorporated by reference and consequently that the salary of City Manager Michael Bennett is and shall be set at $260,000.00 per year and as customarily prorated for any period of less than one year, to compensate him for his service to the City of Grand Junction in accordance with his employment agreement and the Charter and ordinances of the City of Grand Junction, Colorado.

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The City Council does authorize the President of the city Council to take such action as is necessary or required, consistent with this Ordinance, to affect the same upon second reading and final passage by action of the Council on the date appointed for the same.

INTRODUCED ON FIRST READING this ___ day of October 2024.

PASSED AND ADOPTED this ___ day of ____ 2024.

_____
Abram Herman
President of the City Council

Attest:

_____
Selestina Sandoval
City Clerk

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RESOLUTION NO. __-24

A RESOLUTION APPOINTING MICHAEL P. BENNETT AS CITY MANAGER

RECITALS:

Pursuant to §56 of the Grand Junction City Charter, the City Council shall appoint a City Manager, who shall be the Chief Executive Officer of the City. The City Manager shall have demonstrated that he possesses experience in city management as required by the Charter. With this resolution the City Council affirms that Michael P. Bennett possesses the requisite experience and is hereby confirmed, selected and appointed as City Manager conditioned upon the City Council adopting Ordinance ___ setting Mr. Bennet's salary and approval of an employment agreement. The second reading of the Ordinance and this Resolution making the appointment were considered at the regular and duly notice October 16, 2024 City Council meeting.

Mr. Bennett has most recently served as the City Manager of Fruita, Colorado. He has been with Fruita since October 2014 to the present. In 2023 he was named Colorado City Manager of the Year for mid-sized cities. Prior to his service in Fruita he served as Director of Administrative Service and as Assistant to the City Manager in Hickory, North Carolina.

Mr. Bennett is an International City/County Management Association (ICMA) Credentialed Manager. Mr. Bennett holds a Master of Public Administration degree from Brigham Young University of Colorado and a Bachelor of Science degree from Utah State University.

Mr. Bennett has had successful experience in city management and possesses a depth and breadth of beneficial experience that will serve the City of Grand Junction well.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND THAT:

Michael P. Bennett is appointed as City Manager for the City of Grand Junction, Colorado conditioned upon Ordinance ___ becoming effective and the execution of the attached employment agreement.

Passed and adopted this 16th day of October 2024.

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GRAND JUNCTION CITY COUNCIL

by: _____
Abram Herman
President of the City Council

ATTEST:

_____
Selestina Sandoval
City Clerk

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Grand Junction City Council

Regular Session

Item #6.b.i.

Meeting Date: October 16, 2024

Presented By: Thomas Lloyd, Senior Planner

Department: Community Development

Submitted By: Thomas Lloyd, Senior Planner

Information

SUBJECT:

A Resolution Accepting the Petition for Annexation of 6.43 Acres of Land and Ordinances Annexing and Zoning the Gutierrez Annexation to RM-8 (Residential Medium - 8), Located on an Unaddressed Property that Lies Between and Abuts 3070 I-70 Business Loop on the East and 3064 I-70 Frontage Road on the West and Lies South of E 1/4 Road and North of I-70 Business Frontage Road

RECOMMENDATION:

The Planning Commission heard this request at its September 10th meeting and voted (6-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The Applicants, Luis and Blanca Gutierrez are requesting an annexation and zone of annexation to RM-8 (Residential Medium - 8) of approximately 6.43 acres consisting of two parcels of land located on an unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and north of I-70 Business Frontage Road. The subject property is currently vacant and appears to have been used for agricultural purposes historically.

The property is Annexable Development per the Persigo Agreement. The applicant is requesting annexation into the City limits. Annexation is being sought in anticipation of developing the vacant land area. The request for zoning will be considered separately by City Council, but concurrently with the annexation request.

BACKGROUND OR DETAILED INFORMATION:

Annexation
The Applicants, Luis and Blanca Gutierrez are requesting annexation of approximately 6.43 acres consisting of 2 parcels of land located on an unaddressed property that lies

between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and north of I-70 Business Frontage Road. The subject property is currently vacant and appears to have been used for agricultural purposes historically. The property is Annexable Development per the Persigo Agreement. The applicant is requesting annexation into the City limits. Annexation is being sought in anticipation of developing the vacant land area. The request for zoning will be considered separately by City Council, but concurrently with the annexation request and will be heard in a future Council action.

The schedule for the annexation and zoning is as follows:

• Referral of Petition (30 Day Notice), Introduction of a Proposed Ordinance, Exercising Land Use – September 4, 2024
• Planning Commission considers Zone of Annexation – September 10, 2024
• Introduction of a Proposed Ordinance on Zoning by City Council – September 18, 2024
• Acceptance of Petition and Public Hearing on Annexation and Zoning by City Council – October 16, 2024
• Effective date of Annexation and Zoning – November 17, 2024

Zone of Annexation
The Applicants are proposing a zone district of RM-8 (Residential Medium 8) in the Grand Junction Zoning and Development Code. The properties are currently zoned in the County as B-2 (Concentrated Business). The proposed zone district of RM-8 is consistent with the Residential Medium Land Use category of the Comprehensive Plan. The surrounding County zoning is RSF-4 (Residential, 4 du/acre) to the north, PUD (Planned Unit Development) to the south, and B-2 (Concentrated Business) to the west. The property to the east is City zoned MU-2 (Mixed-Use Light Commercial). Zoning will be considered by City Council and requires a review and recommendation by the Planning Commission.

The annexation area has sewer available and all other urban amenities to the properties. They are located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. Tier 2 is classified as Suburban Infill. The Comprehensive Plan indicates that annexation is appropriate in these areas for new development and redevelopment in Tier 2 areas that have direct adjacency to the City Limits of Grand Junction. Annexation and development of these parcels will provide development opportunities while minimizing the impact on infrastructure and City services.

The purpose of RM-8 Zoning is to provide for medium density detached dwellings, two-family and other attached single-family dwellings, and medium-sized multifamily structures. RM-8 is appropriate for the creation of neighborhoods with a mix of housing types or to act as a transitional district between low-density zone districts such as RL-4 and higher-density multifamily or Mixed-Use districts. Single-Family detached, Single-Family attached, Cottage Courts, and Multifamily are all allowed housing types in RM-8. The minimum density for RM-8 zoning is 5.5 units an acre, while the maximum density

is 8 dwelling units an acre.

In addition to the RM-8 zoning requested by the petitioner, the following zone districts would also be consistent with the proposed Comprehensive Plan designation of Residential Medium (5.5 to 12 du/ac). While RM-12 would also be an implementing zone district of the Residential Medium Designation, RM-8 is more consistent with the existing surrounding RSF-4 and RMF-5 Subdivisions in the surrounding area within the County's jurisdiction.

a. RM-12 (Residential Medium 12)
b. P-1 (Public Parks and Open Space)
c. P-2 (Public, Civic, and Institutional Campus)
d. PD (Planned Development)

Notification Requirements
A Neighborhood Meeting regarding the proposed Annexation and Zoning consistent with Section 21.02.030(c) of the Zoning and Development Code was held remotely on Zoom on May 8, 2024, at 5:30 p.m. The Applicant's representative and City staff were in attendance, along with approximately nine participants.

Notice was completed consistent with the provisions in Section 21.02.030(g) of the Zoning and Development Code. The subject properties were posted with an application sign on June 6, 2024. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject properties on August 30, 2024. The notice of the Planning Commission public hearing was published on September 1, 2024 in the Grand Junction Daily Sentinel. An online hearing with an opportunity for public comment was held between September 3, 2024, and September 9, 2024, through the GJSpeaks platform.

Analysis - Annexation
The City Council shall use the following criteria found in Section 21.02.050(c)(4) of the GJ ZDC when evaluating a request for annexation. Annexation is, however, a discretionary, legislative act. The City shall never be compelled to annex, unless otherwise required by state law, even if all these review criteria have been satisfied. Staff has found, based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104, that the Gutierrez Annexation is eligible to be annexed because of compliance with the following:

(i) The annexation complies with the Municipal Annexation Act of 1965, as amended (§ 31-12-101 C.R.S., et seq.). Contiguity is presumed to satisfy the eligibility requirement of § 31-12-104 C.R.S.
A proper petition has been signed by more than 100% of property owners. Further, over one-sixth of the perimeter of the area to be annexed is contiguous with the existing City Limits. This property has 49.9 percent of the perimeter contiguous with the City limits. A

community of interest exists between the area to be annexed and the City. This is so in part because the Central Grand Valley is essentially a single demographic and economic unit, and occupants of the area can be expected to, and regularly do, use City streets, parks, and other urban facilities. The area is or will be urbanized in the near future. The property has existing urban utilities and services near and available to the property. The area is capable of being integrated with the City. The proposed annexation area is adjacent to the city limits to the east. No land held in identical ownership is being divided by the proposed annexation. The annexation consists of one property and is owned by the applicant. No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of $200,000 or more for tax purposes is included without the owner's consent. The property is less than 20 acres in size and the petitioner has also granted consent to the City to annex this property.

(ii) The proposed zoning is appropriate, based upon consideration of the following factors:

(A) The proposed zoning is consistent with the Comprehensive Plan designation of the property; and

Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan. The requested zone of RM-8 implements the Comprehensive Plan because it is an implementing zoning district of the Residential Medium designation.

(B) The proposed land uses are consistent with the purpose and intent of the proposed zone district.

The purpose of RM-8 Zoning is to provide for medium density detached dwellings, two-family and other attached single-family dwellings, and medium-sized multifamily structures. RM-8 is appropriate for the creation of neighborhoods with a mix of housing types or to act as a transitional district between low-density zone districts such as RL-4 and higher-density multifamily or Mixed-Use districts. Single-Family detached, Single-Family attached, Cottage Courts, and Multifamily are all allowed housing types in RM-8. The minimum density for RM-8 zoning is 5.5 units an acre, while the maximum density is 8 dwelling units an acre. The applicant is planning to develop the property along these lines.

(iii) The annexation will not limit the ability to integrate surrounding land into the City or cause variances or exceptions to be granted if the adjacent land is annexed or developed.

The annexaiton will not limit the ability to integrate surrounding land into the City. The adjacent land to the East is already in the City limits. The adjacent land to the north and west is currently undeveloped but should have no problem integrating with the property to be annexed as well as the property already in the City.

(iv) The landowner has waived in writing any preexisting vested property rights as a

condition of such annexation.
The landowner has done this.

Analysis - Zone of Annexation
The criteria for review are set forth Section 21.02.050(l)(3)(ii) of the Zoning and Development Code, which provides that an applicant for rezoning has the burden of producing evidence that proves each of the following criteria:

A) Consistency. The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed rezone to RM-8 (Residential Medium 8) implements the following Plan principles, goals, and policies of the Comprehensive Plan:

Plan Principle 3: Responsible and Managed Growth
Goal 1: Support fiscally responsible growth and annexation policies that promote a compact pattern of growth…and encourage the efficient use of land.
Goal 2: Encourage infill and redevelopment to leverage existing infrastructure.
The Comprehensive Plan raises concerns about a waning supply of attainable housing combined with a limited supply of land that has existing infrastructure available. Priority has been placed on areas identified for infill and redevelopment to move forward effectively and manage growth. This principle supports fiscally responsible growth and annexation policies that promote a compact pattern of growth to encourage efficient use of land. Development is directed to areas where infrastructure is already present, and the City can meet and maintain its level of service targets. This zone of annexation is supported by this plan principle because it leverages existing infrastructure and is already adjacent to existing corporate limits to the East.

Plan Principle 5: Strong Neighborhoods and Housing Choices
Goal 1: Promote more opportunities for housing choices that meets the needs of people of all ages, abilities, and incomes
The RM-8 zone district provides for a higher range of density than what lower density districts would accommodate. The RM-8 accommodates a greater range of housing types that include smaller footprints, less square footage, and smaller yards. A greater range of housing types provide desirable options such as lower maintenance, community open spaces, shared facilities, and affordability. Housing at this density is also typically more cost-effective for the City to provide services.

Intensification and Tiered Growth Plan. The subject properties are located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. Tier 2 is classified as Suburban Infill. The Comprehensive Plan indicates that Annexation is appropriate in these areas for new development and redevelopment in Tier 2 areas that have direct adjacency to the City Limits of Grand Junction. Annexation and development of these parcels will provide development opportunities while minimizing the impact on infrastructure and City services.

Land Use Plan: Relationship to Existing Zoning
Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan. The requested zone of RM-8 implements the Comprehensive Plan because it is an implementing zoning district of the Residential Medium designation.

Therefore, Staff finds that this criterion has been met.

B) Development Patterns. The proposed zoning will result in logical and orderly development pattern(s).

The City's Comprehensive Plan "Plan Principle 3 Responsible and Managed Growth" and the goal to "Encourage infill and redevelopment to leverage existing infrastructure support the request to increase residential density on the subject properties. The owner of the properties is requesting zone of annexation to RM-8 to achieve this.

The subject properties have sewer service and all other urban amenities to the property. The property directly adjacent to these properties to the east is already within the City and is zoned MU-2 (Mixed-Use Light Commercial). The existing use of this property is commercial. The property to the north is within the County and is zoned RSF-4 (Residential, 4 du/acre) and is vacant. The Comprehensive Plan calls for a Residential Medium designation in this area. Staff anticipates that this area will urbanize at a similar density as the current request. The property to the south within the County is vacant and is zoned PUD (Planned Unit Development) and is vacant. The property to the west is within the County and is zoned B-2 (Concentrated Business). This property is currently vacant. The Comprehensive Plan calls for a Residential Medium designation in this area. Staff anticipates that this property will be annexed into the City under a Residential Medium implementing zone district in the future. The existing request further urbanizing will likely accelerate this for the vacant, undeveloped properties nearby within the County. RM-8 and other districts consistent with the Residential Medium category are an appropriate transition between the higher intensity commercial MU-2 as well as the B-2 County zone with the lower intensity RSF-4 zoning in the County. From a long-term view, the City's Comprehensive plan shows the majority of the area West of 30 Road between the Grand Valley Canal and I-70 Business and E ½ Road within the Residential Medium Category and anticipates future development on larger, underutilized properties to develop at a similar density. While the City would also support the RM-12 zone district, RM-8 is more consistent with the existing surrounding RSF-4 and RMF-5 subdivisions in the surrounding area within the County's jurisdiction and is a good first step at urbanization on these vacant properties. As the vacant surrounding areas evolve and develop further, RM-12 may be more appropriate.

As stated earlier, the subject properties are located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. Tier 2 is classified as Suburban

Infill. The Comprehensive Plan indicates that annexation is appropriate in these areas for new development and redevelopment in Tier 2 areas that have direct adjacency to the City Limits of Grand Junction. Annexation and development of these parcels will provide development opportunities while minimizing the impact on infrastructure and City services.

Therefore, Staff finds that this criterion has been met.

C) Benefits. The community or area, as decided by the reviewing body, derives an overall benefit(s) from the proposed zoning.

A rezone to RM-8 increases the amount of undeveloped land available for medium densities as the area continues to attract residential development at densities needing urban and city services. Annexation and zoning of the property will provide additional land within the City limits for growth, but more specifically it will capitalize on the opportunity for a range of different housing types in an area that minimizes the effects on City services. The requested RM-8 zone district will provide an opportunity for housing within a range of density that is consistent with the needs of the growing community. This principle is supported and encouraged by the Comprehensive Plan and furthers the plan's goal of promoting a diverse supply of housing types that meet the needs of all ages, abilities, and incomes identified in Plan Principle 5: Strong Neighborhoods and Housing Choices of the One Grand Junction Comprehensive Plan.

Therefore, Staff finds that this criterion has been met.

FINDINGS OF FACT AND RECOMMENDATION
After reviewing the Gutierrez Zone of Annexation, ANX-2024-311 request for the properties located on unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and North of I-70 Business Frontage Road from County B-2 (Concentrated Business) to RM-8 (Residential Medium – 8), the following findings of fact have been made:

The request has met the criteria identified in Section 21.02.050(I)(3)(ii) of the Zoning and Development Code.

Therefore, the Planning Commission recommended approval of the request.

FISCAL IMPACT:

Finance impact. City services are supported by a combination of property taxes and sales/use taxes. The City's eight mills based on current valuation will generate approximately $840 per year. Any increases would depend on development. Sales and use tax revenues would depend on retail sales.

Fire. Currently these properties are in the Clifton Fire Protection District. The Fire

District collects a 11.5520 mill levy that generates $1210.77 per year in property taxes. If annexed, the properties will be excluded from the Clifton Fire Protection District, and the Grand Junction Fire Department will provide fire protection and emergency medical services. The primary response to this area will be from Fire Station 8 at 441 31 Road. From that location, response times are within National Fire Protection Association guidelines, and the station has the capacity to handle calls for service resulting from this annexation.

Utilities. Water and sewer services are available to this property. This property is within the Clifton Water service area. There are eight-inch water lines along I70B and E ¼ Roads.

The property is currently within the Persigo 201 Sewer Service Area. There are eight-inch sewer lines along I70B and E ¼ Roads. Developers will be required to pay plant investment fee to connect to sewer. No fiscal impacts to the City for utilities.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 73-24, A Resolution Accepting a Petition for the Annexation of Lands To the City of Grand Junction, Colorado, Making Certain Findings, and Determining that Property Known as the Gutierrez Annexation, Approximately 6.43 Acres, Located on an Unaddressed Property that Lies Between and Abuts 3070 I-70 Business Loop on the east and 3064 Frontage Road on the west and Lies south of E 1/4 Road and north of I-70 Business Frontage Road.

I move to (adopt/deny) Ordinance No. 5236, an Ordinance Annexing Territory to the City of Grand Junction, Colorado, Gutierrez Annexation, Approximately 6.43 Acres, Located on an Unaddressed Property that Lies Between and Abuts 3070 I-70 Business Loop on the east and 3064 Frontage Road on the west and Lies south of E 1/4 Road and north of I-70 Business Frontage Road, on final passage and order final publication in pamphlet form.

I move to (adopt/deny) Ordinance No. 5237, an Ordinance Zoning the Gutierrez Annexation to RM-8 (Residential Medium - 8) Zone District, from Mesa County B-2 (Concentrated Business) on final passage and order final publication in pamphlet form.

Attachments

1. General Project Report
2. Development Application
3. Annexation Schedule
4. Gutierrez Annexation Plat
5. Gutierrez Annexation Maps
6. Planning Commission Minutes - 2024 - September 10 - DRAFT
7. Resolution Accepting Petition for Annexation
8. Gutierrez Annexation Ordinance
9. Ordinance Zoning Gutierrez Annexation

General Project Report

Project Description:

1. Located south of E1/4 road between Fruitwood Drive and Hoover Drive
2. 3.83 acres
3. Would like to annex the area and create a residential medium.

Public Benefit:

This would create several lots for future homeowners and bring in more individuals to the grand valley.

Neighborhood Meeting:

A meeting was held on May 8th 2024 at 5:30pm to discuss the proposed annexation into the City of Grand Junction and zoning of the 3.83 acres of vacant property. The meeting took place via zoom and any questions that the neighbors had were answered by either Tim Lehrbach or me. Since I am a regular member of zoom, I was unable to obtain a list of the attendees. For this reason, a report stating that we had in total 9-12 attendees throughout the 40 min meeting was made and it includes some of the questions asked by the attendees as well as our responses.

Project Compliance, Compatibility and Impact:

1. The land will be rezoned as RM-8
2. The surrounding land is agricultural as well as residential.
3. The site will be accessed through E ¼ road, and any internal streets required for subdivision
4. Utilities will have to be installed.
5. Possibility of having to include a storm water detention pond.
6. N/A
7. N/A
8. N/A
9. N/A
10. N/A
11. N/A

Review Criteria

1. Regarding the comprehensive plan the rezoning is in line with what is allowed in the plan and will follow the standard zone of annexation.
2. For the proposed zoning we will present a preliminary subdivision plan and once approved a final subdivision plat.
3. As for the benefits for the community and area I believe these new lots will help to increase the value of the surrounding communities and land.

Development Schedule and Phasing

1. The development schedule and phasing is not currently known.

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Annexation/Zone of Annexation

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: Agricultural — Existing Zoning: B-2

Proposed Land Use Designation: Residential medium — Proposed Zoning: RM-8

Property Information

Site Location: South of E 1/4 Road, between Fruitwood drive & Hoover drive — Site Acreage: 3.83 acres

Site Tax No(s): R036399 and R036401 — Site Zoning: B-2

Project Description: I would like to annex my property and develop a residential medium

Property Owner Information	Applicant Information	Representative Information
Name: Luis A Gutierrez	Name:	Name:
Street Address: 200 Vista Hills Drive	Street Address:	Street Address:
City/State/Zip: Grand Junction, CO, 81503	City/State/Zip:	City/State/Zip:
Business Phone #: 970 623 0417	Business Phone #:	Business Phone #:
E-Mail: lgantonio1995@gmail.com	E-Mail:	E-Mail:
Fax #:	Fax #:	Fax #:
Contact Person:	Contact Person:	Contact Person:
Contact Phone #:	Contact Phone #:	Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: _____ Date: 04/08/24
Please print and sign

Signature of Legal Property Owner: _____ Date: 04/08/24
Please print and sign

STATE OF COLORADO

SS **AFFIDAVIT**

COUNTY OF MESA

Luis A Gutierrez, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Subscribed and sworn to before me this 09 day of April, 2024.

Witness my hand and official seal.

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

Notary Public

2775 Acrin Ave Grand Jct CO 81503
Address

My commission expires: 08/31/2027

STATE OF COLORADO

SS

COUNTY OF MESA

AFFIDAVIT

Blanca E Gutierrez, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Subscribed and sworn to before me this 09 day of April, 2024.

Witness my hand and official seal.

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

Alissa Lawson
Notary Public

2775 Aerin Ave Grand Jct CO 81503
Address

My commission expires: 08/31/2027

GUTIERREZ ANNEXATION
PETITION FOR ANNEXATION

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

GENERAL LOCATION: South of unimproved E ¼ Road right-of-way, between Fruitwood Drive and Hoover Drive, Mesa County, CO 81504
Tax ID #: 2943-094-00-187
Tax ID #: 2943-094-00-189

BEG E 867FT & S 1031.71FT FR NW COR SE4 SEC 9 1S 1E N 73DEG01'09SEC E 236.83FT S 473.42FT TO NLY ROW U S HWY 6 & 24 S 72DEG50' W 80.90FT S 84DEG28' W 149.91FT N 442.59FT TO BEG 2.42 AC

BEG E 720FT & S 1076.60FT FR NW COR SE4 SEC 9 1S 1E N 73DEG01'09SEC E 153.70FT S 442.59FT S 84DEG28' W 147.69FT N 411.94FT TO BEG 1.41 AC

This foregoing description describes the parcels; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Gutierrez Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

Luis Antonio Gutierrez
NAME

200 Vista Hills Dr., Grand Junction, CO 81503
ADDRESS

SIGNATURE
Luis Antonio Gutierrez, Owner

04/08/24
DATE

Blanca Estela Gutierrez
NAME

200 Vista Hills Dr., Grand Junction, CO 81503
ADDRESS

SIGNATURE
Blanca Estela Gutierrez, Owner

04/08/24
DATE

(Gutierrez Annexation Petition)

General Project Report

Project Description:

1. Located south of E1/4 road between Fruitwood Drive and Hoover Drive
2. 3.83 acres
3. Would like to annex the area and create a residential medium.

Public Benefit:

This would create several lots for future homeowners and bring in more individuals to the grand valley.

Neighborhood Meeting:

A meeting was held on May 8th 2024 at 5:30pm to discuss the proposed annexation into the City of Grand Junction and zoning of the 3.83 acres of vacant property. The meeting took place via zoom and any questions that the neighbors had were answered by either Tim Lehrbach or me. Since I am a regular member of zoom, I was unable to obtain a list of the attendees. For this reason, a report stating that we had in total 9-12 attendees throughout the 40 min meeting was made and it includes some of the questions asked by the attendees as well as our responses.

Project Compliance, Compatibility and Impact:

1. The land will be rezoned as RM-8
2. The surrounding land is agricultural as well as residential.
3. The site will be accessed through E ¼ road, and any internal streets required for subdivision
4. Utilities will have to be installed.
5. Possibility of having to include a storm water detention pond.
6. N/A
7. N/A
8. N/A
9. N/A
10. N/A
11. N/A

Review Criteria

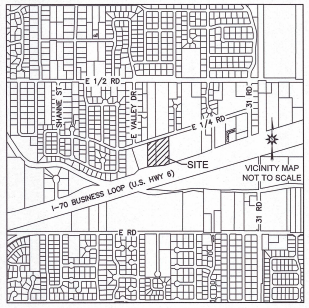
1. Regarding the comprehensive plan the rezoning is in line with what is allowed in the plan and will follow the standard zone of annexation.
2. For the proposed zoning we will present a preliminary subdivision plan and once approved a final subdivision plat.
3. As for the benefits for the community and area I believe these new lots will help to increase the value of the surrounding communities and land.

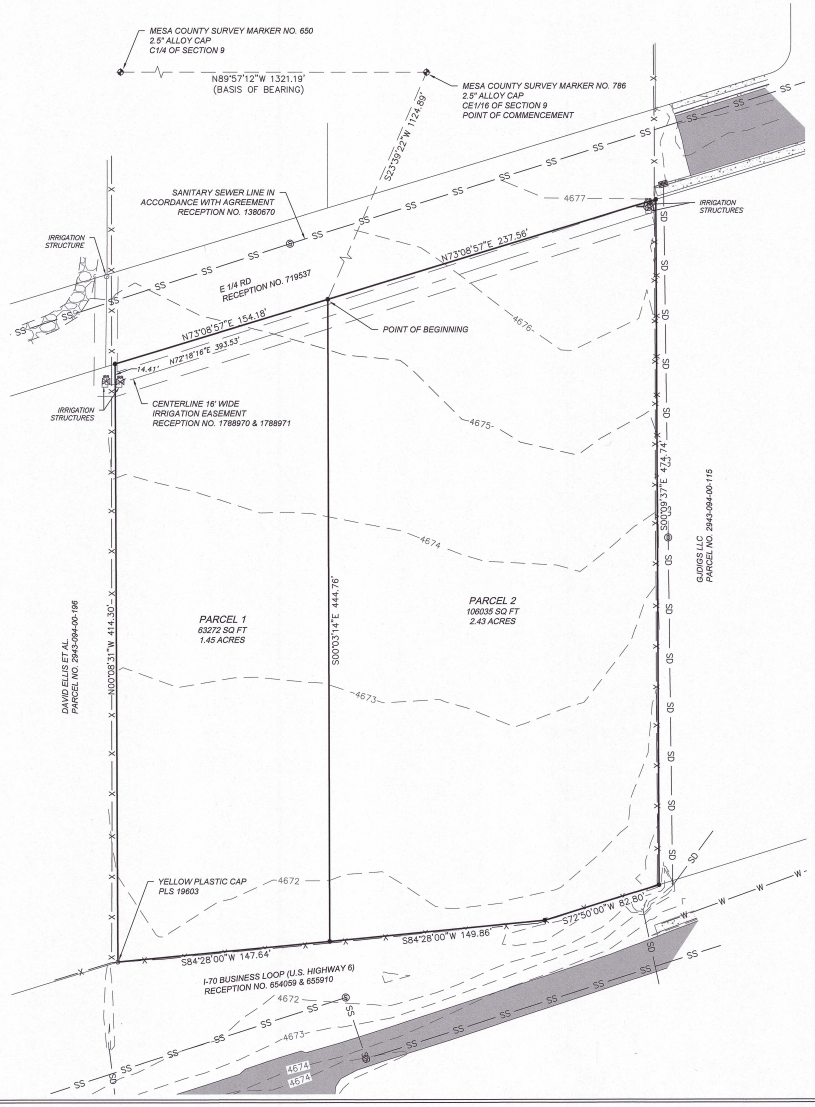
Development Schedule and Phasing

1. The development schedule and phasing is not currently known.

IMPROVEMENT SURVEY PLAT

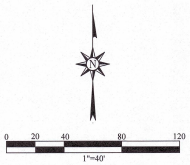
Located in the W1/2 of the SE1/4 of Section 9, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado





LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND MONUMENT AS NOTED
- SET 5/8" REBAR WITH 2" ALLOY CAP STAMPED ALEXANDRE B. LHERITIER 38464
- BOUNDARY LINE
- SURVEY CONTROL LINE
- ADJOINER
- EASEMENT
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- FENCE
- WATER LINE
- STORM DRAIN LINE
- SANITARY SEWER LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- ASPHALT
- CONCRETE
- GRAVEL
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- IRRIGATION VALVE
- IRRIGATION RISER



Linear units are U.S. Survey Foot

SURVEY NOTES:

1. Title information provided by Heritage Title Company, Order No. 460-HS0812836-414, Amendment No. 3, Dated Septemeber 20, 2023, and the Mesa County Assessor - Real Property Public Information System.
2. The location of underground utilities as shown on this plat are based on visible surface evidence and utility markings. Actual locations of utilities may vary and should be verified prior to any construction.
3. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
4. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

PARCEL DESCRIPTION:

Title Commitment No. HS0812836, Amendment 3 - Schedule A

Parcel 1
That part of the Southeast Quarter of Section 9, Township 1 South, Range 1 East of the Ute Principal Meridian, being more particularly described as follows:
Commencing at the northwest corner of said Southeast Quarter; thence along the north line of said Southeast Quarter East 720.00 feet; thence South 1,076.60 feet to the southerly right-of-way line of County Road "E1/4", the TRUE POINT OF BEGINNING; thence along said right-of-way line N73°01'09"E 153.70 feet; thence South 442.59 feet to the northerly right-of-way line of U.S. Highway 6 & 24; thence S84°28'W 147.59 feet along said Highway right-of-way line; thence North 411.94 feet to the TRUE POINT OF BEGINNING, containing 1.44 acres, more or less.
County of Mesa, State of Colorado.

Parcel 2
That part of the Southeast Quarter of Section 9, Township 1 South, Range 1 East of the Ute Principal Meridian, being more particularly described as follows:
Commencing at the northwest corner of said Southeast Quarter; thence along the north line of said Southeast Quarter East 867.00 feet; thence South 1,031.71 feet to the southerly right-of-way line of County Road "E1/4", the TRUE POINT OF BEGINNING: thence along said right-of-way line N73°01'09"E 236.83 feet; thence South 473.42 feet to the northerly right-of-way line of U.S. Highway 6 and 24; thence along said Highway right-of-way line S72°50'W 80.90 feet; thence along said Highway right-of-way line S84°28'W 149.91 feet; thence North 442.59 feet to the TRUE POINT OF BEGINNING,
County of Mesa, State of Colorado.

As surveyed

Parcel 1
A parcel of land located in the W1/2 of the SE1/4 of Section 9, Township 1 South, Range 1 East, of the Ute Meridian, Mesa County, Colorado, described as:
Commencing at the CE1/16 of said Section 9, whence the C1/4 bears N89°57'12"W; thence S23°39'22"W 1124.89 feet to the southerly right-of-way line of E 1/4 Road and the Point of Beginning.
Running thence S00°03'14"E 444.76 feet to the northerly right-of-way line of I-70 Business Loop (U.S. Highway 6); thence along said northerly right-of-way S84°28'00"W 147.64 feet; thence N00°08'31"W 414.30 feet to the southerly right-of-way line of E 1/4 Road; thence along said southerly right-of-way N73°08'57"E 154.18 feet to the Point of Beginning.
Parcel contains 1.45 acres.

Parcel 2
A parcel of land located in the W1/2 of the SE1/4 of Section 9, Township 1 South, Range 1 East, of the Ute Meridian, Mesa County, Colorado, described as:
Commencing at the CE1/16 of said Section 9, whence the C1/4 bears N89°57'12"W; thence S23°39'22"W 1124.89 feet to the southerly right-of-way line of E 1/4 Road and the Point of Beginning.
Running thence along said southerly right-of-way N73°08'57"E 237.56 feet; thence S00°09'37"E 474.74 feet to the northerly right-of-way line of I-70 Business Loop (U.S. Highway 6); thence along said northerly right-of-way the following two (2) courses: (1) S72°50'00"W 82.80 feet; (2) thence S84°28'00"W 149.86 feet; thence N00°03'14"W 444.76 feet to the southerly right-of-way of E 1/4 Road and the Point of Beginning.
Parcel contains 2.43 acres.

BASIS OF BEARINGS:

The bearing between the CE1/16 corner of Section 9, Township 1 South, Range 1 East of the Ute Meridian, MCSM No. 786, and the C1/4 corner of Section 9, Township 1 South, Range 1 East of the Ute Meridian, MCSM No. 650, is N89°57'12"W. This bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area.

CERTIFICATION:

I, Alexandre B. Lheritier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify the Improvement Survey Plat represented hereon was performed by me or under my responsible charge. It is based upon my professional knowledge, information, and belief according to acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.



Alexandre B. Lheritier
Colorado PLS 38464

LAND SURVEY DEPOSITS
Mesa County Surveyor's Office
Date: 11/6/2023
Deposit No: 6897-23

Parcels between 3064 and 3070 I-70 Business Loop
W1/2SE1/4 of Section 9,
Township 1 South, Range 1 East, Ute Meridian,
Mesa County, Colorado

Surveyed by: CCR/RAC	Kaart Land Solutions, LLC
Drawn by: ABL	734 Main St.
Job #: 3048023	Grand Junction, CO 81501
Date: 10/31/2023	970.201.4081 surveying@kaart.com

DEPOSIT 6897-23

Packet Page 468

Gutierrez Perimeter Boundary and Legal Description

A parcel of land located in the West Half of the Southeast Quarter (W1/2 SE1/4) of Section 9, Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado being the parcel of land described in Reception Number 3078878 and portions of Right-of-Way parcels described in Reception Numbers 719537, 654059 and 655910 and being more particularly described as follows:

Commencing at the Center East Sixteenth Corner (CE 1/16) of said Section 9, whence the Center 1/4 Corner of said Section 9 bears N89°57'12”W, a distance of 1,321.19 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto;

thence from said Point of Commencement S14°00'13”W, a distance of 926.39 feet to the Southwest Corner of Lot 1, Solar Horizons Village as recorded at Reception Number 1342791 being the Point of Beginning;

thence S00°09'37"E, a distance of 745.61 feet along the West line of the Gamble-Sage Annexation (Ordinance No. 3347) to a point on the Northerly line of the Wells Annexation (Ordinance 3092), said line being 1 foot northerly and parallel to the Southerly Right-of-Way line of I-70 Business Loop as recorded at Reception Numbers 654059 & 655910; thence S72°50'50"W, a distance of 392.63 feet along said Northerly line to a point on the extended East line of Parcel 2 as recorded at Reception Number 2291624; thence N00°08'31"W, a distance of 747.94 feet along said extended East line and the East line of said Parcel 2 to the Southeast Corner of Lot 6, Block 3, Claussen Subdivision 1st Addition as recorded at Reception Number 957080 being a point on the Northerly Right-of-Way of E1/4 Road as recorded at Reception Number 719537; thence N73°08'54"E, a distance of 391.72 feet along said Northerly Right-of-Way line to the Point of Beginning.

Said Parcel of land CONTAINING 280,279 Square Feet or 6.43 Acres, more or less.

Neighborhood Meeting Notes

- Total time of meeting was 40 minutes.
- Attendees throughout the meeting were Timothy Lehrbach, Anthony Gutierrez, Nicole Pinneo and nine to eleven other members of the neighborhood.

Below are some of the questions that were asked during the meeting as well as the responses.

Question: What are your intentions with the property?
Answer: I plan to develop the property into lots, so that individuals can build their homes on them and to do that I need to first annex and rezone the property.
Question: Why do you need to annex the property into the city, and will our properties be annexed as well?
Answer: Since I want to develop my property as soon as I begin to do that, I will be required to be annexed into the city. As for your properties they will remain part of the county unless you decide you want to be annexed as well, but you will have to do that yourselves.
Question: How many homes will you be building, or will you be building apartments? I don't want apartments.
Answer: The property will be rezoned as RM-8 so around eight homes per acre I think maybe fifteen homes, but we will see. We have yet to develop plans for the homes and property. I will not be building apartments just homes.
Question: Why didn't I get notified about this meeting, but my neighbor did, and will I be notified if there are other meetings?
Answer: I am required to send notification to properties located within 500 feet of the project, if you didn't get a notification, it was because you were not within the 500 feet. As for future meetings you may not be notified either, but those meetings will be held at city hall, and you can find those meeting times on their site once we get that far.
Question: Where will the entrances be for the property?
Answer: The entrance to the property will be through E ¼ road.
Question: Why not make an entrance via frontage road and will you develop E ¼ road all the way to East Valley drive?
Answer: I can't do it via frontage road because it is near the highway, and it will cause the state to become involved in the project. As for E ¼ road I will only develop from where it currently ends to the end of my property. I will not and am not required to develop it all the way to East valley drive.
Question: You will not be building apartments, right? I don't want apartments.
Answer: No sir I will not be building apartments since the property will be zoned RM-8 I can only build homes and that is what I will be building.
Question: Will all of E ¼ road be eventually developed and does the city have plans for that down the road?
Answer: Eventually all of E ¼ road may be developed it might be part of the master plan, but its hard to say since plans can change or other situations may occur for now only a small part of E ¼ road will be developed.

Question: Will the city be paying for the development of E ¼ road, or will it come out of your personal pocket?
Answer: The city will not be paying for that development it will be coming out of my pocket.

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Luis A Gutierrez, am the owner of the following real property:

(b) Parcel # 2943-094-00-189 and parcel # 2943-094-00-187

A copy of the deed evidencing my interest in the property is attached. All documents, if any, conveying any interest in the property to someone else by the owner, are also attached.

○ I am the sole owner of the property.

☑ I own the property with other(s). The other owners of the property are (c):

Blanca E Gutierrez

I have reviewed the application for the (d) development application & annexation petition pertaining to the property.

I have the following knowledge and evidence concerning possible boundary conflicts between my property and the abutting property(ies): (e) N/A

I understand that I have a continuing duty to inform the City planner of any changes in interest, including ownership, easement, right-of-way, encroachment, lienholder and any other interest in the property.

I swear under penalty of perjury that the information contained in this Ownership Statement is true, complete and correct.

Owner signature as it appears on deed: [signature]

Printed name of owner: Luis A Gutierrez

State of Colorado)

County of Mesa) ss.

Subscribed and sworn to before me on this 9 day of April, 20 24

by Luis A Gutierrez

Witness my hand and seal. Alissa Lawson

My Notary Commission expires on 08/31/2027

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

Alissa Lawson
Notary Public Signature

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Blanca E Gutierrez, am the owner of the following real property:

(b) Parcel #2943-094-00-189 and parcel #2943-094-00-187

A copy of the deed evidencing my interest in the property is attached. All documents, if any, conveying any interest in the property to someone else by the owner, are also attached.

○ I am the sole owner of the property.

● I own the property with other(s). The other owners of the property are (c):

Luis A Gutierrez

I have reviewed the application for the (d) development application and annexation petition. pertaining to the property.

I have the following knowledge and evidence concerning possible boundary conflicts between my property and the abutting property(ies): (e) N/A

I understand that I have a continuing duty to inform the City planner of any changes in interest, including ownership, easement, right-of-way, encroachment, lienholder and any other interest in the property.

I swear under penalty of perjury that the information contained in this Ownership Statement is true, complete and correct.

Owner signature as it appears on deed: [signature]

Printed name of owner: Blanca E Gutierrez

State of Colorado)

County of Mesa) ss.

Subscribed and sworn to before me on this 9 day of April, 20 24

by Blanca E Gutierrez

Witness my hand and seal.

My Notary Commission expires on 08/31/2027

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

[signature]
Notary Public Signature

STATE OF COLORADO

SS **AFFIDAVIT**

COUNTY OF MESA

Luis A Gutierrez, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Subscribed and sworn to before me this 09 day of April, 2024.

Witness my hand and official seal.

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

Alissa Lawson
Notary Public

2775 Acrin Ave Grand Jct CO 81503
Address

My commission expires: 08/31/2027

STATE OF COLORADO

SS

COUNTY OF MESA

AFFIDAVIT

Blanca E Gutierrez, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Subscribed and sworn to before me this 09 day of April, 2024.

Witness my hand and official seal.

Alissa Lawson
Notary Public

ALISSA LAWSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104012056
MY COMMISSION EXPIRES AUG. 31, 2027

2775 Aerin Ave Grand Jct CO 81503
Address

My commission expires: 08/31/2027

RECEPTION#: 3078878, at 11/9/2023 3:26:48 PM, 1 of 2
Recording: $18.00, Doc Fee $40.00 Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

PERSONAL REPRESENTATIVE'S DEED
(Sale)

THIS DEED is dated November 8, 2023, and is made between Diane Kay Dittrick, the "Grantor," as Personal Representative of the Estate of Ralph William Martin a/k/a Ralph W. Martin, deceased, and Luis Antonio Gutierrez and Blanca Estela Gutierrez (whether one, or more than one), the "Grantee," whose legal address is 200 Vista Hills Drive, Grand Junction, CO 81503, of the County of Mesa, State of Colorado.

WHEREAS, the decedent died on the date of May 8, 2021, and Grantor was duly appointed Personal Representative of said estate by the District Court in and for the County of Mesa, State of Colorado, Probate No. 2021PR30286, on the date of September 7, 2021, and is now qualified and acting in said capacity;

NOW THEREFORE, pursuant to the powers conferred upon Grantor by the Colorado Probate Code, Grantor does hereby sell and convey unto Grantee in joint tenancy, for and in consideration of Four Hundred Thousand Dollars, ($400,000.00), the following described real property situate in the County of Mesa, State of Colorado:

See attached EXHIBIT "A"

as Mesa County parcel numbers 2943-094-00-187 and 2943-094-00-189,

With all appurtenances.

IN WITNESS WHEREOF, the Grantor has executed this deed on the date set forth above.

Diane Kay Dittrick, Personal Representative of the Estate of Ralph William Martin a/k/a Ralph W. Martin, Deceased

STATE OF COLORADO)
) ss.
County of MESA)

The foregoing instrument was acknowledged before me this 8th day of November, 2023, by Diane Kay Dittrick, as Personal Representative of the Estate of Ralph William Martin a/k/a Ralph W. Martin, Deceased.

Witness my hand and official seal.
My commission expires: _____.

TINA L BEAR
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19994015905
MY COMMISSION EXPIRES JUNE 4, 2027

Notary Public

LEGAL DESCRIPTION

Order No.: HS0812836

Parcel 1:

That part of the Southeast Quarter of Section 9, Township 1 South, Range 1 East of the Ute Principal Meridian, being more particularly described as follows:

Commencing at the northwest corner of said Southeast Quarter; thence along the north line of said Southeast Quarter East 720.00 feet; thence South 1,076.60 feet to the southerly right-of-way line of County Road "E1/4", the TRUE POINT OF BEGINNING; thence along said right-of-way line N73°01'09"E 153.70 feet; thence South 442.59 feet to the northerly right-of-way line of U.S. Highway 6 & 24; thence S84°28'W 147.69 feet along said Highway right-of-way line; thence North 411.94 feet to the TRUE POINT OF BEGINNING,

County of Mesa, State of Colorado.

Parcel 2:

That part of the Southeast Quarter of Section 9, Township 1 South, Range 1 East of the Ute Principal Meridian, being more particularly described as follows:

Commencing at the northwest corner of said Southeast Quarter; thence along the north line of said Southeast Quarter East 867.00 feet; thence South 1,031.71 feet to the southerly right-of-way line of County Road "E1/4", the TRUE POINT OF BEGINNING: thence along said right-of-way line N73°01'09"E 236.83 feet; thence South 473.42 feet to the northerly right-of-way line of U.S. Highway 6 and 24; thence along said Highway right-of-way line S72°50'W 80.90 feet; thence along said Highway right-of-way line S84°28'W 149.91 feet; thence North 442.59 feet to the TRUE POINT OF BEGINNING,

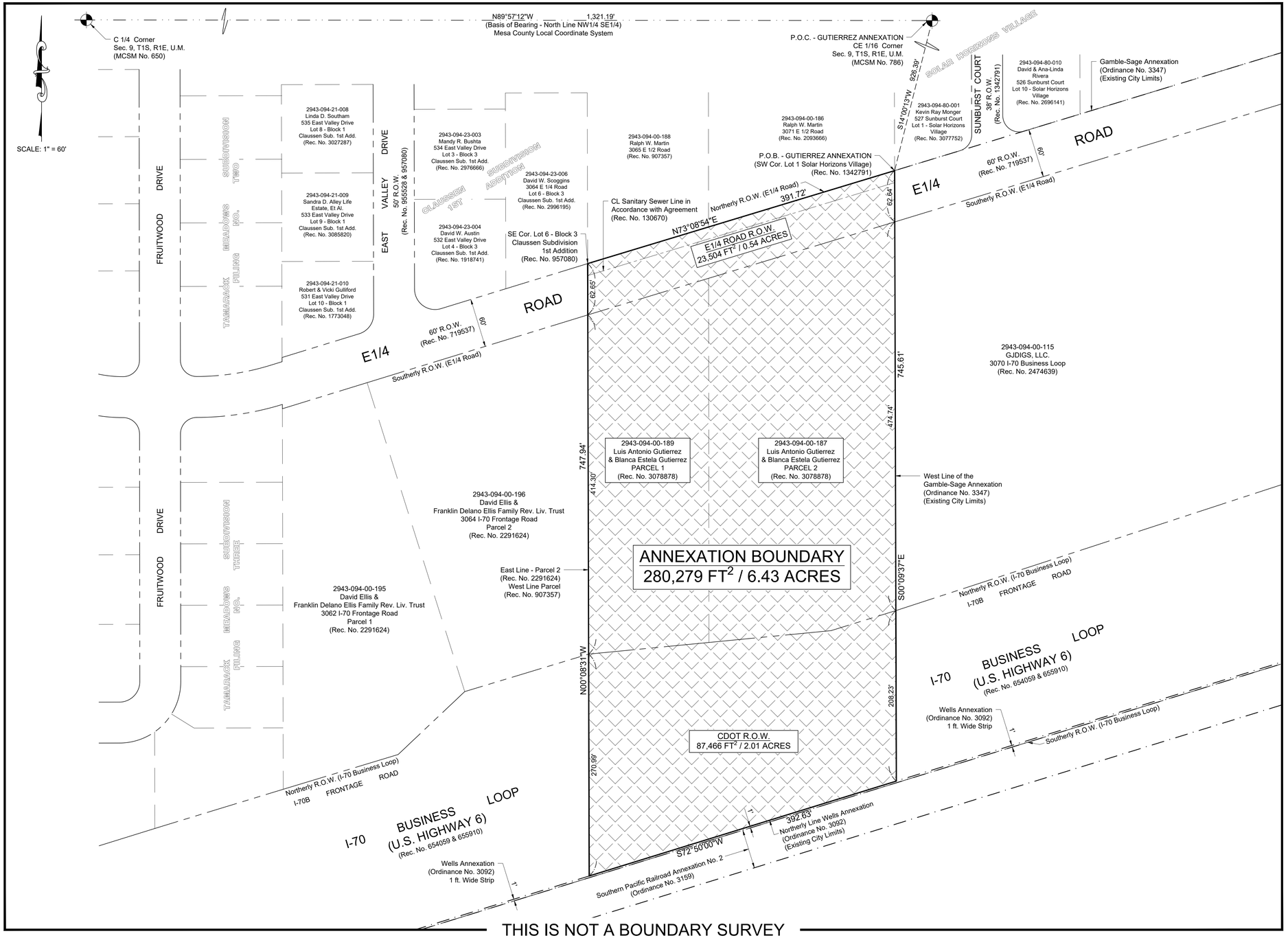
County of Mesa, State of Colorado.

Guiterrez Annexation Schedule	
September 4, 2024	Referral of Petition, Intro Proposed Ordinance, Exercise Land Use
September 10, 2024	Planning Commission Considers Zone of Annexation
September 18, 2024	City Council Intro Proposed Zoning Ordinance
October 16, 2024	City Council Accept Petition/Annex and Zoning Public Hearing
November 17, 2024	Effective date of Annexation and Zoning

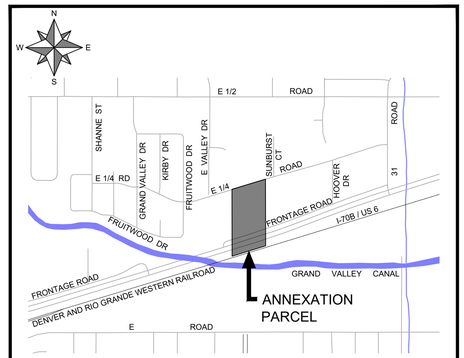
ANNEXATION SUMMARY					
File Number		ANX-2024-311			
Location		Located On an Unaddressed Property That Abuts 3070 I 70 Business Loop on The West and 3064 Frontage Road On The East and Lies South Of E ¼ Road And North Of I-70 Business Frontage Road			
Tax ID Number(s)		2943-094-00-189, 2943-094-00-187			
Number of Parcel(s)		2			
Existing Population		0			
No. of Parcels Owner Occupied		0			
Number of Dwelling Units		0			
Acres Land Annexed		6.43 Acres			
Developable Acres Remaining		3.88 Acres			
Right-of-way in Annexation		2.55 Acres			
Previous County Zoning		B-2			
Proposed City Zoning		RM-8			
Surrounding Zoning:	North:	RSF-4, Mesa County			
	South:	PUD, Mesa County			
	East:	MU-2 (Mixed-Use Light Commercial)			
	West:	B-2, Mesa County			
Current Land Use		Vacant			
Proposed Land Use		Single-Family/Two-Family Residential			
Surrounding Land Use:	North:	Vacant			
	South:	Planned Unit Development			
	East:	Commercial			
	West:	Vacant			
Comprehensive Plan Designation:		Residential Medium			
Zoning within Comprehensive Plan Designation:		R-8	R-12		
Values:	Assessed	$108,920			
	Actual	$375,870			
Address Ranges		3066 – 3068 I 70 Frontage Road, Grand Junction, CO 81505			
Special Districts:	Water	Clifton Water District			
	Sewer	Persigo			
	Fire	Clifton Fire Protection			
	Irrigation/Drainage	Grand Valley Drainage District			
	School	School District 51			
	Pest	Grand River Mosquito Control			

GUTIERREZ ANNEXATION

Located in the West Half of the Southeast Quarter (W1/2 SE1/4) Section 9,
Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado



THIS IS NOT A BOUNDARY SURVEY



SITE LOCATION MAP
SCALE: 1" = 800'

LEGAL DESCRIPTION

A parcel of land located in the West Half of the Southeast Quarter (W1/2 SE1/4) of Section 9, Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado being the parcel of land described in Reception Number 3078878 and portions of Right-of-Way parcels described in Reception Numbers 719537, 654059 and 655910 and being more particularly described as follows:

Commencing at the Center East Sixteenth Corner (CE 1/16) of said Section 9, whence the Center 1/4 Corner of said Section 9 bears N89°57'12"W, a distance of 1,321.19 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto;

thence from said Point of Commencement S14°00'13"W, a distance of 926.39 feet to the Southwest Corner of Lot 1, Solar Horizons Village as recorded at Reception Number 1342791 being the Point of Beginning;

thence S00°09'37"E, a distance of 745.61 feet along the West line of the Gamble-Sage Annexation (Ordinance No. 3347) to a point on the Northerly line of the Wells Annexation (Ordinance 3092), said line being 1 foot northerly and parallel to the Southerly Right-of-Way line of I-70 Business Loop as recorded at Reception Numbers 654059 & 655910; thence S72°50'50"W, a distance of 392.63 feet along said Northerly line to a point on the extended East line of Parcel 2 as recorded at Reception Number 2291624; thence N00°08'31"W, a distance of 747.94 feet along said extended East line and the East line of said Parcel 2 to the Southeast Corner of Lot 6, Block 3, Claussen Subdivision 1st Addition as recorded at Reception Number 957080 being a point on the Northerly Right-of-Way of E1/4 Road as recorded at Reception Number 719537; thence N73°08'54"E, a distance of 391.72 feet along said Northerly Right-of-Way line to the Point of Beginning.

Said Parcel of land CONTAINING 280,279 Square Feet or 6.43 Acres, more or less.

AREAS OF ANNEXATION

ANNEXATION PERIMETER	2,277.90	FT.
CONTIGUOUS PERIMETER	1,138.24	FT.
AREA IN SQUARE FEET	280,279	FT²
AREA IN ACRES	6.43	AC.
AREA WITHIN R.O.W.	110,970	FT²
	2.55	AC.
AREA WITHIN DEEDED R.O.W.	110,970	FT²
	2.55	AC.

LEGEND

ANNEXATION BOUNDARY

ANNEXATION AREA

EXISTING CITY LIMITS

SURVEY ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT	SQ. FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING	Δ=	CENTRAL ANGLE
R.O.W.	RIGHT OF WAY	RAD.	RADIUS
SEC.	SECTION	ARC	ARC LENGTH
T.	TOWNSHIP	CHD.	CHORD LENGTH
R.	RANGE	CHB.	CHORD BEARING
U.M.	UTE MERIDIAN	BLK.	BLOCK
NO.	NUMBER	P.B.	PLAT BOOK
REC.	RECEPTION	BK.	BOOK
		PG.	PAGE
		MCSM	MESA CO. SURVEY MONUMENT

ORDINANCE NO.	EFFECTIVE DATE
0000	00/00/2024

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLATS, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

RENEE BETH PARENT
STATE OF COLORADO - P.L.S. NO. 38266
FOR THE CITY OF GRAND JUNCTION
244 NORTH 7TH STREET
GRAND JUNCTION, CO. 81501

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY:	NCW	DATE:	07/03/2024
REVIEWED BY:	RBP	DATE:	07/03/2024
CHECKED BY:	ABL	DATE:	07/03/2024
APPROVED BY:	RBP	DATE:	07/03/2024

60' 0' 30' 60'
SCALE: 1" = 60'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO

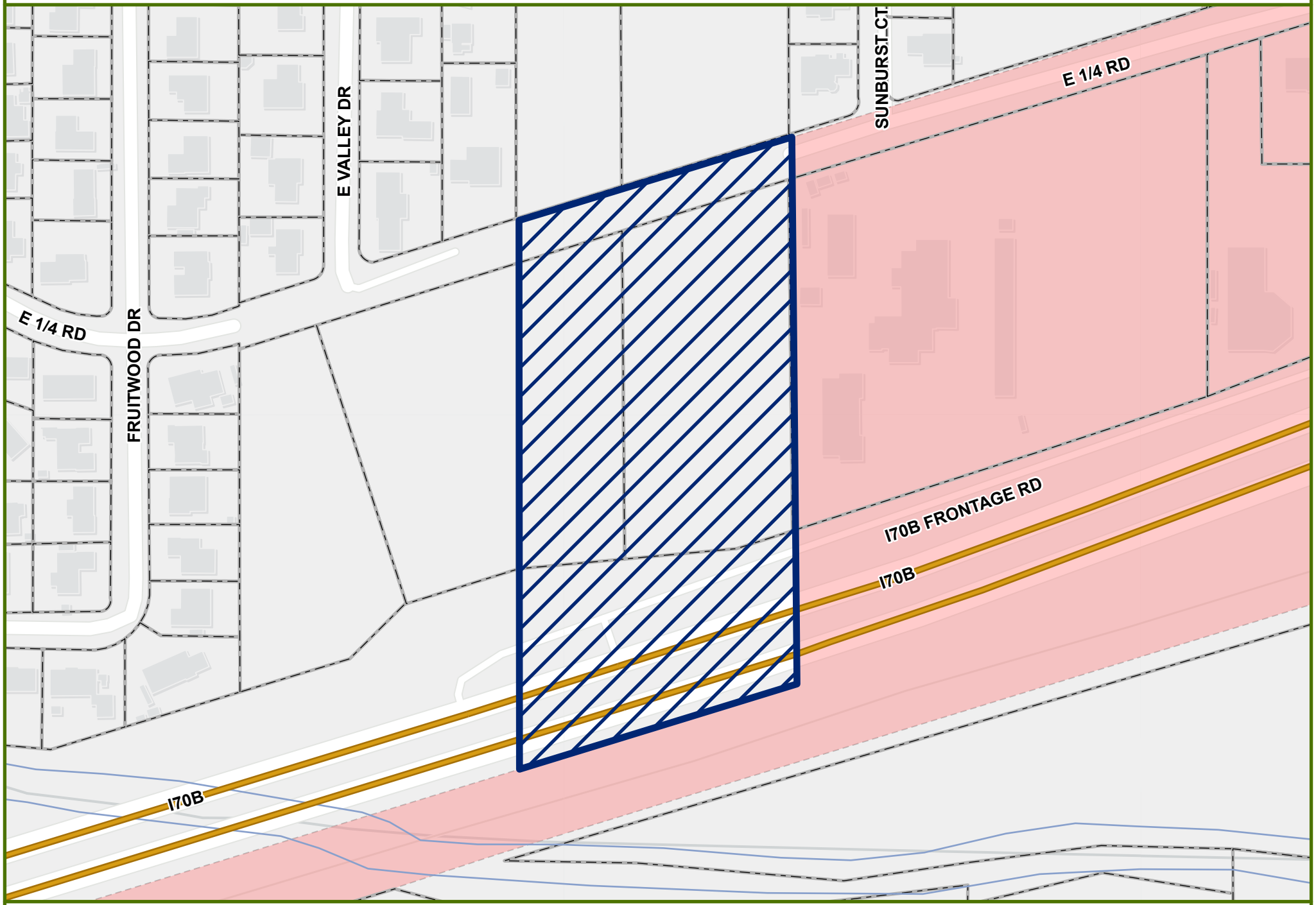
Engineering & Transportation Department
244 North 7th Street - Grand Junction, CO. 81501
(970) 256-4003

GUTIERREZ ANNEXATION
Located in the West Half of the Southeast Quarter (W1/2 SE1/4) Section 9,
Township 1 South, Range 1 East, Ute Meridian,
County of Mesa, State of Colorado

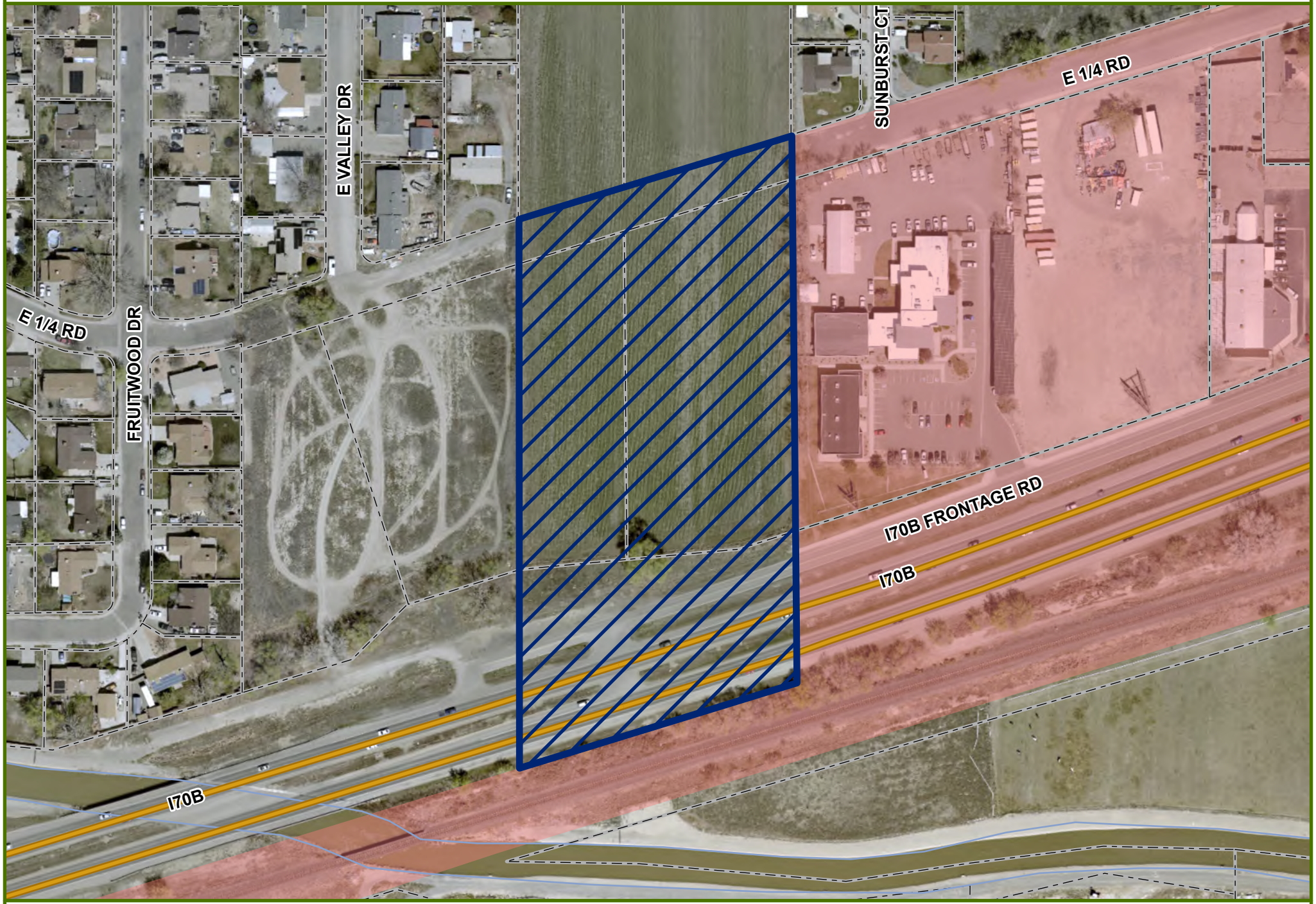
1 OF 1

\\Publicworks-wfs\vol_pw\Data\SURVEY\Annexations\2024\Gutierrez Annexation ANX-2024-311 Tim\CAD files\Gutierrez Annexation.dwg - PLOTTED 2024-07-03

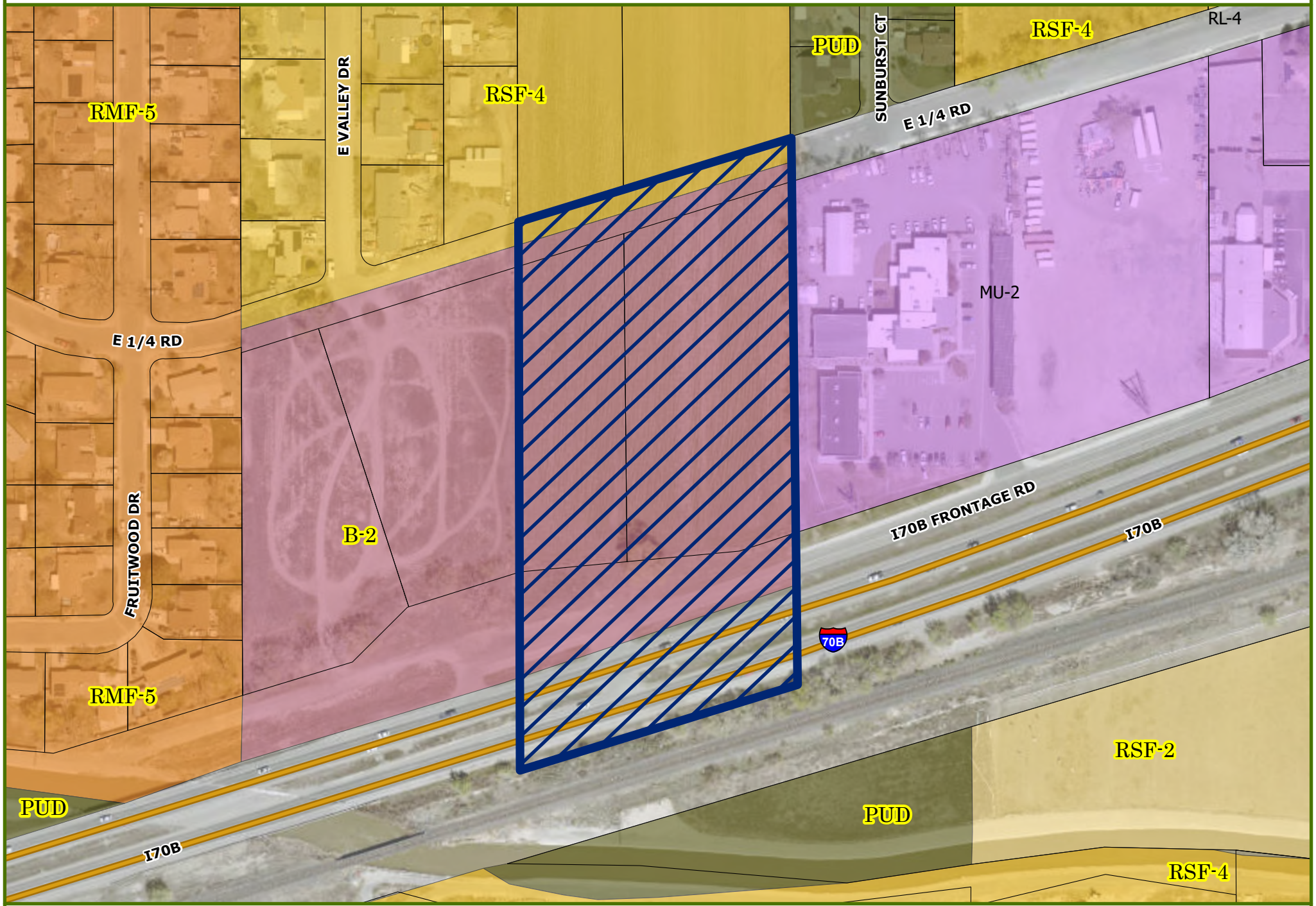
Gutierrez Annexation



Gutierrez Annexation



Gutierrez Annexation - Zoning



N

0 50 100 200 Feet

Annexation

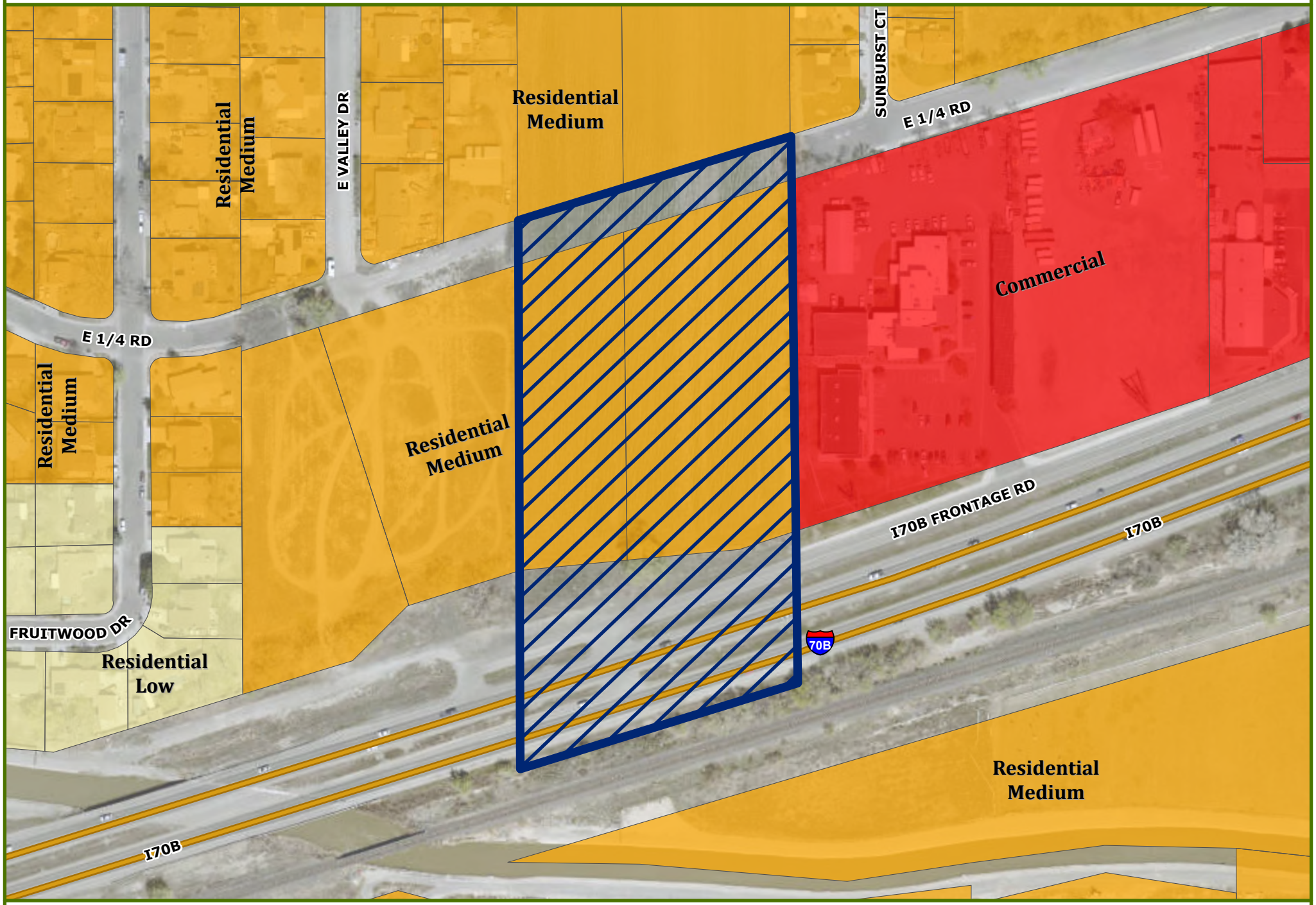
City Zoning

County Zoning

Date Created: 8/15/2024

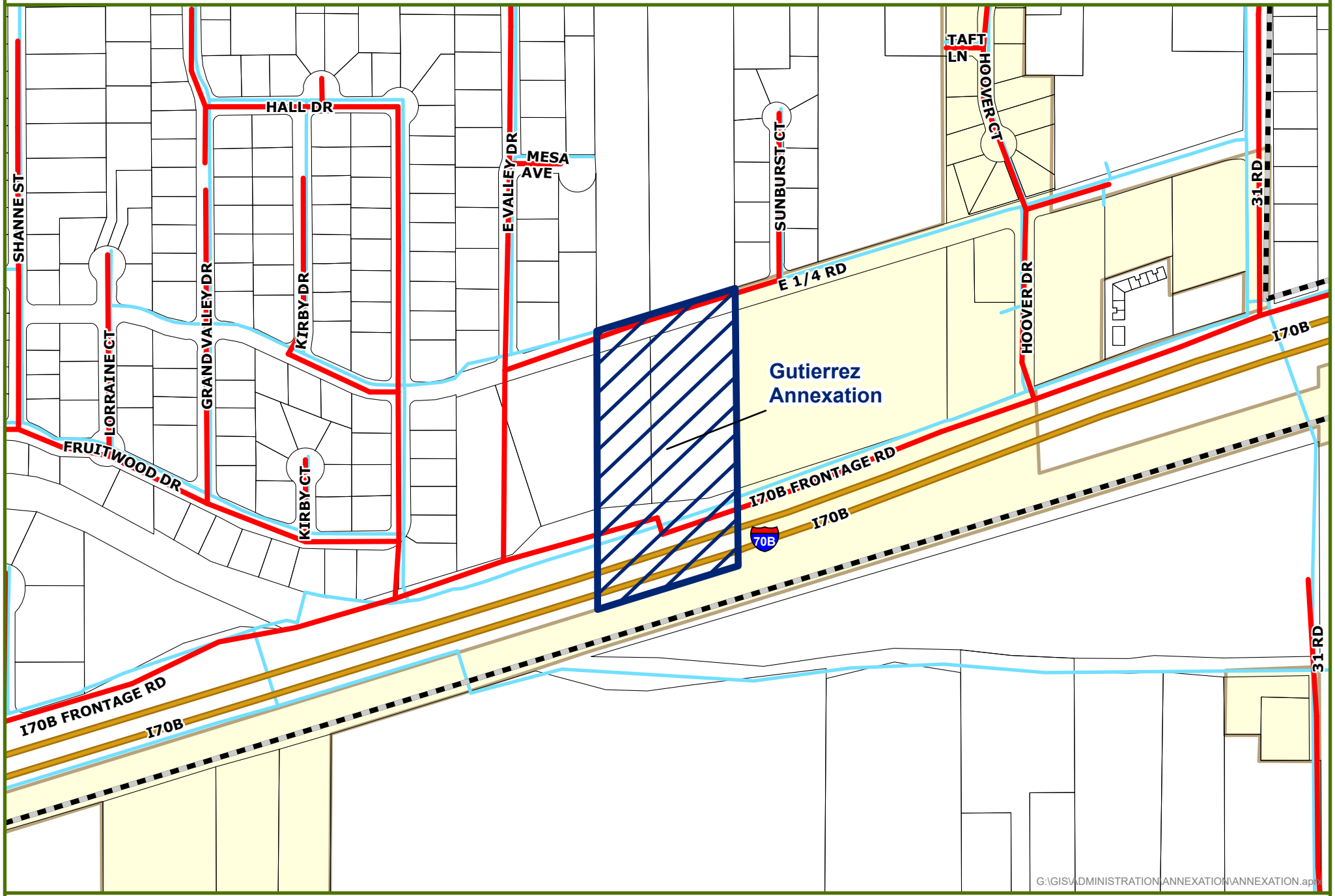
City of Grand Junction Colorado

Gutierrez Annexation Annexation - Land Use



Date Created: 8/15/2024

Gutierrez Annexation - Utilities



N

0 0.05 0.1 Miles

CITY WATER
CLIFTON WATER
SEWER
CITY FIBER
NON-CITY FIBER
CITY LIMITS

Date Created: 8/15/2024

GRAND JUNCTION PLANNING COMMISSION
September 10, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:33 p.m. by Chairman Teske.

Those present were Planning Commissioners; Kim Herek, Shanon Secrest, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Thomas Lloyd (Senior Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 3 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from August 13, 2024.

   Commissioner Herek moved to approve the consent agenda.
   Commissioner Secrest seconded; motion passed 6-0.

REGULAR AGENDA

1. **Gutierrez Annexation** **ANX-2024-311**
   Consider a request by Luis Anthony and Blanca Gutierrez to zone 6.43 acres from County B-2 (Concentrated Business) to RM-8 (Residential Medium 8) located on an unaddressed property that Lies between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and North of I-70 Business Frontage Road.

Staff Presentation
Thomas Lloyd, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Chairman Teske clarified that E ¼ Rd was not currently constructed to access the subject property. He asked if staff knew when the property was zoned to B-2 in the County.

Commissioner Zyvan asked what the standard procedure is for annexing property into City limits.

The applicant, Mr. Gutierrez, clarified that his request to be annexed to RM-8 was to prevent the development from feeling “cramped” as it may have become if developed at the RM-12 zone designation.

DRAFT

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, September 3, 2024, via www.GJSpeaks.org.

Russell Ward stated his opposition to the annexed parcel being developed as a mobile home park or multifamily building.

The public comment period was closed at 6:00 p.m. on September 10, 2024.

Mr. Gutierrez stated that he had no intention of developing the property as Multifamily.

Commissioner Quintero asked what the public noticing requirements are.

The public hearing was closed a 6:03 p.m. on August 13, 2024.

Discussion
Commissioner Secrest gave some background on similar developments in the area and noted that they had no negative impact on the surrounding property values.

Commissioner Zyvan commented that the RM-8 zoning was the lower density of the two available zoning designations for the Residential Medium future land use category.

Chairman Teske elaborated on Commissioner Secrest and Commissioner Zyvan's statements.

Motion and Vote
Commissioner Secrest made the following motion "Mr. Chairman, on the Zone of Annexation request for the properties located on unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and North of I-70 Business Frontage Road, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Zyvan seconded; motion passed 6-0.

OTHER BUSINESS

ADJOURNMENT
Commissioner Zyvan moved to adjourn the meeting.
The vote to adjourn was 6-0.

The meeting adjourned at 6:10 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ____

A RESOLUTION ACCEPTING A PETITION FOR THE ANNEXATION OF LANDS TO THE CITY OF GRAND JUNCTION, COLORADO, MAKING CERTAIN FINDINGS, AND DETERMINING THAT PROPERTY KNOWN AS THE GUTIERREZ ANNEXATION

APPROXIMATELY 6.43 ACRES LOCATED ON AN UNADDRESSED PROPERTY THAT LIES BETWEEN AND ABUTS 3070 I-70 BUSINESS LOOP ON THE EAST AND 3064 FRONTAGE ROAD ON THE WEST AND LIES SOUTH OF E ¼ ROAD AND NORTH OF I-70 BUSINESS FRONTAGE ROAD

IS ELIGIBLE FOR ANNEXATION

WHEREAS, on the 4th day of September, 2024, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

GUTIERREZ ANNEXATION
Perimeter Boundary Legal Description
EXHIBIT A

Gutierrez Annexation Legal Description

A parcel of land located in the West Half of the Southeast Quarter (W1/2 SE1/4) of Section 9, Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado being the parcel of land described in Reception Number 3078878 and portions of Right-of-Way parcels described in Reception Numbers 719537, 654059 and 655910 and being more particularly described as follows:

Commencing at the Center East Sixteenth Corner (CE 1/16) of said Section 9, whence the Center 1/4 Corner of said Section 9 bears N89°57'12”W, a distance of 1,321.19 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto;

thence from said Point of Commencement S14°00'13”W, a distance of 926.39 feet to the Southwest Corner of Lot 1, Solar Horizons Village as recorded at Reception Number 1342791 being the Point of Beginning;

thence S00°09'37"E, a distance of 745.61 feet along the West line of the Gamble-Sage Annexation (Ordinance No. 3347) to a point on the Northerly line of the Wells

Annexation (Ordinance 3092), said line being 1 foot northerly and parallel to the Southerly Right-of-Way line of I-70 Business Loop as recorded at Reception Numbers 654059 & 655910; thence S72°50'50"W, a distance of 392.63 feet along said Northerly line to a point on the extended East line of Parcel 2 as recorded at Reception Number 2291624; thence N00°08'31"W, a distance of 747.94 feet along said extended East line and the East line of said Parcel 2 to the Southeast Corner of Lot 6, Block 3, Claussen Subdivision 1st Addition as recorded at Reception Number 957080 being a point on the Northerly Right-of-Way of E1/4 Road as recorded at Reception Number 719537; thence N73°08'54"E, a distance of 391.72 feet along said Northerly Right-of-Way line to the Point of Beginning.

Said Parcel of land CONTAINING 280,279 Square Feet or 6.43 Acres, more or less.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

The said territory is eligible for annexation to the City of Grand Junction, Colorado, and should be so annexed by Ordinance.

ADOPTED the ____ day of October 2024.

_____
Abram Herman
President of the Council

ATTEST:

_____
Selestina Sandoval
City Clerk

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO GUTIERREZ ANNEXATION

LOCATED ON AN UNADDRESSED PROPERTY THAT LIES BETWEEN AND ABUTS 3070 I-70 BUSINESS LOOP ON THE EAST AND 3064 FRONTAGE ROAD ON THE WEST AND LIES SOUTH OF E ¼ ROAD AND NORTH OF I-70 BUSINESS FRONTAGE ROAD APPROXIMATELY 6.43 ACRES

WHEREAS, on the 4th day of September, 2024, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing on the petition was duly held after proper notice on the 16th day of October 2024; and

WHEREAS, the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

That the property situate in Mesa County, Colorado, and described to wit:

GUTIERREZ ANNEXATION
Perimeter Boundary Legal Description
EXHIBIT A

Gutierrez Annexation Legal Description

A parcel of land located in the West Half of the Southeast Quarter (W1/2 SE1/4) of Section 9, Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado being the parcel of land described in Reception Number 3078878 and portions of Right-of-Way parcels described in Reception Numbers 719537, 654059 and 655910 and being more particularly described as follows:

Commencing at the Center East Sixteenth Corner (CE 1/16) of said Section 9, whence the Center 1/4 Corner of said Section 9 bears N89°57'12”W, a distance of 1,321.19 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto;

thence from said Point of Commencement S14°00'13”W, a distance of 926.39 feet to the Southwest Corner of Lot 1, Solar Horizons Village as recorded at Reception Number 1342791 being the Point of Beginning;

thence S00°09'37"E, a distance of 745.61 feet along the West line of the Gamble-Sage Annexation (Ordinance No. 3347) to a point on the Northerly line of the Wells Annexation (Ordinance 3092), said line being 1 foot northerly and parallel to the Southerly Right-of-Way line of I-70 Business Loop as recorded at Reception Numbers 654059 & 655910; thence S72°50'50"W, a distance of 392.63 feet along said Northerly line to a point on the extended East line of Parcel 2 as recorded at Reception Number 2291624; thence N00°08'31"W, a distance of 747.94 feet along said extended East line and the East line of said Parcel 2 to the Southeast Corner of Lot 6, Block 3, Claussen Subdivision 1st Addition as recorded at Reception Number 957080 being a point on the Northerly Right-of-Way of E1/4 Road as recorded at Reception Number 719537; thence N73°08'54"E, a distance of 391.72 feet along said Northerly Right-of-Way line to the Point of Beginning.

Said Parcel of land CONTAINING 280,279 Square Feet or 6.43 Acres, more or less.

INTRODUCED on first reading this 4th day of September, 2024 and ordered published in pamphlet form.

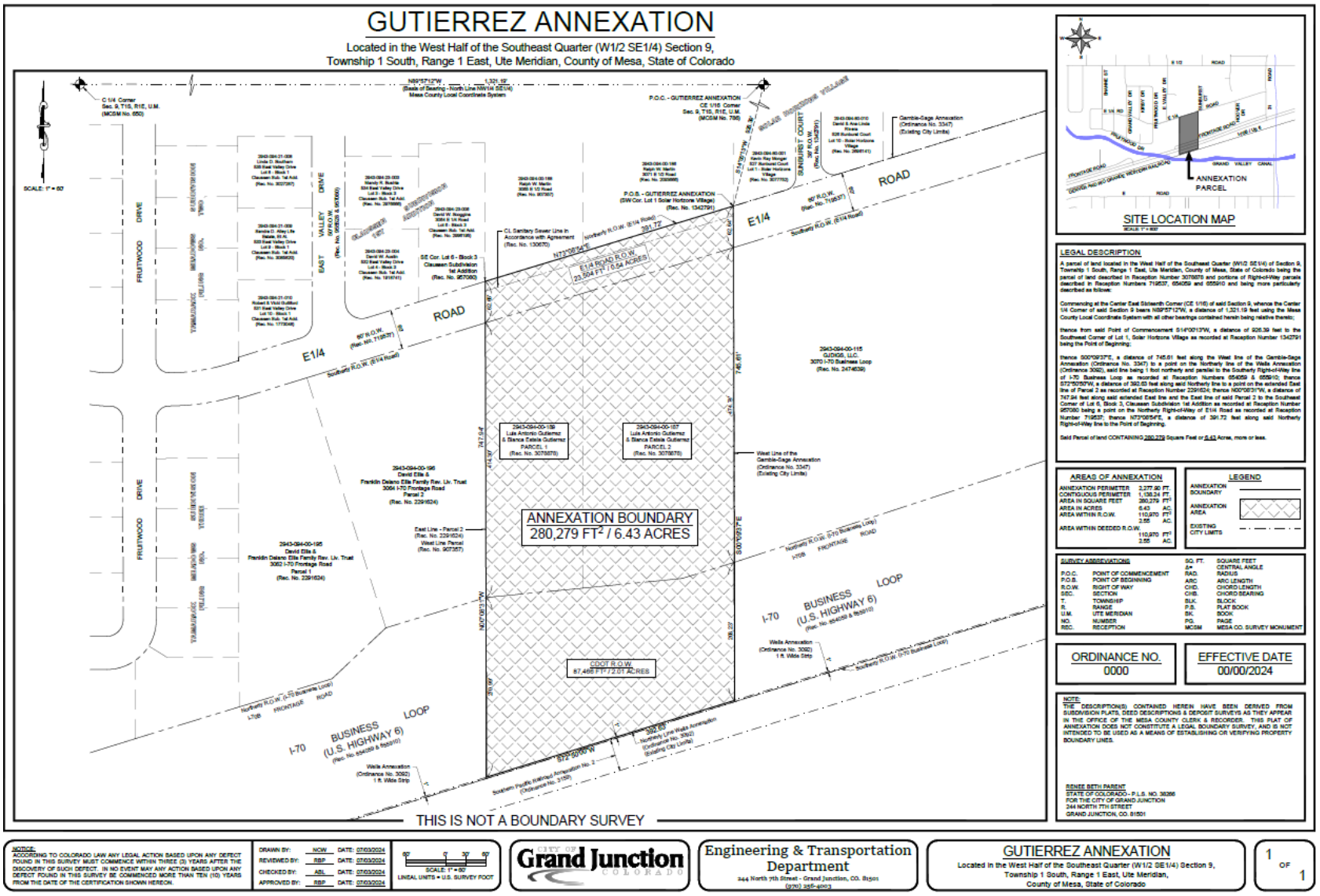
ADOPTED on second reading this 16th day of October 2024 and ordered published in pamphlet form.

_____
Abram Herman
President of the Council

ATTEST:

_____
Selestina Sandoval
City Clerk

EXHIBIT A


GUTIERREZ ANNEXATION
Located in the West Half of the Southeast Quarter (W1/2 SE1/4) Section 9,
Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado
ANNEXATION BOUNDARY
280,279 FT² / 6.43 ACRES
CDOT R.O.W.
87,498 FT² / 2.01 ACRES
E1/4 ROAD R.O.W.
23,504 FT² / 0.54 ACRES
E1/4 ROAD
I-70 BUSINESS LOOP (U.S. HIGHWAY 6)
FRUITWOOD DRIVE
VALLEY VISTA EAST DRIVE
SUNBURST COURT
SITE LOCATION MAP
ANNEXATION PARCEL
LEGAL DESCRIPTION
AREAS OF ANNEXATION
LEGEND
SURVEY ABBREVIATIONS
ORDINANCE NO.
0000
EFFECTIVE DATE
00/00/2024
THIS IS NOT A BOUNDARY SURVEY
Grand Junction
Engineering & Transportation Department
GUTIERREZ ANNEXATION
Located in the West Half of the Southeast Quarter (W1/2 SE1/4) Section 9, Township 1 South, Range 1 East, Ute Meridian, County of Mesa, State of Colorado
1 OF 1

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE ZONING THE GUTIERREZ ANNEXATION TO RM-8 (RESIDENTIAL MEDIUM - 8) ZONE DISTRICT

LOCATED ON AN UNADDRESSED PROPERTY THAT LIES BETWEEN AND ABUTS 3070 I-70 BUSINESS LOOP ON THE EAST AND 3064 FRONTAGE ROAD ON THE WEST AND LIES SOUTH OF E ¼ ROAD AND NORTH OF I-70 BUSINESS FRONTAGE ROAD

Recitals:

The property owner has petitioned to annex their 6.43 acres into the City limits. The annexation is referred to as the "Gutierrez Annexation."

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended zoning the Gutierrez Annexation consisting of 6.43 acres from County B-2(Concentrated Business) to RM-8 (Residential Medium - 8) finding that both the RM-8 zone district conforms with the designation of Residential Medium as shown on the Land Use Map of the Comprehensive Plan and conforms with its designated zone with the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the RM-8 (Residential Medium - 8) zone district, is in conformance with Section 21.02.050(l)(3)(ii) of the Grand Junction Zoning & Development Code for the parcel as designated.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

ZONING FOR THE GUTIERREZ ANNEXATION

The following parcels in the City of Grand Junction, County of Mesa, State of Colorado are hereby zoned RM-8 as follows:

GUTIERREZ ANNEXATION
Perimeter Boundary Legal Description
EXHIBIT A

Gutierrez Annexation Legal Description

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described in Reception Numbers 719537, 654059 and 655910 and being more particularly described as follows:

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thence from said Point of Commencement S14°00'13”W, a distance of 926.39 feet to the Southwest Corner of Lot 1, Solar Horizons Village as recorded at Reception Number 1342791 being the Point of Beginning;

thence S00°09'37"E, a distance of 745.61 feet along the West line of the Gamble-Sage Annexation (Ordinance No. 3347) to a point on the Northerly line of the Wells Annexation (Ordinance 3092), said line being 1 foot northerly and parallel to the Southerly Right-of-Way line of I-70 Business Loop as recorded at Reception Numbers 654059 & 655910; thence S72°50'50"W, a distance of 392.63 feet along said Northerly line to a point on the extended East line of Parcel 2 as recorded at Reception Number 2291624; thence N00°08'31"W, a distance of 747.94 feet along said extended East line and the East line of said Parcel 2 to the Southeast Corner of Lot 6, Block 3, Claussen Subdivision 1st Addition as recorded at Reception Number 957080 being a point on the Northerly Right-of-Way of E1/4 Road as recorded at Reception Number 719537; thence N73°08'54"E, a distance of 391.72 feet along said Northerly Right-of-Way line to the Point of Beginning.

Said Parcel of land CONTAINING 280,279 Square Feet or 6.43 Acres, more or less.

INTRODUCED on first reading this 4th day of September, 2024 and ordered published in pamphlet form.

ADOPTED on second reading this 16th day of October, 2024 and ordered published in pamphlet form.

_____
Abram Herman
President of the Council

ATTEST:

_____
Selestina Sandoval
City Clerk

Grand Junction City Council

Regular Session

Item #7.a.

Meeting Date:	October 16, 2024
Presented By:	Mollie Fitzpatrick, Root Policy Research, Ashley Chambers, Housing Manager
Department:	Community Development
Submitted By:	Ashley Chambers, Housing Manager

Information

SUBJECT:

A Resolution Adopting the 2024 Updated Housing Strategy

RECOMMENDATION:

Staff Recommends Adoption of the Resolution.

EXECUTIVE SUMMARY:

The purpose of this item is to adopt the 2024 Updated Housing Strategy.

BACKGROUND OR DETAILED INFORMATION:

In 2019, Root Policy Research completed the Grand Valley Housing Needs Assessment. In 2021, they collaborated with the City of Grand Junction staff and local stakeholders to draft the City's first Housing Strategy. This strategy originally included 12 strategies, with a 13th added in 2023. Ten of these strategies were prioritized for action within two years. Given the City's progress, the availability of new state and federal resources, and changing market conditions, the City re-engaged Root Policy to refresh housing data and provide a comprehensive update to the housing strategy.

During the June 17, 2024, City Council Workshop, Staff and Root Policy provided an update on local housing market changes and data, sought the City Council's feedback on evaluating progress on current housing strategies, assessed accomplishments and outcomes, and explored opportunities to refine existing strategies or introduce new ones, including potential funding resources. The City Council discussed these efforts in detail. In July 2024, as part of the ongoing review of the housing strategy, Root Policy surveyed local housing stakeholders, including non-profit service providers, market-rate and affordable housing developers, and real estate professionals. Nearly 100 stakeholders responded. Insights from these surveys were used to develop preliminary

recommendations for refining the housing strategy.

On September 3, 2024, Root Policy and City staff hosted a public meeting to present a broad overview of these preliminary recommendations. Approximately 23 individuals attended, asking questions related to housing initiatives and providing feedback on the preliminary strategies. Another meeting was held on September 4, 2024, with approximately 30 housing and development stakeholders to gather further input. Feedback was incorporated into the document.

On September 16, 2024, Root Policy presented an overview of housing data, and presented recommendations for refining the City's Housing Strategy, and gathered the Council's feedback and strategy recommendations to incorporate into the final document.

Eleven strategies are discussed in detail in the attached strategy report that was developed in conjunction with City Council, City staff and Grand Junction area community members and housing stakeholders.

FISCAL IMPACT:

This action has no direct fiscal impact. Specific funding of strategies will be evaluated and budgeted during the normal annual budget process.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 74-24 to Adopt the 2024 Updated Housing Strategy

Attachments

1. GJ Housing Strategy Update with Appendices 9-24-24
2. RES-2024 Updated Housing Strategy 10092024

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Grand Junction
Housing Strategy Update 2024

REPORT
September 24, 2024

GRAND JUNCTION HOUSING STRATEGY UPDATE 2024

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PURPOSE

In 2021, Root Policy Research drafted Grand Junction's first citywide Housing Strategy, in collaboration with City staff and local stakeholders. Given the City's progress on housing strategies along with new state-level resources and shifting market conditions, the City contracted Root to lead an update to the Housing Strategy. The Update builds on the City's accomplishments and investments over the past 3 years, complements the recently completed Unhoused Strategy, and is tailored to address identified needs. The recommended strategies offer a balanced approach for promoting housing affordability and attainability within Grand Junction.

HOUSING AS A CITY PRIORITY

Grand Junction's Comprehensive Plan serves as a blueprint for the city, with its foundation resting on the community's vision for the future. The Housing Strategy Update integrates the priorities identified as most crucial by the City Council into the broader framework of city planning and development.

Comprehensive Plan Principle 5: Strong Neighborhoods and Housing Choices.

1. Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.
2. Partner in developing housing strategies for the community.
3. Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.
4. Promote the integration of transportation mode choices into existing and new neighborhoods.
5. Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.

2023-2025 City Council Strategic Outcome: Welcoming, Livable, Engaging. Grand Junction fosters a sense of belonging, where people are accepted as themselves and have access to the amenities and services they need to thrive, and actively seeks participation from our community.

GRAND JUNCTION HOUSING VISION & GOAL

HOUSING VISION & PRODUCTION GOAL

The City of Grand Junction is committed to enacting housing policies and partnering with outside organizations that seek to increase affordable housing options, diversify housing choice, decrease the gap between need and housing inventory, and assist those without homes to access supportive and housing services.

The city's goal (as adopted in Resolution 48-22 and adjusted for Prop 123 alignment in Resolutions 64-23 and 65-23) is to:

Increase affordable housing stock by 3% per year.

Based on the current baseline, this goal equates to a 9% increase over 3 years (374 units) or approximately 125 units annually by December 31, 2026. The City formally committed to Prop 123 unit production goals in August 2023. For the year 2023, there were 44 new rental units, one new for sale unit, and five potential units counted toward the Prop 123 commitment (those built after August 2023). Due to being a partial year, all 2023 units will contribute to the 2024 unit production goals. As of September 2024, the City estimates that 69 completed units and 71 pending units will count toward the 2024 unit production goal.

DEFINING AFFORDABLITY

On August 2, 2023, the City Council adopted Resolution 65-23 which amended the City of Grand Junctions Housing Goal and the definitions for Affordable and Attainable Housing.

- **Affordable Housing** is defined as units that have a contractual requirement for an income restriction for affordability (housing costs are less than 30%) for thirty or more years.
  - Rental Units affordable to households at/below 60% AMI*
  - For-Sale/Homeownership units affordable to households at/below 100% AMI.
- **Attainable/Workforce Housing** is defined as:
  - Rental Units affordable to 80% - 100% AMI households
  - For-Sale/Homeownership units affordable to 100% - 140% AMI households.

***Area median income—or AMI:** Housing programs rely on income limits published by the U.S. Department of Housing and Urban Development (HUD) that are represented as percentages of the area median family income (commonly abbreviated as "HUD AMI" or simply "AMI"). AMI is defined annually by HUD market studies; it varies geographically and by household size. The figure on the following page shows 2024 AMI for the Grand Junction MSA (defined as Mesa County) in 2024; along with affordable rent and home prices.

GRAND JUNCTION HOUSING VISION & GOAL

Figure 1. 2024 Mesa County Area Median Income and Affordable Rents and Home Prices

			1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
Social Security Income (up to $943/mo. or $11,316/yr. for individual) CO Min. Wage ($14.42/hr)	30% AMI	**Income**	**$19,800**	**$22,620**	**$25,440**	**$28,260**	**$30,540**	**$32,790**
		(hourly)	($9.52)	($10.88)	($12.23)	($13.59)	($14.68)	($15.76)
		Affordable Rent	$495	$566	$636	$707	$764	$820
		Affordable Home Price	$65,262	$74,557	$83,852	$93,147	$100,662	$108,078
Food service, Healthcare Assistance, Daycare Providers, Teacher's Aides	50% AMI	**Income**	**$33,000**	**$37,700**	**$42,400**	**$47,100**	**$50,900**	**$54,650**
		(hourly)	($15.87)	($18.13)	($20.38)	($22.64)	($24.47)	($26.27)
		Affordable Rent	$825	$943	$1,060	$1,178	$1,273	$1,366
		Affordable Home Price	$108,770	$124,261	$139,753	$155,244	$167,769	$180,130
Agriculture, Sales/Retail, EMTs	60% AMI	**Income**	**$39,600**	**$45,240**	**$50,880**	**$56,520**	**$61,080**	**$65,580**
		(hourly)	($19.04)	($21.75)	($24.46)	($27.17)	($29.37)	($31.53)
		Affordable Rent	$990	$1,131	$1,272	$1,413	$1,527	$1,640
		Affordable Home Price	$130,524	$149,114	$167,703	$186,293	$201,323	$216,156
Teachers, Social Services, Firefighters, Construction	80% AMI	**Income**	**$52,800**	**$60,320**	**$67,840**	**$75,360**	**$81,440**	**$87,440**
		(hourly)	($25.38)	($29.00)	($32.62)	($36.23)	($39.15)	($42.04)
		Affordable Rent	$1,320	$1,508	$1,696	$1,884	$2,036	$2,186
		Affordable Home Price	$174,032	$198,818	$223,605	$248,391	$268,431	$288,207
Nurses, Police Officers	100% AMI	**Income**	**$66,000**	**$75,400**	**$84,800**	**$94,200**	**$101,800**	**$109,300**
		Affordable Rent	$1,650	$1,885	$2,120	$2,355	$2,545	$2,733
		Affordable Home Price	$217,540	$248,523	$279,506	$310,489	$335,539	$360,259
Engineers, Legal, Management	120% AMI	**Income**	**$79,200**	**$90,480**	**$101,760**	**$113,040**	**$122,160**	**$131,160**
		Affordable Rent	$1,980	$2,262	$2,544	$2,826	$3,054	$3,279
		Affordable Home Price	$261,048	$298,227	$335,407	$372,586	$402,647	$432,311

Source: City of Grand Junction, Root Policy Research and HUD 2024 income limits.

TOP HOUSING NEEDS IN GRAND JUNCTION

MARKET TRENDS

Appendix A provides a data refresh on key housing metrics in Mesa County and the City of Grand Junction. Key findings are:

- At the median, renter income gains kept pace with rising rents; however, an affordability shortage persists for low income renters and vacancy rates are extremely low (3.1%)
- The rental market saw losses of units priced below $800 per month and increases in units priced above $1,500 per month. Newly constructed units rent at a premium—most around $1,500 per month, or 80% AMI.
- The rental gaps analysis shows a rental affordability gap of 1,211 units priced below $625 (affordable to households earning less than $25,000). This is down from the 2019 gap of 2,168 units, primarily due to rising renter incomes. *(Note: Some sources suggest that current income data may be falsely inflated due to lingering impact of COVID stimulus packages).*
- After sharp increases into 2022; home prices are stabilizing; however, affordability (i.e., purchasing power) has dropped due to high interest rates. Forty-two percent of homes sold in 2021 were affordable to 80% AMI compared to just 9% in 2024.
- Similar to rentals, newly constructed homes sell at premium: 93% of Grand Junction homes constructed since 2021 were affordable only to households over 120% AMI.
- Cash purchases—signaling investor presence—are increasingly common at entry-level prices, particularly among products affordable to 50% AMI but also to 80% AMI.
- The for-sale gaps analysis shows a growing purchase affordability gap and an acute affordability mismatch impacting households earning up to $75,000 per year, or 120% AMI (up from $80% AMI in 2019).

HOW HAVE HOUSING NEEDS CHANGED?

2021: Top Housing Needs	2024 Update
Additional affordable rentals (or rental assistance), specifically for residents earning less than $25,000 per year.	Gap is lower but need persists (acute rental need is <30% AMI)
Starter homes and family homes priced near or below $250,000. Over the past decade, for-sale affordability and ownership rates have fallen.	Shortage impacting higher income households than in 2021 (exacerbated by interest rates)
Housing resources for special needs populations including residents with accessibility/mobility needs, older adults, people experiencing homelessness, and low-income households.	Need persists; see UHNA for in depth analysis of needs among unhoused residents.
Diverse housing options to accommodate evolving needs of residents and a wider array of market preferences and special needs.	Need persists to accommodate demographic shifts and changes in housing preferences.

PROGRESS ON PREVIOUS HOUSING STRATEGIES

2021 HOUSING STRATEGY PROGRESS

The original Grand Junction Housing Strategy was formally adopted by City Council in 2021. It included twelve housing strategies for implementation to increase housing options, affordability, and increase access to services. In 2022, the City adopted a thirteenth housing strategy focused on community engagement and education. Since that time, the City has made significant strides toward improving housing affordability and delivery in Grand Junction, including the following highlights:

- ***Creation of the Housing Division.*** The Housing Division was launched in 2022 following the adoption of the City of Grand Junction Housing Strategy. The Housing Division has grown to three full-time staff and has been supported by other temporary employees.
- ***Funding.*** In the last two years, the City committed $19 million to housing and houseless needs. This funding encompassed capital projects, operational support for service providers, emergency assistance during COVID, funding for housing and homeless projects, matching and securing grants for housing initiatives, and actively expanding the City's role in addressing housing and houselessness issues. (However, limited General Funds and a lack of dedicated revenue makes future funding uncertain).
- ***Award recipient.*** The City of Grand Junction's Housing Division received the 2023 Mary J. Nelson Inspirational Award from United Way of Mesa County for their outstanding work in implementation of housing initiatives and community education efforts.

The figure below shows each 2021 strategy with current updates on accomplishments and progress.

Figure 2. Progress on Previous (2021) Housing Strategies

	2021 Strategy	Progress Update 2024	
1	Participate in regional collaboration regarding housing/homelessness needs and services.	**Ongoing**	- Monthly meetings with housing and serivce providers; - County-wide collaborative for the unhoused
2	Adopt a local affordable housing goal(s).	**Adopted**	City Goal: To Increase affordable housng stock by 9% over three years (374 units) or approximately 125 units annually by December 31, 2026.
3	Implement land use code changes that facilitate attainable housing development and housing diversity.	**Adopted & Ongoing**	City adopted new ZDC in December 2023. Included: - increased range of allowed housing types; - incorporate higher levels of bike and ped connectivity; - revised standards to increase flexibility in design, setback, and buildable area; - decreased parking requirements for residential uses and affordable development City adopted ZDC changes to allow zoning for interim housing and shelter solutions in support of Unhoused Strategies in Aug. 2024; effective late Sept. 2024

PROGRESS ON PREVIOUS HOUSING STRATEGIES

	2021 Strategy	Progress Update 2024	
4	Encourage development of accessory dwelling units (ADUs).	**Ongoing**	Created ADU Production Program (funded at $250,000) to incentivize and support ADUs (19 ADUs were approved for funding January-July 2024).
5	Formalize existing incentives and consider additional incentives for affordable housing development.	**Adopted**	The Affordable Housing Incentive program was adopted in July 2024 and includes fee waivers of up to 100% for units affordable at 100% AMI (for sale)/60% AMI (for rent). City adopted an expedited review process for projects that include 10% of units affordable at 80% AMI (for sale) or 60% AMI (for rent) in December 2022.
6	Allocate city owned land (and/or strategically acquire vacant or underutilized properties) for affordable and mixed-income housing.	**Ongoing**	- Passed Ballot Measure 2b to modify lease terms for using city land for affordable/workforce housing; - In process of acquiring 21 acres for affordable development ($1MM from City; $2.2MM from CHFA); - Supported GJHA 15 acre parcel purchase (with $750k City funds)
7	Create a dedicated revenue source to address housing challenges.	**Ongoing**	Over the past two years leading into 2024, the City committed $19 million in housing/unhoused funding, which includes $4.45 million in awarded grants--this investment leveraged over $43 million from partners (for a total housing investment of $62 million). However, funding is still discretionary, not dedicated (failed to pass dedicated lodging tax and STR tax).
8	Provide financial support to existing housing and homelessness services and promote resident access to services.	**Ongoing**	City funding and ARPA funding to a wide range of services related to housing and homelessness. Even so, need for services exceeds available resources.
9	Support acquisition/ rehabilitation that creates or preserves affordable housing.	**Ongoing**	Launched Land and Building Acquisition Program and applied for PRO Housing Grant Funding but was not awarded and program remains unfunded.
10	Consider implementation of an inclusionary housing/linkage fee ordinance.	**Ongoing**	Nexus study to inform linkage discussion is underway.
11	Explore designation of an Urban Renewal Areas (URA) and utilization of Tax Increment Financing for affordable housing.	**No update**	Recommended timeline for implementation is 4-6 years; no update at this time.
12	Consider adoption of a voluntary rental registry program in conjunction with landlord incentives.	**Adopted**	Launched At Home in GJ Landlord and Tenant Program in 2024, which includes a voluntary rental registry, landlord incentives, and tenant education workshops which continue in 2024.
13	Provide community engagement and education opportunities to address housing challenges and promote community participation	**Ongoing**	City staff continue to provide education/engagement opportunities, including the following efforts in 2023: Housing Book Club; New Dimensions Class (Home for All); panel discussions and events; engagement in Unhoused Strategy, Poverty Immersion Experience (by United Way).

Source: City of Grand Junction and Root Policy Research.

PROGRESS ON PREVIOUS HOUSING STRATEGIES

UNHOUSED STRATEGIES

In addition to the progress summarized above, the City has also adopted strategies "to fill key gaps and address significant needs of people experiencing houselessness (PEH) in the Grand Junction area in support of reaching the community goal of functional zero."

The Grand Junction Area Unhoused Strategy identifies the following recommendations:

1. Establish a community-wide framework for enhancing Coordinated Entry and System of Care Processes.
2. Establish a flexible city-county housing fund to support housing security and increase coordination between services and collaboration among service providers.
3. Increase access to prevention, diversion, and housing navigation services.
4. Expand accessibility to basic needs and hygiene.
5. Expand mental health care services and substance use treatment options for PEH.
6. Increase accessibility and expand transportation services for PEH.
7. Increase non-market housing options including interim housing and shelter units.

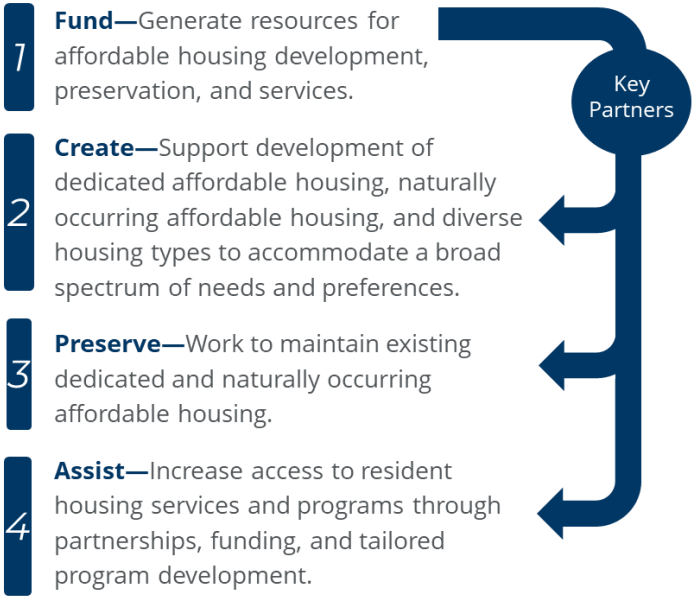
STAKEHOLDER ENGAGEMENT

As part of the existing housing strategy review, Root surveyed local housing stakeholders including non-profit service providers, market-rate and affordable housing developers, and real estate professionals about their perception of housing needs, strategies, and priorities. Stakeholders were also invited to provide feedback on the 2024 draft strategies at three community meetings held in early September. Feedback from the survey and community meetings are incorporated into the 2024 Housing Strategy Updates. An analysis of survey responses is included in Appendix B.

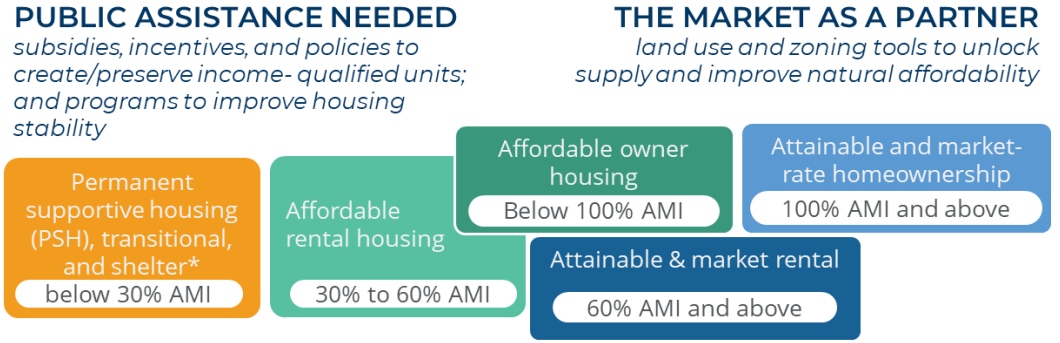
STRATREGY FRAMEWORK?

There is no single strategy—or "silver bullet"—to resolve a community's housing challenges. Instead, it is important to have a toolkit of strategies to effectively address needs and respond to changing market and policy conditions.

An integrated approach that creates funding and leverages key partners (e.g., service providers, PHAs, affordable developers, etc.) to create and preserve affordability as well as assist low- and moderate-income households will have the most success.



Strategies across the continuum…



**shelter is not a "housing" solution but a temporary step toward housing*
graphic adapted from CHFA's Housing Continuum

The graphic above shows the full spectrum of housing from transitional/shelter housing up through market-rate homeownership. Not surprisingly, the farther up the income/price spectrum, the more likely it is that the private market can provide housing without subsidy or intervention from public entities. However, at the most affordable end (housing below 30% AMI), deep subsidies are needed to produce and operate housing.

The City can leverage the market to develop needed housing at the upper end by using land use tools to unlock supply and increase natural affordability. (Zoning policies manage the type, volume, and location of housing that can be constructed, which directly impacts product and price-point diversity).

Even with adequate zoning, the private market cannot produce affordable housing for lower income households due to the high cost of new construction, land, and financing. Therefore, direct subsidies (e.g., gap financing, LIHTC, land donations, etc.) are needed to create affordable rental housing and to create access to homeownership for low- and moderate-income households.

IMPLEMENTATION

Since the adoption of the Housing Strategy, the City has created an effective infrastructure for implementation of housing priorities, primarily through the allocation of resources to support housing efforts including staff, funding, and programs.

A crucial asset to the City in addressing ongoing needs is its strong network of service providers and housing-related non-profits, including the Grand Junction Housing Authority. Key providers and their primary housing programs are shown in the figure at right.

Effective implementation going forward will include:

- Continued City staff support;
- Regional coordination and partnerships;
- Transparent progress tracking of housing goals and monitoring individual program outcomes; and
- Consistent/predictable funding.

The City reports on these items to City Council through workshops, memoranda, and the Annual Housing Report.

Figure 3. Strategic Housing Partners

Organization	Housing Programs/Services
Grand Junction Housing Authority	Affordable rental housing construction/property management, Housing Choice Voucher (and other voucher programs) administration, transitional housing program for homeless families with school-children, homeownership education and counseling, housing advocate and family stability program, family self-sufficiency program.
Housing Resources of Western Colorado	Affordable rental housing, housing counseling, homebuyer education, housing rehabilitation loan program, weatherization assistance program, and Self-Help Build Housing program (supports affordable home ownership construction).
Grand Valley Catholic Outreach	Permanent supportive housing, transitional supportive housing, rapid rehousing, utility assistance (one-time financial aid for qualifying households), day center for people experiencing homelessness, and affordable housing search assistance.
Homeward Bound of the Grand Valley	Year-round homeless shelter and services for people experiencing homelessness.
Karis, Inc.	Shelter, housing, and services for individuals experiencing homelessness, primarily youth.
Hilltop Community Resources	Provides a wide range of human services. Housing specific programs include shelter for victims of domestic violence and transitional housing and case management to youth transitioning from the foster care system.
Habitat for Humanity of Mesa County	Affordable homeownership construction and non-profit home improvement stores and donation centers.
For-Profit Housing Developers	Contribute market-rate units thereby addressing overall supply shortages, increasingly willing to partner for future affordable development (this includes for-profit developers that contribute affordable units utilizing LHTC and PAB financing tools).

Source: City of Grand Junction and Root Policy Research.

RECOMMENDED STRATEGIES

The following recommendations are designed to provide a balance approach to helping the City achieve its affordable goal and address identified housing needs; they were developed in conjunction with Grand Junction City Council, City staff, and input from Grand Junction Area housing stakeholders. **Many of the strategies reflect a continuation of previous strategies or minor modifications to previous strategies; however, the action items within each strategy build on previous accomplishments and introduce new approaches to delivering outcomes.** *(Note that the 2021 strategies of regional coordination and goal setting no longer appear as strategies, but instead are reflected in the preceding discussion as critical components of implementation rather than stand-alone strategies. The previous ADU strategy is now embedded in Strategy 10 as it shifts into program monitoring rather than a new effort. Tracking progress on the City's goal is also included in Strategy 10).*

Figure 4 summarizes the recommendations and action items; detailed descriptions follow the figure. The figure includes a proposed timeline for each Strategy, though individual action plans may have accelerated or delayed timeframes relative to strategy overall.

Figure 4. Recommended Strategies and Action Items

	2024 Strategy and Action Items	Timeline
1	**Continue to implement land use code changes that facilitate attainable housing development and housing diversity.**	**1-2 years**
	• Implement state-mandated changes to occupancy limits (HB24-1007).	
	• Evaluate process improvements and timeframes to help streamline development approvals.	
	• Evaluate additional code changes to allow for innovative practices in zoning (e.g., parking reductions, minimum lot sizes, etc.) to encourage increased affordability and diversity of housing product.	
	• Continue to work across City departments to evaluate how decisions in other areas may impact affordability of existing housing stock and development (e.g., transportation infrastructure, development fees for parks, fire, etc.).	
2	**Explore new incentives for affordable and/or attainable housing development.**	**1-2 years**
	• Evaluate the City's current practice of back-filling fee exemptions for exempt entities (GJHA).	
	• Consider meaningful density bonuses (and/or lot size reductions) for both multi-family and single-family affordable projects.	
	• If/as funding allows, contribute to infrastructure costs for sites with planned affordable construction.	
	• Explore the potential of offering non-cash incentives for attainable housing that does not meet the city's definition of affordability.	

	• Continue to fund ADU Production Program and Affordable Housing Production Incentive	
	• Explore the creation of pre-approved plans for ADUs, townhomes, and duplexes to facilitate production of these product types.	
3	**Leverage city owned land and/or strategically acquire land for affordable and mixed-income housing.**	**1-2 years; ongoing**
	• The City's top priority within this strategy is to focus on the delivery of affordable housing on any city-owned or acquired land. Deliver outcomes that serve the greatest housing needs (<60% AMI and <100% AMI owner); include mixed-income units while prioritizing both affordable rental and affordable homeownership opportunities; leverage efficiencies in both land use (appropriate density) and construction (e.g., modular); and incremental infrastructure development.	
	• Continue to maintain an inventory of existing public land that could be suitable for affordable/attainable housing.	
	• Maintain partnerships with local and regional affordable developers.	
	• Continue to evaluate strategic acquisitions as opportunities arise.	
4	**Create a dedicated revenue source to address housing challenges.**	**1-2 years**
	• To the extent feasible, continue to appropriate General Funds in the short-term.	
	• Create a Housing Fund—a separate fund for transfer of General Fund allocations, grants, or other dedicated housing funding.	
	• Establish a working group to evaluate the potential for sustainable, dedicated local funding.	
	• Consider testing voter support of small sales tax, excise tax, or property tax.	
	• Continue to evaluate the cost of other prioritized housing strategies to determine ongoing needs for funding.	
5	**Continue / expand funding for existing housing and homelessness services.**	**2-4 years; ongoing**
	• Continue existing program funding (federal, state, and local funds) and look for opportunities to maximize impact.	
	• Leverage Private Activity Bonds (PAB) to increase LIHTC capacity by pursuing 4% non-competitive LIHTC projects (through partnerships).	
	• Continue to monitor new state and federal resources.	
	• Support local partners in securing funding from state, federal, and foundation sources.	
	• Maintain consistent communication with local service providers to identify critical needs that are underfunded and work to fill service gaps.	
	• Continue to fund services in support of the Unhoused Strategy recommendations.	
6	**Support preservation of existing housing that serves low- and moderate-income households.**	**4-6 years**
	• Maintain a database of the City's income restricted housing properties to help City staff identify opportunities for preservation programs.	

	• Maintain partnerships with local non-profits, housing providers, affordable developers, and other entities who could be able to acquire expiring income-restricted or NOAH properties and units.	
	• As opportunities arise, dedicate local funds to support resident ownership of manufactured housing communities and/or non-profit or PHA acquisition/rehabilitation that renews affordability contracts or preserves NOAH.	
	• Explore a local program to incentivize residents to deed restrict their properties to help maintain affordability in the community for future generations.	
7	**Evaluate inclusionary housing and/or a linkage fee ordinance.**	**1-2 years**
	• Complete linkage fee currently underway while concurrently evaluating its impact on housing affordability and overall community goals related to economic development	
	• Monitor inclusionary and linkage fee programs implemented to better understand the outcomes and lessons learned from their programs.	
8	**Explore designation of Urban Renewal Areas and Tax Increment Financing for affordable housing.**	**2-4 years**
	• Convene task force to evaluate the viability of URA designation and TIF priorities in specific geographic areas that may benefit from housing and revitalization such as along North Avenue.	
9	**Provide community engagement and education opportunities to address housing challenges and promote community participation.**	**Ongoing**
	• Continue to create opportunities for community engagement and education regarding housing issues.	
	• Consider convening a regular ad-hoc group of housing professionals (e.g., financial, builders, developers, planners, etc.) to discuss housing issues and solutions.	
10	**Support legislative efforts at the state level to improve housing outcomes.**	**1-2 Years**
	• Promote state exploration of single-stair access codes.	
	• Support construction defects reform to improve market feasibility of attached ownership products.	
	• Reform mitigation of damages from methamphetamine and CDPHE clean-up standards.	
	• Advocate for transitional housing to be included in unit counts toward the City's Prop 123 goal.	
11	**Monitor goal progress and housing program outcomes**	**Ongoing**
	• Continue to monitor the City's affordable housing production—and its progress toward Prop 123 goals—as well as program outcomes for all housing programs, including the ADU Production Program and At Home in GJ Landlord and Tenant Program.	
	• Ensure transparent tracking of progress and regular (annual) reporting to City Council and the community.	
	• As needed, modify programs to improve outcomes and/or create new programs to address evolving needs.	

Source: Root Policy Research.

STRATEGY 1. CONTINUE TO IMPLEMENT LAND USE CODE CHANGES THAT FACILITATE ATTAINABLE HOUSING DEVELOPMENT AND HOUSING DIVERSITY.

Land use and zoning regulations that provide flexibility, clarity, and incentives for residential development are essential for promoting the development of affordable housing. Zoning regulations that negatively impact residential development affordability include restrictions such as minimum house and/or lot sizes, limited land zoned for moderate density (missing middle) options and/or multifamily, prohibitions on accessory dwelling units, and prohibitions on manufactured housing.

In December of 2023, the City adopted updates to its Zoning and Development Code (ZDC) to better reflect the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, including changes that created opportunity for affordable and attainable housing, consistent with recommendations in the previous Housing Strategy. In August 2024, the City adopted additional changes to allow zoning for interim housing in support of Unhoused Strategies.

Continuing this strategy into future years serves as a reminder to consistently review the ZDC for opportunities to unlock supply and allow the production of naturally affordable/attainable housing products.

Recommended actions for Grand Junction:

- Implement state-mandated changes to occupancy limits (HB24-1007).
- Evaluate process improvements and timeframes to help streamline development approvals.
- Evaluate additional code changes to allow for innovative practices in zoning to encourage affordability and diversity of housing product. Potential reforms to track include single-exit stairways on multifamily (which failed in a statewide measure but is being considered by several local jurisdictions)[1], relaxed parking and lot size requirements, flexibility in setbacks (especially for infill) as well as any new recommendations that come from the Colorado Housing Affordability Project or the Housing Accelerator Playbook, as authored by APA and NLC. [2]
- Continue to work across City departments to evaluate how decisions in other areas may impact affordability of new development—and/or cost of living in general (e.g., transportation infrastructures, development fees related to parks, fire, public works, etc.)

[1] See https://leg.colorado.gov/bills/hb24-1239 for the state bill; see https://www.centerforbuilding.org/singlestair-tracker for more info on efforts nationwide.

[2] Much of the existing CHAP platform and the Accelerator Playbook have been adopted. Track new recommendations here: cohousingaffordabilityproject.org/ and www.planning.org/publications/document/9289884/

STRATEGY 2. EXPLORE NEW INCENTIVES FOR AFFORDABLE AND/OR ATTAINABLE HOUSING DEVELOPMENT.

Development incentives to encourage developers/builders to build affordable housing can take many forms:

- Permit or process-oriented incentives (e.g., expedited review for affordable developments as adopted by the City in 2022; city-assigned, dedicated planning advocate to help move the development through the approval process);
- Regulatory incentives such as density bonuses or lot size reductions (allows for more units to be built than allowed by right);
- Fee waivers/rebates (Colorado state law and the City of Grand Junction allow impact fees to be waived for affordable housing); and
- Tax incentives for affordable development (or land donation to affordable development).

Development incentives are tied to a contractual commitment to produce an agreed-upon share of affordable units (can be rental or owner-occupied). When well structured, incentives can be relatively high impact (generate a moderate number of units) for very little cost to the city.

Grand Junction already has a policy to pay fees on behalf of projects (contingent on funding) for affordable units and has created a fast-track review protocol for affordable developments in compliance with State Proposition 123. Even so, there are opportunities to better leverage existing incentives and evaluate new incentives, as outlined in the recommended actions below.

Recommended actions for Grand Junction:

- Evaluate the City's current practice of back-filling fee waivers for exempt agencies (GJHA). Currently, the city waives fees for affordable units, but covers the cost of those fees by backfilling from the city's housing funds. While this practice does help support the intent of fees, it also requires meaningful funding that could be prioritized to leverage additional affordable unit production or housing services instead. In 2024, one affordable multifamily unit carries fees of $11,880—$5,349 in impact fees for transportation, parks, fire, police, and open space, and $6,531 in water, sewer, and tap fees. Fees for one affordable single family unit include $6,615 in impact fees and $11,054 in water, sewer, and tap fees for a total of $17,669.

- Consider meaningful density bonuses for both multi-family and single-family affordable projects including (but not limited to) lot size reductions, additional dwelling units per acre, height bonuses, and/or incremental zoning (allowing the next increment of density by right). Note that density bonuses for single family are most effective when they override minimum lots size or width restrictions and offer flexibility on setbacks.

- If/as funding allows, offset (in full or part) infrastructure costs for sites with planned affordable construction. Contributing to and completing the infrastructure not only serves as a gap-fill to lower the cost of development, but it has the added benefit of timing, because the infrastructure

costs are subsidized—and the work completed—up front, it shortens the building timeline for affordable developers and lowers their financing costs.

- Explore the potential of offering non-cash incentives for attainable housing that does not meet the city's definition of affordability. Some communities offer a tiered incentive program in which light incentives (typically process or land use incentives but not financial subsidies) are extended to attainable or missing middle developments.
- Continue to fund ADU Production Program and Affordable Housing Production Incentive.
- Explore the option of creating pre-approved plans for ADUs, townhomes, and duplexes to facilitate production of these "missing middle" products.

STRATEGY 3. LEVERAGE CITY OWNED LAND (AND/OR STRATEGICALLY ACQUIRE PROPERTIES) FOR AFFORDABLE AND MIXED-INCOME HOUSING.

Property acquisition costs, especially in developed areas of the city, is a major component of the cost of developing affordable housing. It is increasingly common for local governments to donate, discount, or lease vacant land or underutilized properties (e.g., closed schools, vacant or out-of-date public sector offices) for use as residential mixed-income or mixed-use developments. Some properties are acquired after businesses have been closed for illegal use or very delinquent taxes.

These properties are held in a "land bank" by the City and eventually redeveloped by nonprofit or private developers through a proposal process. Land banks vary in forms from single parcels to multiple, scattered site properties, to large tracts of land. The land can be donated, discounted, or offered on a land lease to the selected developer who agrees to a specified affordability level or community benefit. A good starting point in this process for any community is creating an inventory of existing public land that could be used for housing sites in the future.

The city and other public agencies, such as Mesa County and the school district (D51), own properties which could potentially reduce costs and facilitate development of affordable housing. While much of this property is either already utilized for public facilities or is inappropriate for residential development, there may be opportunities to leverage additional affordable and mixed-income housing through better utilization of publicly owned property.

Since this strategy was adopted in the original Housing Strategy, the City has made significant progress including:

- Passing ballot measure 2b which removed some barriers to leasing public land for affordable housing;
- Starting the acquisition process for a strategic 21.45 acre parcel for affordable development with funding support ($2.2 million) from CHFA's Land Banking Program and a $1 million match from the City's General Fund; and

- Assisting the Grand Junction Housing Authority with the purchase of a 15-acre property to support the development of approximately 300 affordable rental units ($750,000 in City funds and $2.25 million in grant funding).

Recommended actions for Grand Junction:

- The City's top priority within this strategy is to focus on the delivery of affordable housing on any city-owned or acquired land. In shepherding this project, the City should consider the following:
  - Delivering outcomes that serve the greatest housing needs and satisfy Prop 123 goals for rental units below 60% AMI and for-sale units below 100% AMI.
  - Prioritize and maximize projects utilizing funding that contributes to the Prop 123 unit production goals including those that allow for higher income levels (Equity program, etc.).
  - Delivering mixed-income units while prioritizing both affordable rental and affordable homeownership opportunities.
  - Leveraging efficiencies in both land use (appropriate density) and construction. This could include exploring the option for modular construction on site.
  - Incremental development of infrastructure to increase overall affordability and support development of a thriving neighborhood.
- Continue to maintain an inventory of existing land (including land owned by the City, the County, the school district, and others), work towards using city owned land identified to deliver units in the community, and evaluate feasibility for residential development.
- Maintain partnerships with local and regional affordable developers who may be able to develop the land into affordable rental or ownership units and explore potential public private partnership opportunities.
- Though the current priority for the City is development of current land assets for affordable development, the City should continue to evaluate strategic acquisitions as opportunities arise, prioritizing infill sites with access to services. This could include vacant land, underutilized/vacant commercial, and/or small naturally occurring affordable multifamily housing.

STRATEGY 4. CREATE A DEDICATED REVENUE SOURCE TO ADDRESS HOUSING CHALLENGES.

Dedicated local funds for affordable housing production, preservation, and programs (or a "Housing Trust Fund") can have a high impact on housing needs, especially in cities with adopted housing plans, clear and measurable housing goals, and/or additional development capacity. Revenue from local sources vary widely but can include General Obligation Bonds, commercial and/or residential linkage fees, sales tax, property tax, general fund allocations, set-aside or cash-in-lieu from inclusionary housing ordinances, and other taxes directly tied to housing demand.

Local funds are particularly effective for affordable housing development projects because they provide a sustainable and flexible funding source without federal or state regulations. Fee revenue can be used for gap financing of low-income housing projects, land banking, development incentives or subsidies (such as fee or tax rebates), and/or leveraging state and federal funding that requires a local match.

Dedicated funds—as opposed to discretionary allocations—have the added benefit of dependable future revenue, which is stable and allows a City to bond against the revenue, which can support up-front costs of major housing investments. Grand Junction has supported housing investments through General Fund allocations and one-time ARPA funding, but a sustainable, dedicated source would provide reliability and consistency for future investments.

The biggest challenge for most communities in creating a dedicated funding source is lack of political support for meaningful sources, especially in Colorado where all taxes require approval by the taxpayers. For example, the City of Grand Junction did attempt to pass a lodging tax increase and an STR tax for affordable housing but neither measure passed.

Recommended actions for Grand Junction:

- Continue to appropriate General Funds in the short-term for implementation of the Housing Strategic Plan.
- Create a Housing Fund—a separate fund for transfer of General Fund allocations, grants, or other dedicated housing funding, which would separate funds designated for housing (and related services) and prevent reallocations of unspent funds.
- Establish a working group or task force to evaluate the potential for sustainable, dedicated local funding and determine the most appropriate source of funds. As part of this effort, interview other cities/counties that have a dedicated housing funding source.
- Consider testing voter support of small sales tax or property tax (either on all properties or exclusively on high-value properties).
- Evaluate the cost of other prioritized housing strategies and/or related capital items to quantify ongoing needs for funding.

STRATEGY 5. CONTINUE / EXPAND FUNDING FOR AFFORDABLE HOUSING AND HOMELESSNESS SERVICES.

As outlined in detail in the City's 2023 Annual Housing Report, the City is actively supporting housing and homelessness services through local and federal funds. In addition, the City has worked hard to increase resident awareness of programs through ongoing community engagement and improved web presence, including contact info for referrals to services, a list of community resources, and an interactive online Community Resource Map.

Despite this support, the need for services exceeds the current resources available. Stakeholders specifically highlighted a

need for case management and resource navigators, supportive services (paired with housing), and an increase in rent subsidies or housing vouchers.

Recommended actions for Grand Junction:

- Continue existing program funding (federal, state, and local funds) and look for opportunities to maximize impact.
- Regularly evaluate expenditures (including CDBG and local funds) to ensure alignment with articulated goals. Consider developing specific outcomes and key metrics for local services to ensure efficacy in use of funding.
- Leverage Private Activity Bonds (PAB) to increase LIHTC capacity by pursuing 4% non-competitive LIHTC projects in partnership with the local housing authority, non-profits, or LIHTC developers. Note that some communities assess fees when directly issuing PAB to developers, the revenue from which can also be allocated to affordable housing and services.
- Continue to monitor new state and federal resources, including Proposition 123 programs and ADU funding (created by HB24-1152).
- Support local partners in securing funding from state, federal, and foundation sources through grant-writing and application support, information sharing, etc.
- Maintain consistent communication with local service providers to identify critical needs that are underfunded and work to fill service gaps.
- Continue to fund services in support of the Unhoused Strategy recommendations.

STRATEGY 6. SUPPORT PRESERVATION OF EXISTING HOUSING THAT SERVES LOW- AND MODERATE-INCOME HOUSEHOLDS.

There are two different submarkets of properties serving low- and moderate-income households: income-restricted properties and naturally occurring affordable housing, or NOAH. Preservation efforts are needed when the affordability contracts on income-restricted units are set to expire and when NOAH is under market pressure to raise rents beyond what low-income households can afford.

Preservation is an attractive strategy because it utilizes existing housing stock and is not bound by the timeline and cost of new construction. However, preservation of NOAH, in particular, can be a challenge because it is driven by market opportunities and owned by private landlords—in other words, the City has no control over the rents.

Expiring affordability contracts. The most common form of preservation for expiring subsidies is to provide funding to non-profits for acquisition (and rehabilitation if needed) of the properties in exchange for long-term affordability. Financial resources can be allocated for activities including the identification of expiring properties, outreach and education, and/or funds to incentivize participation.

Naturally occurring affordable housing. NOAH refers to housing that does not have any income restriction but generally serves lower- and middle-income households through "naturally" affordable rents and home prices. It typically reflects

older apartments, smaller and attached for-sale homes, and/or manufactured housing (i.e., mobile homes). This critical segment of the market constitutes a large portion of the housing stock but can be challenging to preserve through policy tools because it is fully market-driven. NOAH preservation strategies are typically designed to incentivize property owners to institute long-term affordability periods by providing financial assistance to make needed improvements to their units and properties.

Mobile/manufactured homes as a form of NOAH. Mobile or manufactured home communities (MHPs) are a unique form of NOAH as they offer an affordable option but also come with unique vulnerabilities tied to owning the structure but renting the lot on which it stands. Preservation efforts for this housing type typically include preserving the existence of MHPs through zoning protection, preserve affordability within MHPs (through infrastructure improvement grants/loans and services), and mitigating displacement of residents by supporting resident ownership in the face of redevelopment pressures.

The State of Colorado recently passed legislation (B24-1175) that facilitates preservation by establishing a local government right of first refusal on existing/expiring income restricted housing and a right of first offer on aging multifamily that is 20 years or older and between 5 and 100 units (i.e., NOAH).

Recommended actions for Grand Junction:

- Maintain a database of the City's income restricted housing properties including affordability periods, expiration timelines, ownership entities, and other data to help City staff identify opportunities for preservation programs.
- Maintain partnerships with local non-profits, housing providers, affordable developers, and other entities who could be able to acquire expiring income-restricted or NOAH properties and units.
- As opportunities arise, dedicate local funds to support resident ownership of manufactured housing communities and/or non-profit or PHA acquisition/rehabilitation that renews affordability contracts or preserves NOAH.
- Explore a local program to incentivize residents to deed restrict their properties to help maintain affordability in the community for future generations.

STRATEGY 7. EVALUATE INCLUSIONARY HOUSING AND/OR A LINKAGE FEE ORDINANCE.

The primary policy tools used to mandate affordable housing production in conjunction with new development are:

1. Mandatory inclusionary housing policies, which require affordable production (or fees-in-lieu) in conjunction with new residential development (note that these policies can include incentives/offsets for compliance); and
2. Affordable housing linkage fees, which mandate an impact fee on new development (residential, commercial, or both) in proportion to its impact on affordable housing needs.

Inclusionary ordinances are growing in popularity following state legislation that enables these policies to apply to both rental and for-sale developments. When structured well, inclusionary zoning can generate a substantial number of units at no direct cost to the city (other than enforcement and other administrative costs). Inclusionary programs can include "off-sets" and/or incentives for affordable housing provision, as well as a fee "in lieu" option for developers. Cities that allow developers to pay fees-in-lieu of developing income-restricted units typically allocate revenue generated from the fees to future affordable housing projects, but this is a challenging strategy to maintain, given the high costs of land and development.

Affordable housing linkage fees—similar to other impact fees—are tied to quantifiable impacts of new development. Implementation requires a nexus study to determine such impacts before setting fees. Revenues from linkage fees must be spent on affordable housing investments. A nexus study for affordable housing linkage fees in Grand Junction is already underway, as part of a broader impact fee update in the City. Results are expected in late 2024 and will contribute to future conversations on linkage fees.

Since both inclusionary policies and linkage fees apply exclusively to new development, they are most effective in markets that are actively developing new housing and/or commercial space and expect continued growth.

Recommended actions for Grand Junction:

- Complete linkage fee currently underway while concurrently evaluating its impact on housing affordability and overall community goals related to economic development.
- Monitor inclusionary housing and linkage fee programs implemented to better understand the outcomes and lessons learned from their programs.

STRATEGY 8. EXPLORE DESIGNATION OF AN URBAN RENEWAL AREAS AND TAX INCREMENT FINANCING FOR AFFORDABLE HOUSING.

An Urban Renewal Area (URA) is a statutory body created to prevent or eliminate blight in a targeted area of a community. A URA provides an opportunity for communities to target investment, public improvements and new development and unlocks a unique financing mechanism called Tax Increment Financing, or TIF.

TIF allows the URA to bond against the net new tax revenues—or the tax increment—that will be generated by redevelopment to fund up-front costs of that redevelopment. All or a portion of the tax increment can be set aside for affordable housing preservation and production. This strategy can generate affordable units or provide funding for incentives in new units within targeted areas. However, a URA can be cumbersome, expensive and time-intensive to establish and manage; and use of TIF for affordable housing can impact the total TIF package

as property tax revenue on affordable developments may be low.

Broadly, TIF as an affordable housing tool has the ability to generate a modest volume of affordable units and works best when affordable housing is paired with uses that generate higher future tax revenue (e.g., retail).

Recommended actions for Grand Junction:
Convene task force to evaluate the viability of URA designation and TIF priorities in specific geographic areas that may benefit from housing and revitalization, such as along North Avenue. Interview other communities where this approach is used to evaluate how it could apply in Grand Junction, such as Colorado Springs, Fort Collins, Loveland, and Denver—all of which use TIF to help finance affordable housing in designated URAs.

STRATEGY 9. PROVIDE COMMUNITY ENGAGEMENT AND EDUCATION OPPORTUNITIES TO ADDRESS HOUSING CHALLENGES AND PROMOTE COMMUNITY PARTICIPATION.

Housing issues and solutions are often complex, technical topics. Community engagement and education is essential to ensure that:

- The community understands and is informed on housing-related initiatives that might affect their daily lives; and
- Community housing needs are accurately identified, so that these needs can be addressed and prioritized by the City.

Formalizing and adopting a housing-specific community engagement and education strategy helps City leaders clearly communicate the City's housing strategies, bring all relevant stakeholders into the City's housing policy-making processes, and create equitable housing solutions that have the support of the community.

Throughout 2023, City staff participated in the following efforts:

- Housing Book Club - In partnership with Mesa County Libraries, City Staff launched three book clubs, attracting approximately 60 participants. Featured book titles included, “Fixer Upper” by Jenny Schuetz, “Homelessness is a Housing Problem” by Coburn and Aldern, “Evicted” by Matthew Desmond.
- New Dimensions Class - Staff co-taught “Home for All: A Conversation about Housing in the Grand Valley” with the participation of 80 individuals over two sessions.
- Staff served as panel participants at events such as Community Impact Council’s State of the Community Event and GJEP Economic Summit.
- By invitation, staff spoke to numerous at local clubs, service organizations, community groups, churches, and schools about housing.

In addition, United Way of Mesa County, The City of Grand Junction, and several service partners collaborated together to create a community-based education workshop and immersive experience to help raise awareness, inspire solutions, and help solve the issue of homelessness. The United to Solve Homelessness Campaign has hosted two workshops on

homelessness and six Poverty Immersion Experiences. These events hosted more than 400 community members.

Recommended actions for Grand Junction:

- Continue to create opportunities for community engagement and education regarding housing issues.
- Consider convening a regular ad-hoc group of housing professional (e.g., financial, builders, developers, planners, etc.) to discuss housing issues and solutions.

STRATEGY 10. SUPPORT LEGISLATIVE EFFORTS AT THE STATE-LEVEL TO IMPROVE HOUSING OUTCOMES.

When opportunities arise, engage in lobbying to support best practices and innovative housing solutions through state legislative changes. The City has already identified several priority issues (see recommended actions), but future efforts could also include tracking respected local housing policy platforms such as Housing Colorado's legislative agenda and the Colorado Chapter of the National Association of Housing and Redevelopment Officials (NAHRO) lobbying efforts.

Recommended actions for Grand Junction:

- Promote state exploration of single-stair access codes.
- Support construction defects reform to improve market feasibility of attached ownership products.
- Reform mitigation of damages from methamphetamine and CDPHE clean-up standards.
- Advocate for transitional housing to be included in unit counts toward the City's Prop 123 goal.

STRATEGY 11. MONITOR GOAL PROGRESS AND HOUSING PROGRAM OUTCOMES.

As has been discussed throughout this Plan, the City has invested extensive staff and financial resources to addressing housing needs, including the development of multiple new housing programs such as the ADU Production Program and At Home in GJ Landlord and Tenant Program. (The Land and Building Acquisition Program and Affordable Housing Production Incentive were also created but have not received budgeted funding). The City has also committed to a quantitative production goal as part of Proposition 123: to increase affordable housing stock by 3% per year—or 374 units by December 31, 2026.

Critical to the success of these investments is consistent and transparent monitoring for program efficacy, potential improvements, and documenting achievements.

For example, the State of Colorado is developing an ADU financing program, which may include grant funding—once implemented, this tool could be incorporated into Grand Junction's program.

Recommended actions for Grand Junction:

- Continue to monitor the City's affordable housing production—and progress toward Proposition 123 goals—as well as program outcomes for all housing programs.

- Ensure transparent tracking of progress and regular (annual) reporting to City Council and the community.
- As needed, modify programs to improve outcomes and/or create new programs to address evolving needs.

RELATIVE COST AND IMPACT OF STRATEGIES

Figure 5 plots the updated strategy recommendations along two axes to help gauge their relative cost and impact. It should be noted that "cost" is used broadly and can mean financial cost, staffing resources, political effort, etc. Note that cost and impact may differ from the figure depending on final policy/program design.

Strategies in the lower left portion of the figure are generally low cost but also low impact. Cost increases as you move to the right (x-axis) and impact increases as you move up (y-axis). Strategies in the upper right are generally high cost but also high impact. Strategies are color-coordinated based on their implementation timeline.

This matrix should not be the only criteria for evaluating strategies but does provide some guidance in considering the most effective options given resource constraints.

Figure 5. Relative Cost and Impact of Recommended Strategies



Source: Root Policy Research.

CONCLUSION AND NEXT STEPS

As the City of Grand Junction continues to pursue implementation of the Comprehensive Plan—including building "Strong Neighborhoods and Housing Choices"—the strategies outlined above provide a roadmap for achieving desired outcomes and addressing identified housing needs.

A balanced housing stock accommodates a full "life cycle community"—where there are housing options for each stage of life from career starters through centenarians—which in turn supports the local economy and contributes to community culture. Encouraging the market to develop sufficient supply to meet demand as well as actions that help mitigate price increases and preserve both market-rate and publicly assisted housing affordability will help provide essential housing for residents of Grand Junction.

Implementation of the strategies will require the City to address housing challenges head-on, pursue new policies, programs, and funding sources, and work collaboratively with regional stakeholders and public-private partnerships.

APPENDIX A.

Key Housing Metrics Data Update

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Appendix A

Grand Valley

KEY HOUSING METRICS DATA UPDATE 2024

PREPARED FOR:
City of Grand Junction

UPDATED
7/15/2024

This memo provides a data refresh on key housing metrics in Mesa County and the City of Grand Junction. The update focuses on specific data points that were included in the 2021 Grand Valley Housing Needs Assessment and were instrumental in guiding policy recommendations in Grand Junction. This 2024 data refresh is in service of a Housing Strategy Update that is currently underway.

Grand Valley Housing Market Data Update

Key Findings

- Mesa County experienced continued population growth in 2022, 2023, and 2024 according to estimates and projections from the Colorado State Demographer. Between 2021 and 2022, poverty remained stable in Grand Junction at 13% and decreased in Mesa County overall from 12% to 11%.

- At the median, renter income kept pace with rising rental costs between 2021 and 2022; however, rental affordability challenges persist

    - Between 2020 and 2022, the rental market saw losses of units priced below $800 per month and increases in units priced above $1,500 per month.
    - In 2024, the median market-rate rent in Grand Junction is $1,500—well above the median rent affordable to the median renter household ($1,007 in 2022—the most recent year for which data are available).
    - Further, rental vacancy rates remain extremely low (3.1%).
    - Renter cost burden, which occurs when households pay more than 30% of their gross monthly income in housing costs, decreased from 47% in 2021 to 44% in 2022, but still indicates about 4,500 renter households are paying more than 30% of their income on rent.
    - Countywide there are 2,973 households (5,999 individuals) on the waitlist to receive a housing voucher; 94% have incomes below 50% AMI.

- A rental gaps analysis shows a rental affordability gap of 1,211 units priced below $625 (affordable to households earning less than $25,000). This is down from the 2019 gap of 2,168 units—primarily due to rising renter incomes—but needs persist, especially among lower income renters.

- Home prices are stabilizing after sharp increases into 2022; however, affordability (or purchasing power) is dropping due to relatively high interest rates. Forty-two percent of homes sold in 2021 were affordable to households earning 0-80% AMI; this decreased to 14% in 2022, 11% in 2023, and 9% in 2024 YTD.

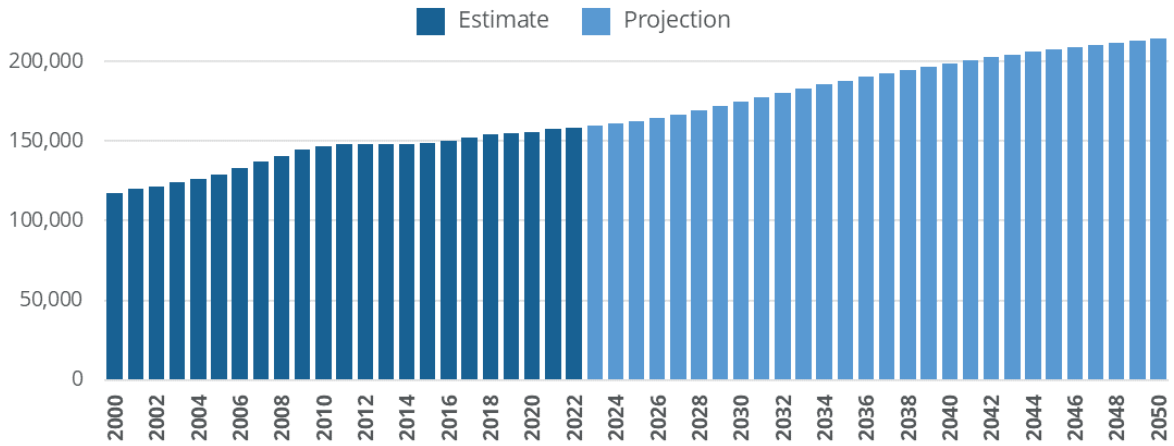
- Cash purchases—signaling investor presence—are increasingly common at entry-level price-points, particularly among products affordable to 50% AMI households but also among products affordable to 80% AMI.

- A for-sale gaps analysis shows a growing purchase affordability gap and an acute affordability mismatch impacting households earning up to $75,000 per year, or 120% AMI (up from $80% AMI in 2019).

Population, Income, and Poverty

Population. Figure 1 presents estimates of Mesa County's population in 2000–2022 and population projections for 2023–2050. Mesa County was home to 158,534 residents in 2022 and projections estimate 161,143 residents in 2024. The county's population is expected to rise to 214,206 residents by 2050, largely due to positive net migration.

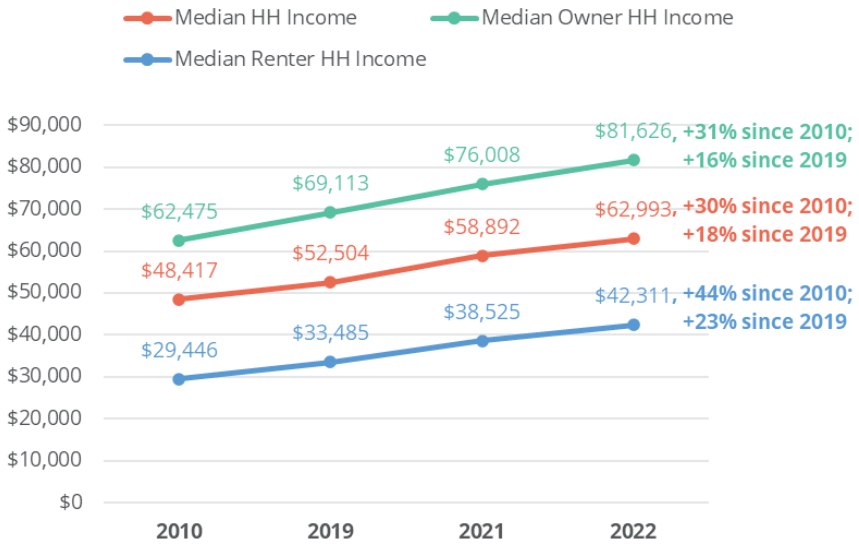
Figure 1.
Mesa County Total Population and Projections, 2000–2050



Source: DOLA.

Income. Figure 2 below presents changes in median household income overall and for owner and renter households between 2010 and 2022. In 2022, renter households had a median income of $42,311—just over half of the median owner household income of $81,626. Renter incomes grew at faster rates than owner incomes since 2010 and 2021. Note that data are 5-year averages, so estimated median incomes for 2021 and 2022 may be falsely inflated by COVID-19 stimulus funding.

Figure 2.
Median Household Income by Tenure, Grand Junction, 2010–2022



Source:
2010, 2019, 2021, 2022 5-year ACS.

According to data from the Bureau of Labor Statistics, average annual wages in Mesa County rose at about the same rate as incomes overall: up 16% since 2019. However, wage increases were not experienced equally across industries.

Figure 3. Average Annual Wages by Industry, Mesa County 2019 and 2022

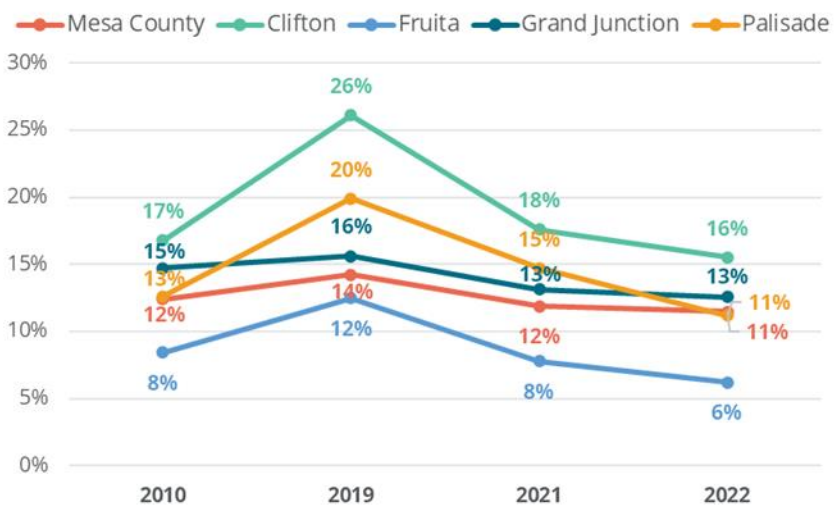
Source:
Bureau of Labor Statistics and Root Policy Research.

	2019	2022	% Change
All Industries	**$45,849**	**$53,406**	**16%**
Agriculture, Forestry, Fishing, Hunting	$38,931	$38,456	-1%
Mining, Oil, and Gas	$93,816	$101,133	8%
Construction	$54,363	$61,080	12%
Manufacturing	$46,113	$50,552	10%
Wholesale Trade	$60,681	$67,090	11%
Retail Trade	$32,447	$44,887	38%
Transportation and Warehousing	$51,606	$57,229	11%
Utilities	$91,048	$96,345	6%
Information	$49,258	$65,152	32%
Finance and Insurance	$70,066	$79,541	14%
Real Estate	$41,753	$48,643	17%
Professional, Technology, and Science	$57,396	$69,553	21%
Management	$94,874	$89,237	-6%
Admin Support and Waste Managemer	$37,992	$48,059	26%
Educational Services	$20,369	$26,323	29%
Health Care and Social Assistance	$49,062	$59,040	20%
Accommodation and Food Services	$20,675	$25,366	23%
Arts, Entertainment, and Recreation	$16,904	$21,390	27%
Other Services	$33,291	$39,686	19%
Public Administration	$62,297	$70,820	14%

Poverty. Poverty rates for 2010, 2019, 2021, and 2022 are presented in Figure 4. In the City of Grand Junction, poverty rates were stable at 13%. In Mesa County overall and in all other jurisdictions, poverty decreased slightly since 2021. Note that data are 5-year averages, so estimated poverty rates for 2021 and 2022 partially reflect years impacted by temporary COVID-19 relief funding. In absence of this funding, poverty is likely higher than these estimates convey.

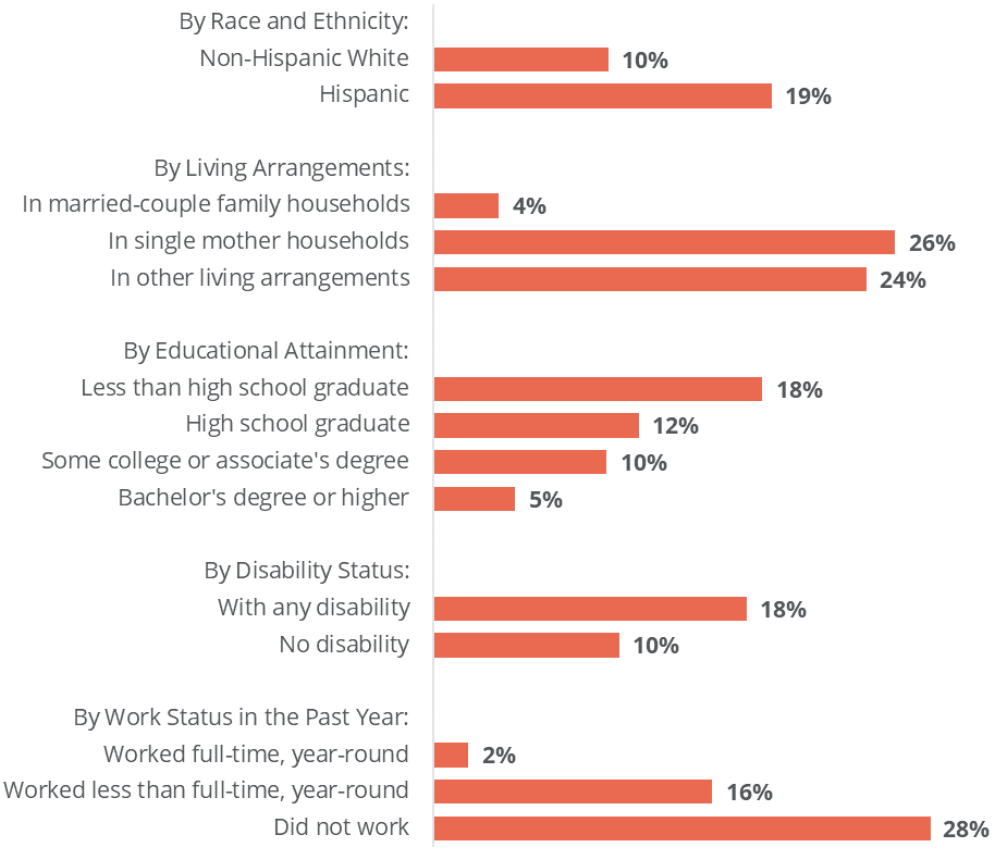
Figure 4. Individual Poverty Rate, Mesa County and by Jurisdiction, 2010–2022

Source:
2010, 2019, 2021, 2022 5-year ACS.



Individual poverty rates by race and ethnicity, living arrangements, educational attainment, disability status, and work status are presented in Figure 5. Poverty rates are especially high (18% or higher) for Hispanic residents, residents living in single mother households or nonfamily arrangements, residents who have not completed high school, residents with disabilities, and residents who did not work in the previous 12 months.

Figure 5.
Individual Poverty Rates by Selected Characteristics, Mesa County, 2022



Note: Additional racial and ethnic groups are not presented due to large margins of error. Educational attainment is calculated for population 25 years or older. Work status is calculated for population 16 to 64 years old.

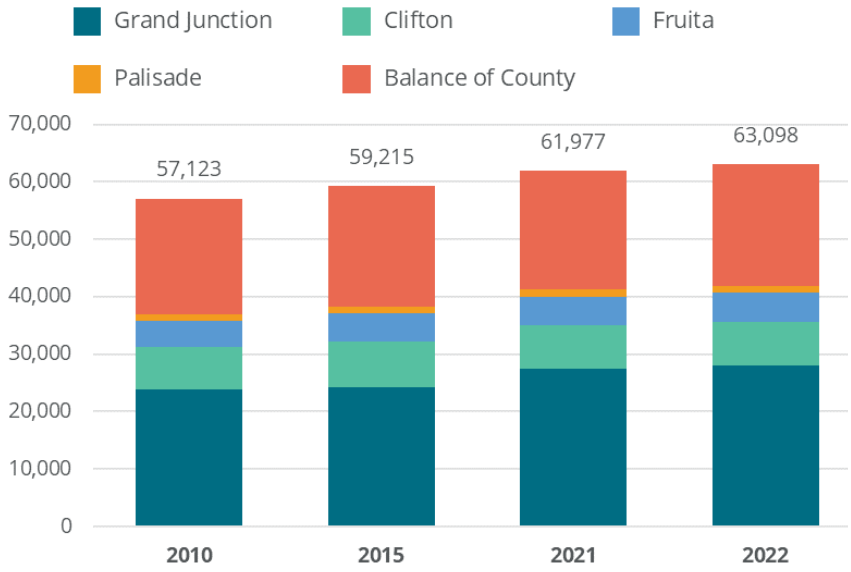
Source: 2022 5-year ACS.

Housing Inventory

Housing units. Figure 6 shows total housing units in Mesa County and by jurisdiction. There were 63,098 housing units in Mesa County in 2022, the greatest share of which are located in Grand Junction.

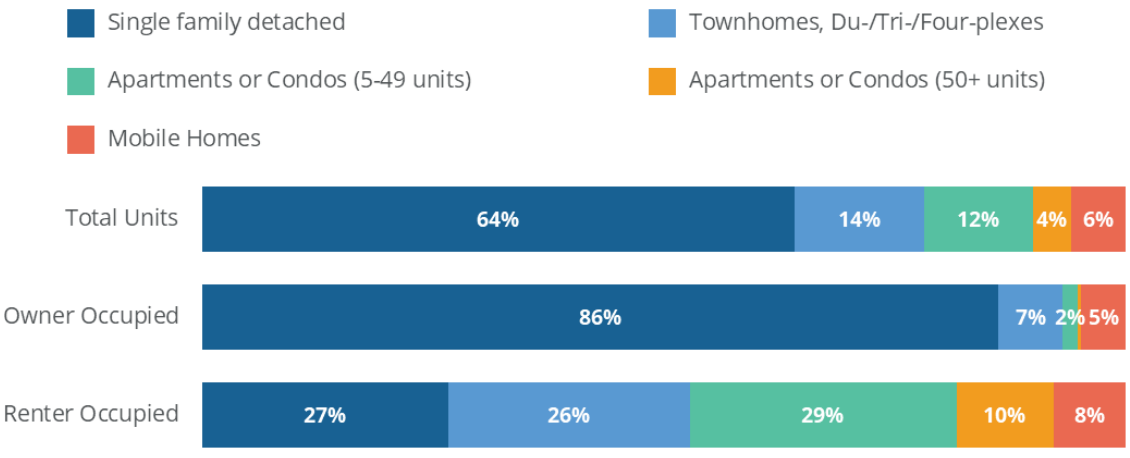
Figure 6.
Total Housing Units, Mesa County, 2010–2022

Source:
2010, 2015, 2021, and 2022 5-year ACS.



Distributions of housing units by unit type are presented in Figure 7. About two-thirds (64%) of housing units in Grand Junction are single family detached. Owner households occupy single family detached units at a much greater rate (86%) than renter households (27%). Renter households are more likely than owner households to occupy mobile homes or attached units including townhomes, du-/tri-/four-plexes, and multifamily buildings (i.e., apartments or condominiums).

Figure 7.
Units by Type Overall and by Tenure, Grand Junction, 2022



Source: 2022 5-year ACS.

Figure 8 presents units in Grand Junction by number of bedrooms and by tenure. Renter occupied units are more likely to have two or fewer bedrooms, while owner occupied units are more likely to have three or more bedrooms.

Figure 8. Housing Inventory by Bedrooms by Tenure, Grand Junction, 2022

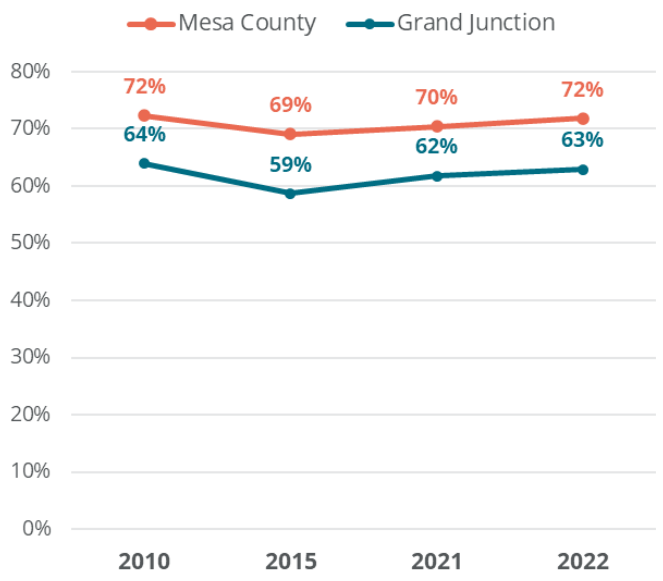
Source:
2022 5-year ACS.

	Owner Occupied		Renter Occupied	
	#	%	#	%
Total Units	17,683	100%	10,410	100%
No bedroom	23	0%	663	6%
1 bedroom	223	1%	2,327	22%
2 bedrooms	2,767	16%	4,224	41%
3 bedrooms	10,132	57%	2,481	24%
4 bedrooms	3,678	21%	561	5%
5 or more bedrooms	860	5%	154	1%

Tenure. Figure 9 shows changes in homeownership rates in Mesa County and Grand Junction since 2010 and since data were last updated in 2021. Since 2021, homeownership has increased by one percentage point in Grand Junction and by two percentage points in Mesa County.

Figure 9. Homeownership Rates, Mesa County and Grand Junction, 2010–2022

Source:
2010, 2015, 2021, and 2022 5-year ACS.



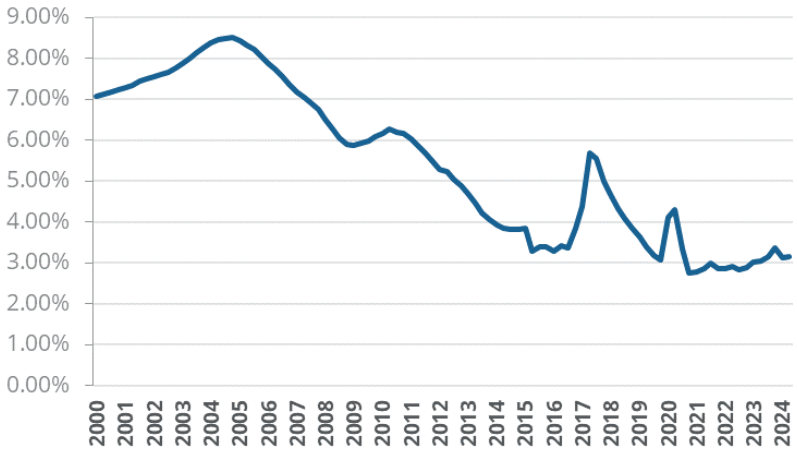
Rental Market Trends

Vacancy. As shown in Figure 10, multifamily rental vacancy rates remain very low in Grand Junction, signaling an extremely tight rental market. Generally, a vacancy rate around 5%-7% is considered a healthy market.

Figure 10. Quarterly Multifamily Rental Vacancy Rate, Grand Junction, 2015–2024 YTD

Note: Data reflect multifamily rentals only. 2024 data are current through June 2024.

Source: CoStar.

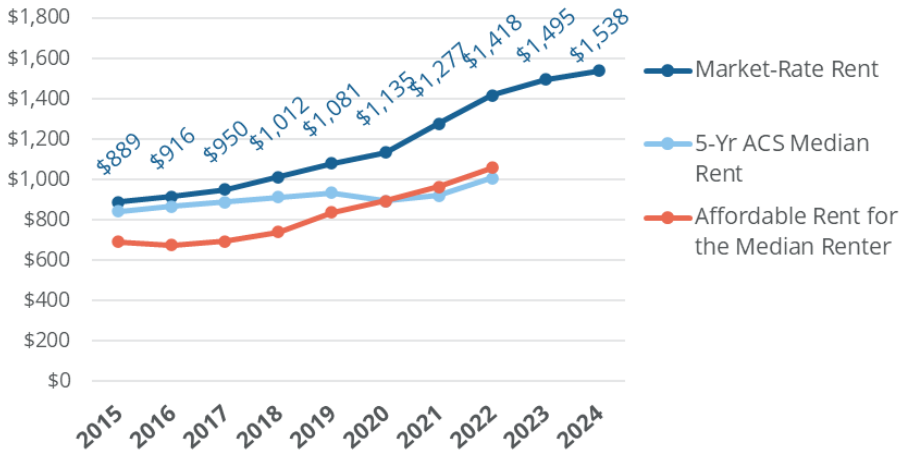


Market rents. Median market-rate rent in Grand Junction is currently about $1,500[1]—well above the monthly rent affordable to the median renter ($1,007 in 2022—the most recent year for which data are available).

Figure 11 shows the typical market-rate rent compared to affordable rent for the median renter. ACS data are included for reference and discussed in more detail below.

Figure 11. Typical Market-Rate Rent, Grand Junction, 2015–2023

Source:
Zillow Observed Rental Index, 2022 5-year ACS, and Root Policy Research.



[1] The Zillow Observed Rental Index (ZORI) offers a measure of rents that is most representative of what a household would encounter in shopping for a market-rate unit today. The index represents the average monthly price of the middle 30% of market-rate units by price and includes both multifamily and single family rental options.

ACS Rents. While the market-rate rental data above reflect the most representative measure of what a household would encounter in shopping for a market-rate unit today, American Community Survey (ACS) data offer more detail on the distribution of rental prices as well as an opportunity to compare rental trends across jurisdictions. Note that ACS data are based on residents' reporting what they pay for monthly rental costs in Census surveys—this results in data that lag market data and that typically show lower median rents than market sources.[2]

ACS median rents by jurisdiction are shown in Figure 12. As of 2022, Fruita had the highest median rent in the county and experienced the largest increase in rents from 2010.

Figure 12. Median Gross Rent, Mesa County and by Jurisdiction, 2010, 2015, 2020, and 2022.

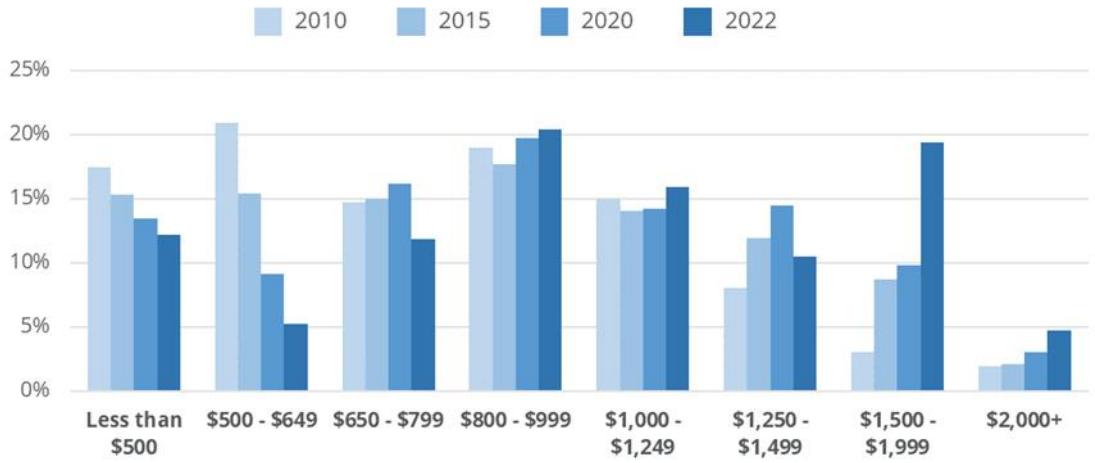
Source:
2010, 2015, 2020, 2022 5-year ACS.

	2010	2015	2020	2022	Percent Change 2010-2022
Mesa County	$810	$837	$963	$1,089	+ 34%
Clifton	$741	$698	$969	$1,031	+ 39%
Fruita	$867	$1,046	$1,204	$1,338	+ 54%
Grand Junction	$770	$844	$895	$1,007	+ 31%
Palisade	$692	$768	$814	$990	+ 43%

Growth in Grand Junction's median rent between 2020 and 2022 is driven by losses in units priced below $800 per month and gains in units priced above $1,500, as shown in Figure 13.

[2] ACS data reflect residents' reporting of what they pay for monthly rental costs in Census surveys. Residents who receive subsidies such as Housing Choice Vouchers report what they pay after the subsidy is applied, not the market rent of the unit. Further, renter households who have occupied their units for a long time often pay less than market rate for their units. Relative to the distribution of rental units currently available for rent at market rate, the distribution of rental units in ACS data may overstate the number of units affordable to low income households. Estimates of ACS median rent are likely lower than the median rent a household would encounter in shopping for a market-rate unit.

Figure 13.
Rent Distribution, Grand Junction, 2010, 2015, 2020, and 2022.



Source: 2010, 2015, 2020, 2022 5-year ACS.

Short-term rentals. Short-term rentals, or STRs, can play a unique role within housing markets because they can provide economic benefits (to homeowners through rental revenue and the City through sales tax/tourism revenue) but may disrupt the long-term rental market if they account for a substantial portion of the total housing stock (this is most common in tourist-driven economies such as mountain resort communities in Colorado).

According to data from the City, there are 289 homes listed as short-term rentals in Grand Junction. There are 132 total permits within the downtown area, defined as south of North Avenue, west of North 17th Street, north of Interstate 70 Business, and east of Highway 50. Within the downtown area there are 105 STRs on residentially zoned lots, consuming approximately 8.6% (105 of 1,218) of housing units downtown. Active STR listings in Grand Junction account for approximately 1% of the total housing stock in the city. This compares to 44% of the housing stock in Colorado's mountain resort counties—Eagle, Grand, Pitkin, Routt, and Summit.[3]

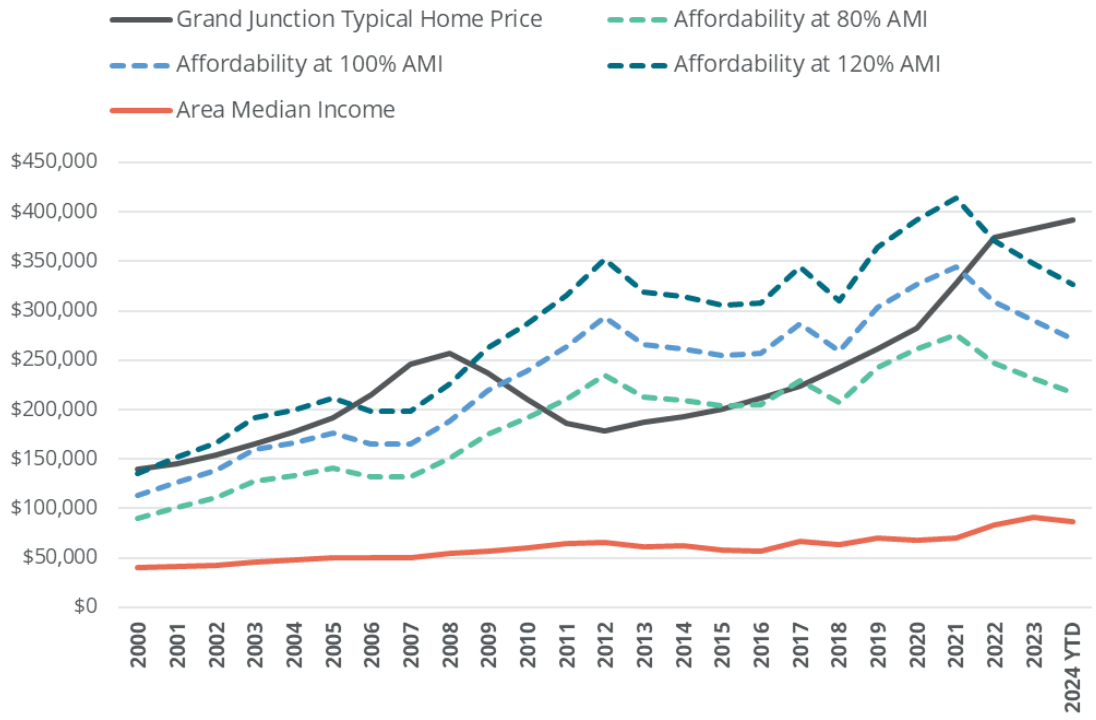
[3] https://news.airbnb.com/wp-content/uploads/sites/4/2022/06/STR-Colorado-Impact-Study_Final_05.25.2022.pdf

For-Sale Market Trends

Home values. Figure 14 presents the market price of a typical home in Grand Junction alongside the maximum affordable home price for households earning 80%, 100%, and 120% AMI. Home price growth accelerated through the late-2010s and early 2020s, stabilizing in 2022-2024 as interest rate growth caused affordability to fall.

Typical-priced homes have been unaffordable to households earning 80% AMI since 2018. Typical-priced homes became unaffordable for households earning 100% AMI and 120% AMI in 2022.

Figure 14.
Typical Home Price and Affordability by AMI Level, 2000–2024 YTD



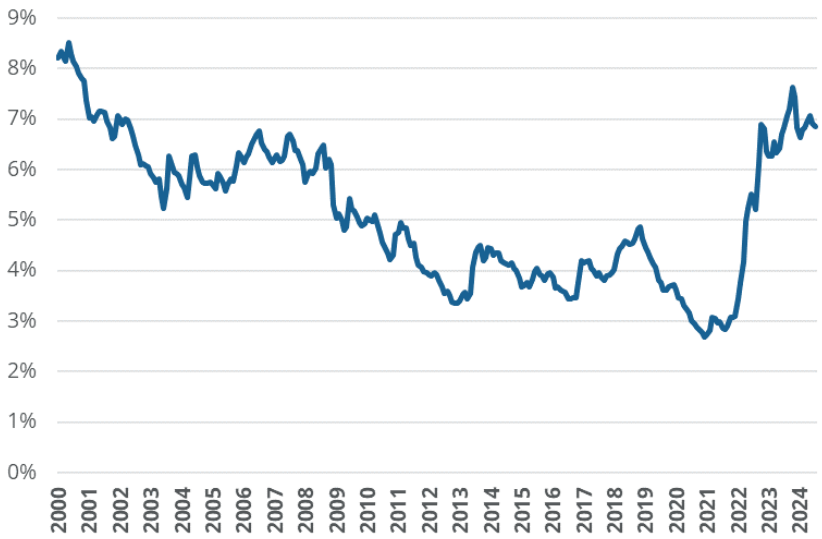
Note: 2024 YTD data include 1/2024-4/2024. Calculations use 4-person AMI limits.

Source: Zillow Home Value Index, HUD AMI Limits, and Root Policy Research.

Changes in purchase affordability—the dotted lines in Figure 14—are due to changes in incomes and changes in interest rates. Figure 15 shows average interest rates for mortgages from January 2000 to July 2024. Following pandemic-related interest rate hikes, average mortgage rates are higher than they have been since the early 2000s—currently, around 6.85%.

Figure 15.
30-Year Fixed Rate Mortgage Average, United States, January 2000–July 2024

Source:
Freddie Mac and FRED by the Federal Reserve of St. Louis.



The first row of the table in Figure 16 presents the maximum purchase price for households earning $86,400, Grand Junction's 2024 AMI, at different interest rates. The second row compares the maximum affordable price at the given interest rate to the maximum price at 3.0%, the prevailing rate in late 2020 and 2021. Solely as a result of rising interest rates, purchase affordability has decreased by between 33.3% and 36.6% since 2020/2021.

Figure 16.
Effect of Interest Rates on Home Purchase Affordability

	Interest Rate												
	2.0%	2.5%	3.0%	3.5%	4.0%	4.5%	5.0%	5.5%	6.0%	6.5%	7.0%	7.5%	8.0%
Maximum Affordable Price	$482K	$451K	$423K	$397K	$373K	$352K	$332K	$314K	$297K	$282K	$268K	$255K	$243K
Change in affordability vs. 3.0% rate	+13.9%	+6.6%	0.0%	-6.1%	-11.8%	-16.8%	-21.5%	-25.8%	-29.8%	-33.3%	-36.6%	-39.7%	-42.6%

Change 2020/2021 to present

Note: Purchase affordability estimates assume households spend no more than 30% of income—in this case, Grand Junction's 2024 AMI of $86,400—on housing. Calculations assume a 30-year fixed rate mortgage with 10% down and 25% of monthly housing costs to non-mortgage expenses such as property taxes, utilities, and HOA fees.

Source: HUD AMI limits and Root Policy Research.

Home sales. Figure 17 shows the number of homes sold in Mesa County each year, 2019–2024 YTD, in total and by jurisdiction according to MLS data from Bray Real Estate. Over 70% of homes sold in the county each year were located in Grand Junction.

Figure 17.
Number Homes Sold, Mesa County and by Jurisdiction, 2019–2024 YTD

	Mesa County	Grand Junction	Clifton	Fruita	Palisade	Other
2019	**4,109**	2,934	285	433	91	366
2020	**4,256**	2,973	274	465	91	453
2021	**639**	458	44	61	14	62
2022	**3,265**	2,302	257	397	122	187
2023	**2,886**	2,112	199	353	81	141
2024 YTD	**949**	679	92	101	23	54

Note: 2024 YTD data include sales from 1/24-5/24.

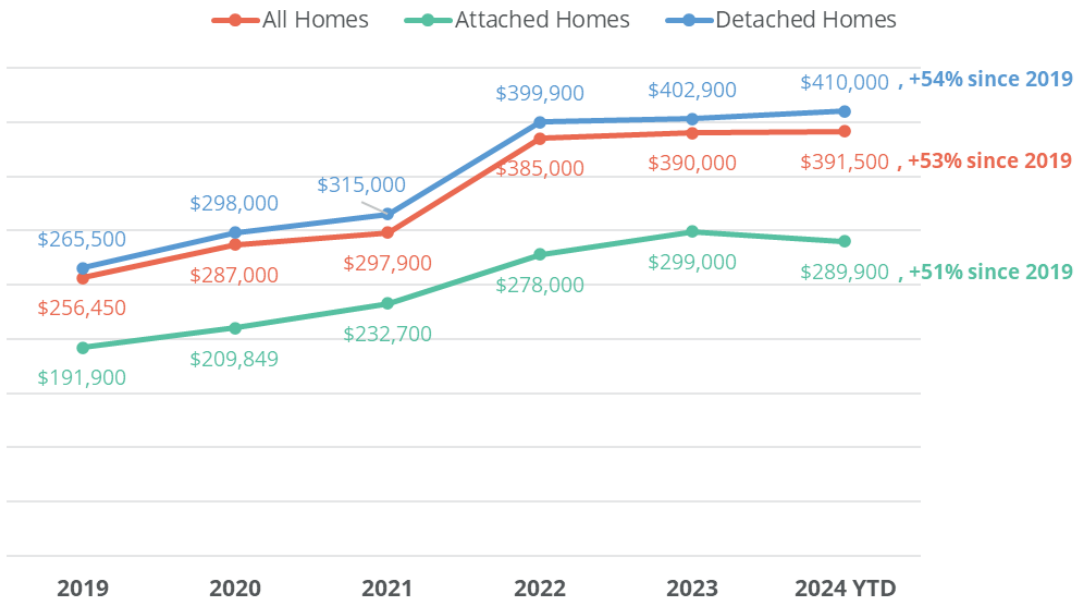
Source: MLS data (Bray Real Estate) and Root Policy Research.

Characteristics of sold homes. Detached units accounted for 87-89% of homes sold each year, while 11-13% of homes sold each year were attached. Studios and one-bedroom units accounted for around 1% of sales each year while two-bedroom units accounted for 12-14% of sales each year. The greatest shares of homes sold had three bedrooms (57-59% of sales each year) and four bedrooms (22-24% of sales each year). Between 3% and 6% of homes sold each year had five or more bedrooms.

Seventy percent or more of homes sold each year were built in 1980 or later, with between 41% and 48% of homes sold each year being built since 2000. Eight percent or less of homes sold each year were built before 1950.

Sale prices. Figure 18 shows median sale prices for all homes, attached homes, and detached homes in Mesa County each year, 2019–2024 YTD. The median home sales price in Mesa County increased by 53% from $256,450 in 2019 to $391,500 in 2024 YTD. In 2024 YTD, the median sale price for detached homes in Mesa County is $410,000—significantly higher than that for attached homes ($289,900).

Figure 18.
Median Sale Price by Type, Mesa County, 2019–2024 YTD



Note: 2024 YTD data include sales from 1/24-5/24.

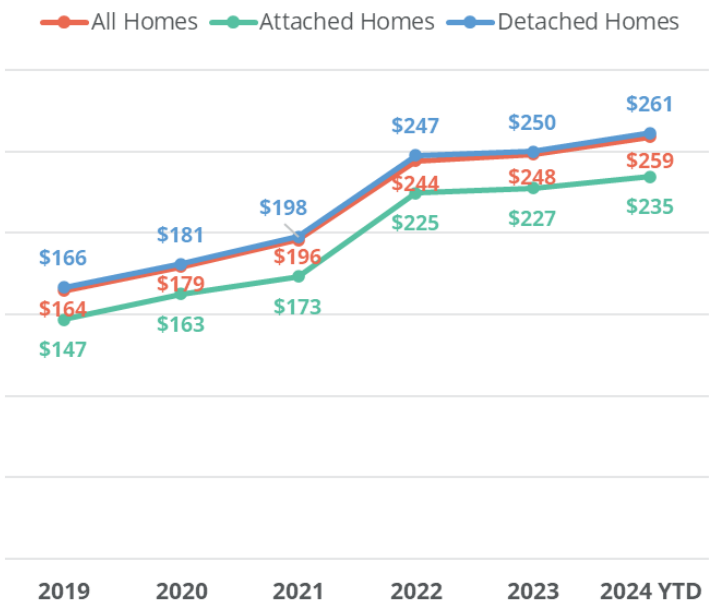
Source: MLS data (Bray Real Estate) and Root Policy Research.

Median sale prices per square foot for all homes, attached homes, and detached homes are presented below. In 2024, the median price per square foot in Mesa County is $259, up 57% from $164 in 2019.

Figure 19.
Median Sale Price by Square Foot for Attached and Detached Homes, Mesa County, 2019–2024 YTD

Note:
2024 YTD data include sales from 1/24-5/24.

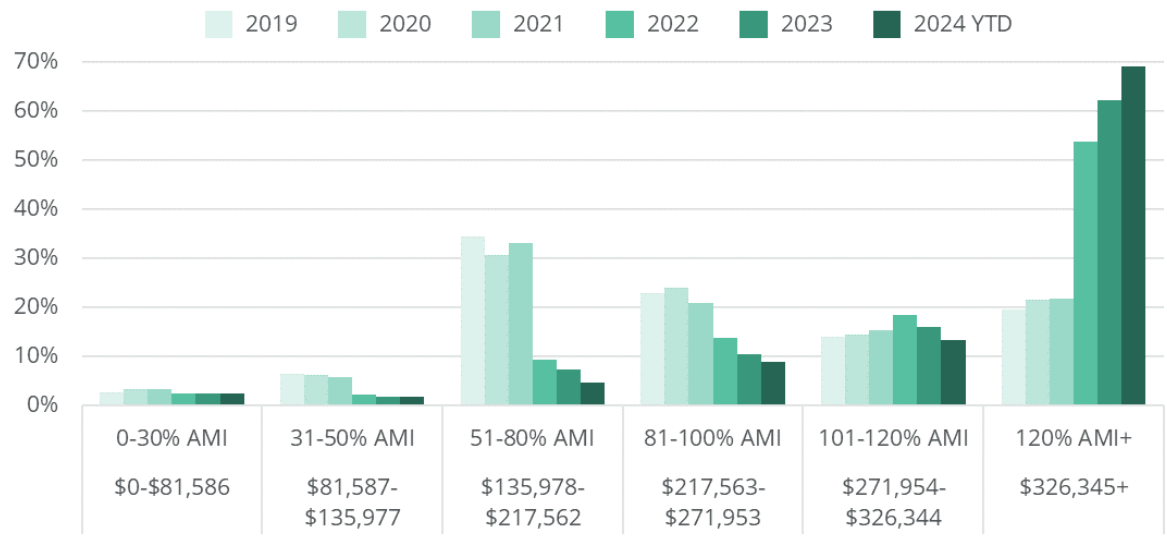
Source:
MLS data (Bray Real Estate) and Root Policy Research.



Price distribution. Figure 20 shows the percent of home sales in specified affordability ranges each year, 2019–2024 YTD. Home purchase affordability has decreased since 2019, with the greatest decreases in affordability beginning with interest rate hikes in 2022.

Forty-two percent of homes sold in 2021 were affordable to households earning 0-80% AMI; this decreased to 14% in 2022, 11% in 2023, and 9% in 2024 YTD. Twenty-two percent of homes sold in 2021 were affordable to households earning 120% AMI or more; this rose to 54% in 2022, 62% in 2023, and 69% in 2024 YTD.

Figure 20.
Home Sales Distribution by Affordability Level, Mesa County, 2019–2024 YTD



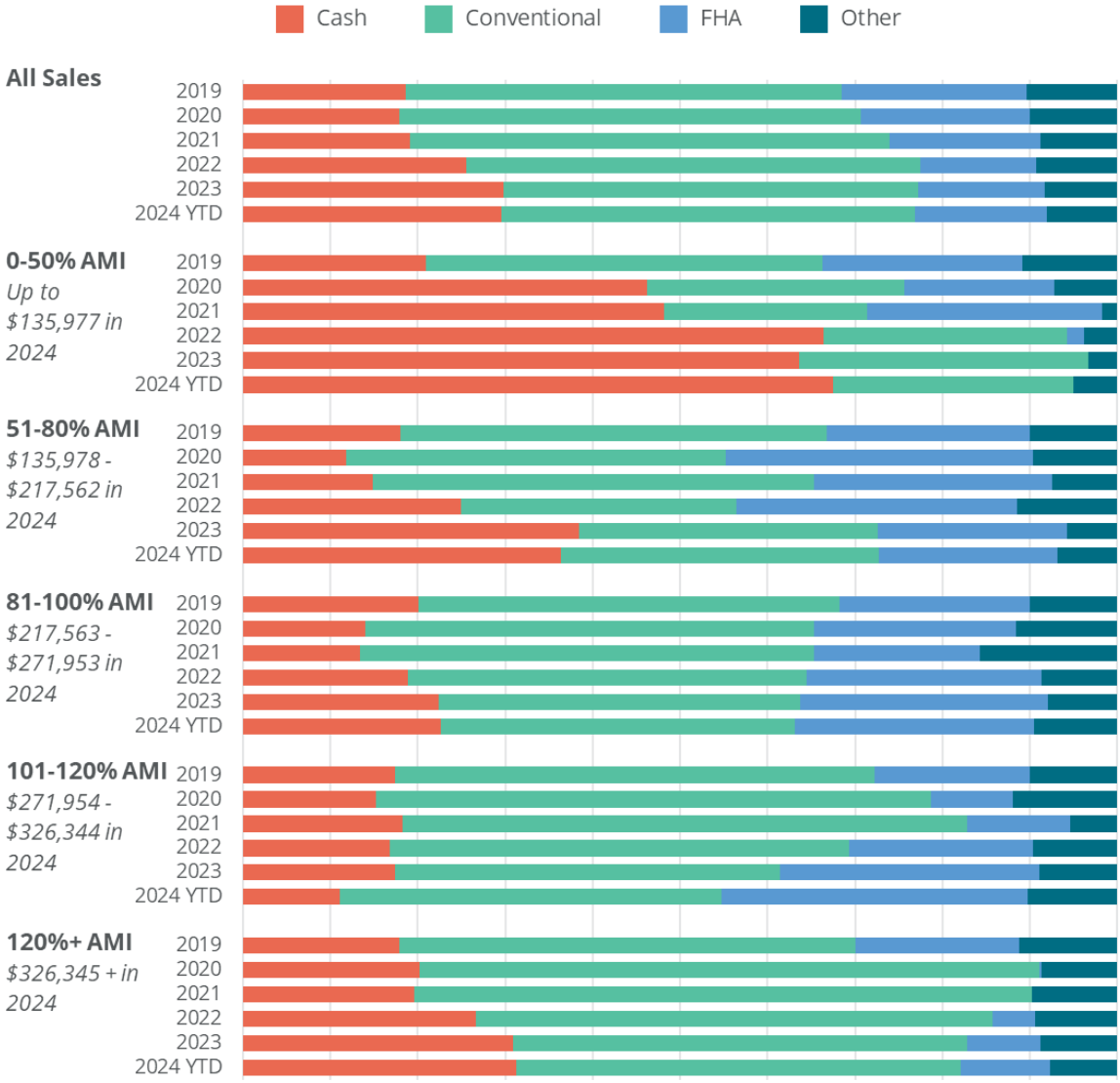
Note: **Affordable price ranges are current as of 2024 but differ by year with changes in AMI and interest rates**. 2024 YTD data include sales from 1/24-5/24. Data use 4-person HUD AMI limits.

Source: MLS data (Bray Real Estate), HUD AMI limits, and Root Policy Research.

Figure 21 shows the distribution of financing types employed in home sales overall and by affordability range in Mesa County. Investor presence in Mesa County's home sales market, as indicated by the prevalence of cash purchases, has grown overall since 2019. Thirty percent of homes sold in Mesa County in 2023 and 2024 YTD were purchased with cash.

In particular, cash purchases are increasingly common in the 0-50% AMI and 51-80% AMI affordability levels. This indicates that cash buyers are crowding out traditionally financed households at increasingly higher price points.

Figure 21.
Distribution Financing Type by Affordability Level, Mesa County, 2019–2024 YTD



Note: **Affordable price ranges are current as of 2024 but differ by year with changes in AMI and interest rates**. 2024 YTD data include sales from 1/24-5/24. Data use 4-person HUD AMI limits.

Source: MLS data (Bray Real Estate), HUD AMI limits, and Root Policy Research.

Affordability

Cost burden. Figures 22 and 23 present cost burden and severe cost burden for owners and renters. Households are considered to be cost burdened when they pay 30% or more of their gross income in housing costs. Households are severely cost burdened when they pay 50% or more of their gross income in housing costs. In 2022, 44% of Grand Junction's renter households are cost burdened, down from 47% in 2021. Owner cost burden increased in Grand Junction, from 21% in 2021 to 23% in 2022.

Figure 22.
Renter Cost Burden, Mesa County and by Jurisdiction, 2022

Source:
2022 5-year ACS.

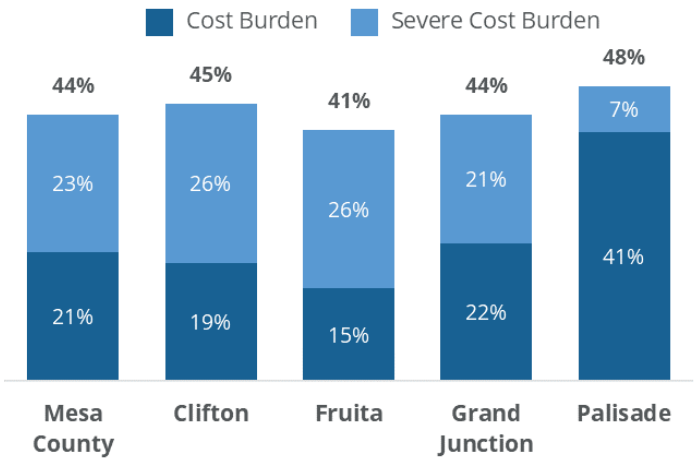
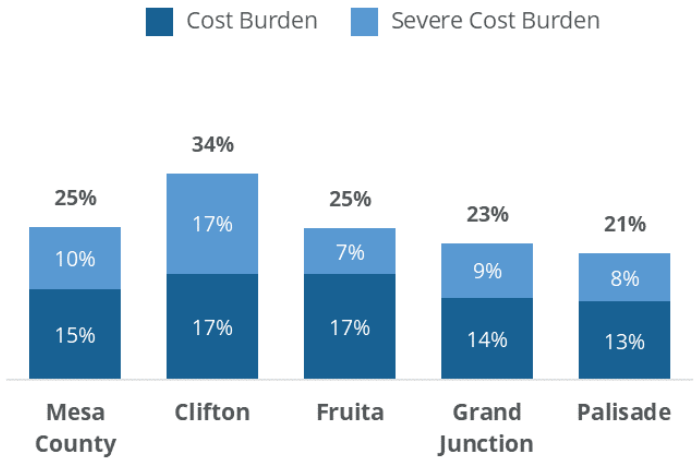


Figure 23.
Owner Cost Burden, Mesa County and by Jurisdiction, 2022

Source:
2022 5-year ACS.



Housing and transportation costs. Figure 24 broadens the affordability analysis by contextualizing housing costs with transportation and other costs in Grand Junction in 2019, 2021, and 2022. On average, Grand Junction households currently spend 25% of their income on housing costs and 22% of their income on transportation costs, with the remaining 53% of income going to other necessities, debt, savings, and disposable income. At the 2022 median household income of $62,993, this translates to spending $1,312 on housing, $1,155 on transportation, and $2,782 on other expenses and savings each month.

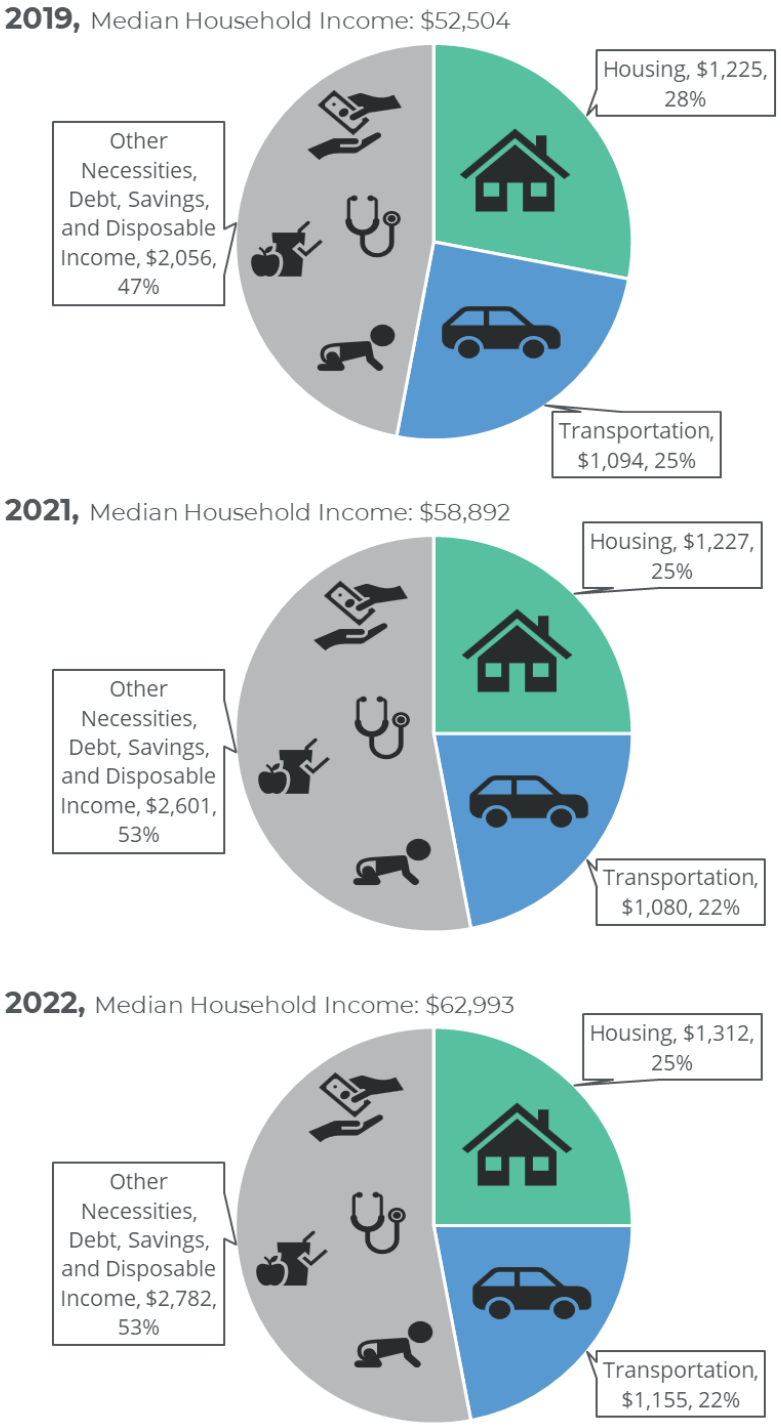
Figure 24. Typical Grand Junction Household Monthly Budget, 2019, 2021, and 2022

Note:

Figures for 2021 and 2022 apply 2020 housing/transportation/other expenses shares to 2021 and 2022 median household incomes.

Source:

2019, 2021, and 2022 5-year ACS estimates (Median Household Income), Center for Neighborhood Technology Housing and Transportation Index 2019 and 2020 Releases, and Root Policy Research.



Affordable housing inventory. Mesa County's designated affordable housing stock is summarized in Figure 25. In this analysis, "designated affordable" includes income-restricted units administered by Grand Junction Housing Authority (GJHA), nonprofit organizations including Housing Resources of Western Colorado, Volunteers of America, Rocky Mountain Communities, and Catholic Outreach, and private real estate development

companies. Rents in these units may be subsidized by Low Income Housing Tax Credits (LIHTC), project-based vouchers, HUD funds, or other funding sources.

Altogether, there are 1,838 designated affordable units in Mesa County, most of which are deeply subsidized units wherein tenants pay 30% of their income in rent. The vast majority of affordable units in Mesa County (82%) have one or two bedrooms; 17% have three bedrooms; and 1% have four bedrooms. Larger families likely struggle to find affordable units large enough to accommodate them.

Figure 25.
Designated Affordable Units by Type and Bedrooms, Mesa County, 2024

	Total Units	% 1 BR	% 2 BR	% 3 BR	% 4 BR	% Other
Deeply Subsidized Units Tenants pay 30% of their income for rent	1,162	50%	35%	14%	1%	0%
Tax Credit Units Tenants pay a fixed rent based on a percentage of AMI from 30% to 60%	607	40%	36%	24%	0%	0%
Other Affordable Units Generally below market rent	69	19%	58%	10%	0%	13%
Total Affordable Units	**1,838**	**45%**	**36%**	**17%**	**1%**	**1%**

Note: By the end of 2024, 40 additional affordable units will be available in the Mother Theresa development. GJHA's The Current will offer 54 additional units in late 2025 or early 2026.

Source: City of Grand Junction.

In addition to the affordable units outlined above, housing vouchers or other direct landlord subsidies offer additional paths to affordability: Mesa County currently has 1,467 housing vouchers or other direct landlord subsidies in place. It should be noted that vouchers and units are not necessarily additive as vouchers can be used in subsidized units to create deeper affordability for extremely low-income households.

According to GJHA, there are currently 2,973 households (5,999 individuals) on the waitlist to receive a housing voucher—clearly demonstrating that need for affordable housing far exceeds the available supports. Of the households on the waitlist, 39% are households with children, 71% are female headed households, and 37% have a household member with some type of disability.

Affordability gaps analysis. To examine how the city's housing market is meeting the affordability needs of current residents, a gaps analysis was performed. The gaps analysis compares the supply of housing at various price points to the number of

households who can afford such housing. If there are more housing units than households, the market is "oversupplying" housing at that price point. Conversely, if there are too few units, the market is "undersupplying" housing at that price point.

Rental affordability gaps. Figures 26 and 27 show rental gaps for Grand Junction in 2019 and 2022.

As of 2022, there is an affordability gap of 1,211 units affordable to households earning less than $25,000—units priced below $625—in 2022.

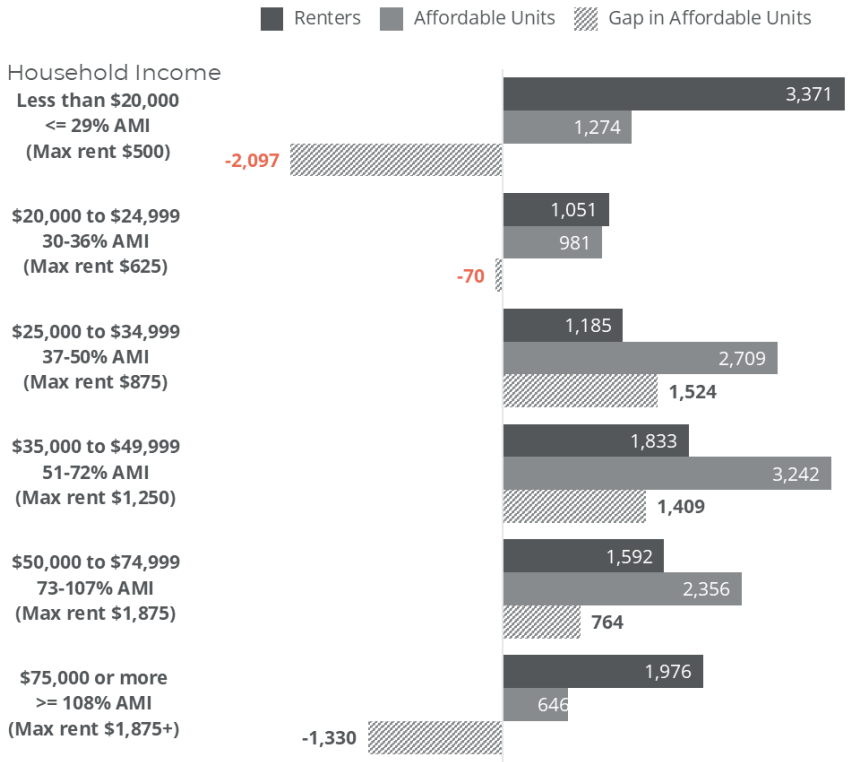
- 2,230 renter households have incomes below $20,000 and can afford to pay $500 in rent each month; however, there are only 1,337 rental units priced below $500, resulting in a gap of 893 units affordable to these households.
- Another 767 renter households have incomes between $20,000 and $25,000 and require units priced at or below $625, but only 449 units were priced within their affordability range, leaving a shortage—or gap—of 318 units.
- In both 2019 and 2022, rental affordability gaps were present up to roughly 30% AMI for 2-person households. Grand Junction's 2022 rental gap (1,211 units priced below $625) is smaller than the rental affordability gap Grand Junction faced in 2019 (2,168 units priced below $625). This is largely due to rising renter incomes: 4,422 renter households earned less than $25,000 in 2019, compared to 2,997 in 2022.

For-sale affordability gaps. Figures 28 and 29 show homeownership gaps for Grand Junction in 2019 and 2023-24. This analysis compares the shares of total renter households—roughly, the number of potential first-time homebuyers—with shares of total home sales affordable to them.

In 2019, 51% of Grand Junction's renter households had incomes below $35,000 annually. To affordably enter homeownership, these households would require homes priced at or below $152,306. Only 8% of homes sold in Grand Junction in 2019 were priced at or below $152,306, resulting in an affordability gap of -43% below $35,000. This translates to roughly 80% AMI for a 2-person household.

Due to rising home prices and the effects of higher interest rates on purchasing power, homeownership gaps grew and expanded to higher income levels by 2023-24. In 2022 (the most recent year for which data are available), 77% of Grand Junction's renter households earned less than $75,000. Based on 2023 interest rates, these households required homes priced at or below $237,036. Only 9% of units sold in 2023 and 2024 YTD were priced at or below $237,036, leaving an affordability gap of -68% below $75,000. This translates to approximately 120% AMI for a 2-person household.

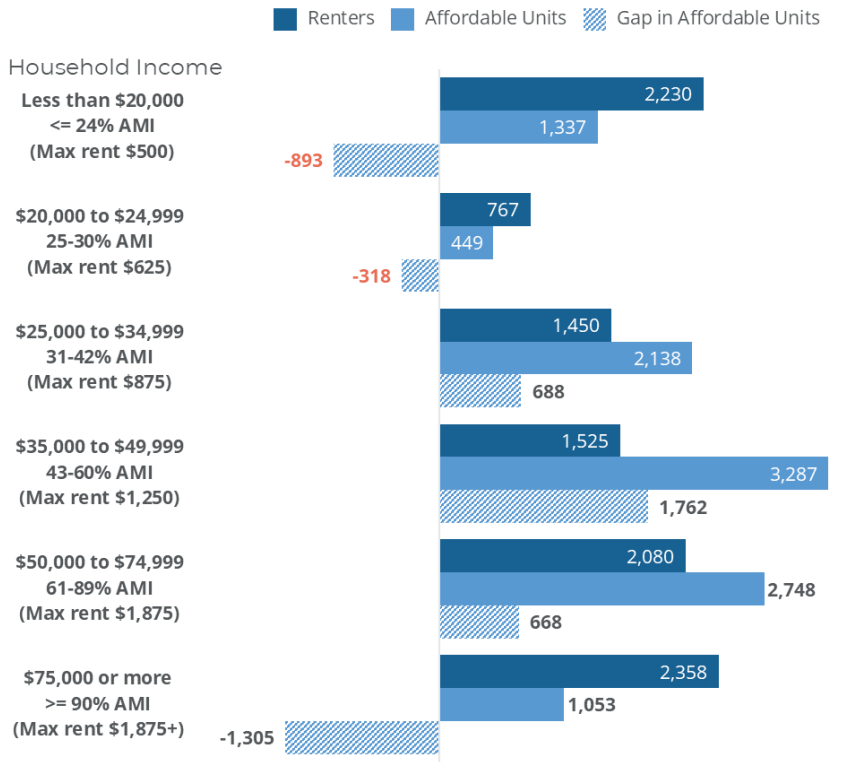
Figure 26.
Rental Affordability Gaps, 2019



Note: AMI ranges presented are based on 4-person 2019 HUD AMI limits.

Source: 5-year ACS and Root Policy Research.

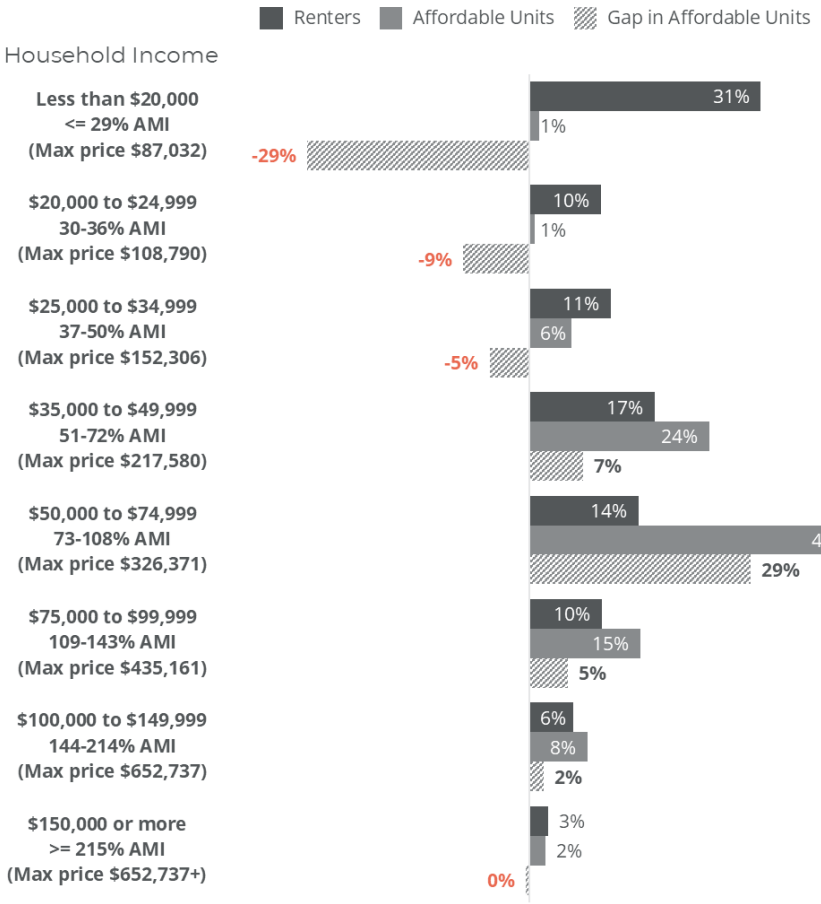
Figure 27.
Rental Affordability Gaps, 2022



Note: AMI ranges presented are based on 4-person 2022 HUD AMI limits.

Source: 5-year ACS and Root Policy Research.

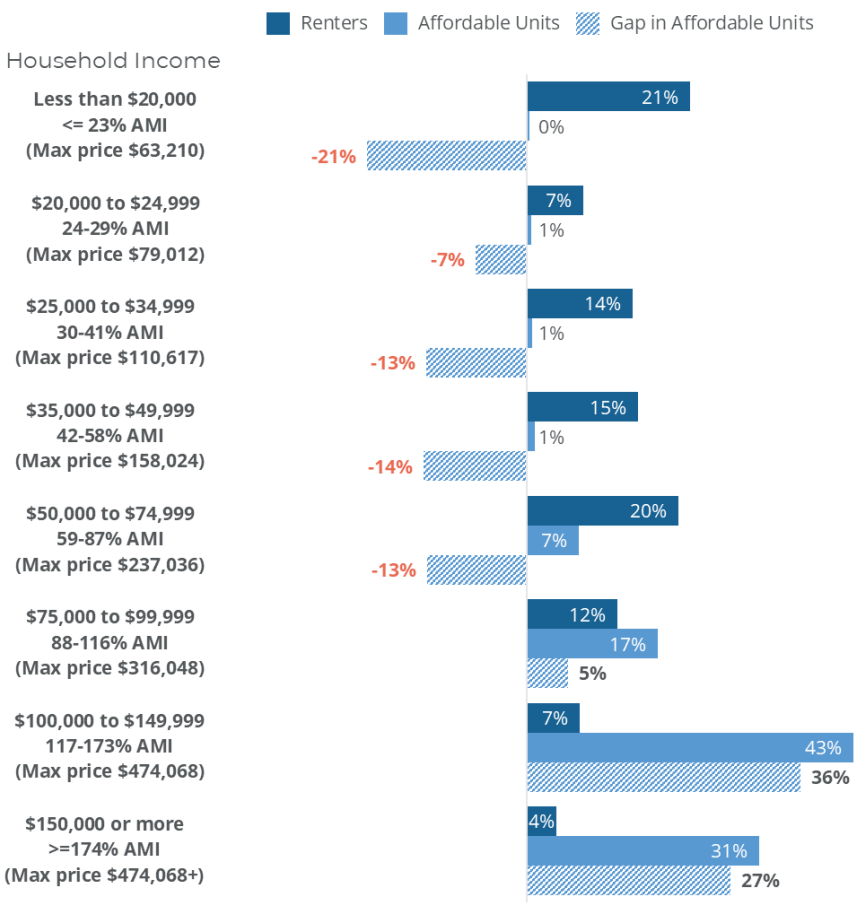
Figure 28.
For-Sale Affordability Gaps, Grand Junction, 2019



Note: Assumes a 30-year mortgage with 10% down at a 3.94% interest rate, with additional 25% of the monthly housing payment to property taxes, utilities, insurance, etc. AMI ranges presented are based on 4-person 2019 HUD AMI limits.

Source: MLS data (Bray Real Estate), 2019 5-year ACS, and Root Policy Research.

Figure 29.
For-Sale Affordability Gaps, Grand Junction, 2023-24 YTD



Note: Assumes a 30-year mortgage with 10% down at a 6.81% interest rate, with additional 25% of the monthly housing payment to property taxes, utilities, insurance, etc. AMI ranges presented are based on 4-person 2024 HUD AMI limits.

Source: MLS data (Bray Real Estate), 2022 5-year ACS, and Root Policy Research.

APPENDIX B.

Stakeholder Survey Responses

Root Policy Research
6741 E Colfax Ave, Denver, CO 80220
www.rootpolicy.com
970.880.1415

Appendix B

Grand Valley

Stakeholder Survey on Housing Strategies 2024

PREPARED FOR:

City of Grand Junction

UPDATED

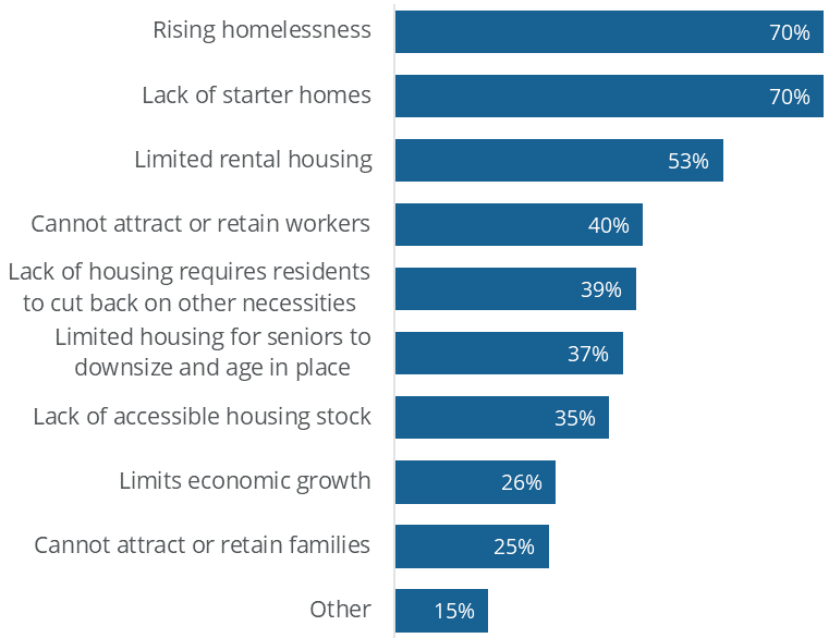
8/22/2024

This memo provides the results from the Stakeholder Survey conducted in support of Grand Junction's Housing Strategy Refresh.

APPENDIX B: STAKEHOLDER SURVEY RESPONSES

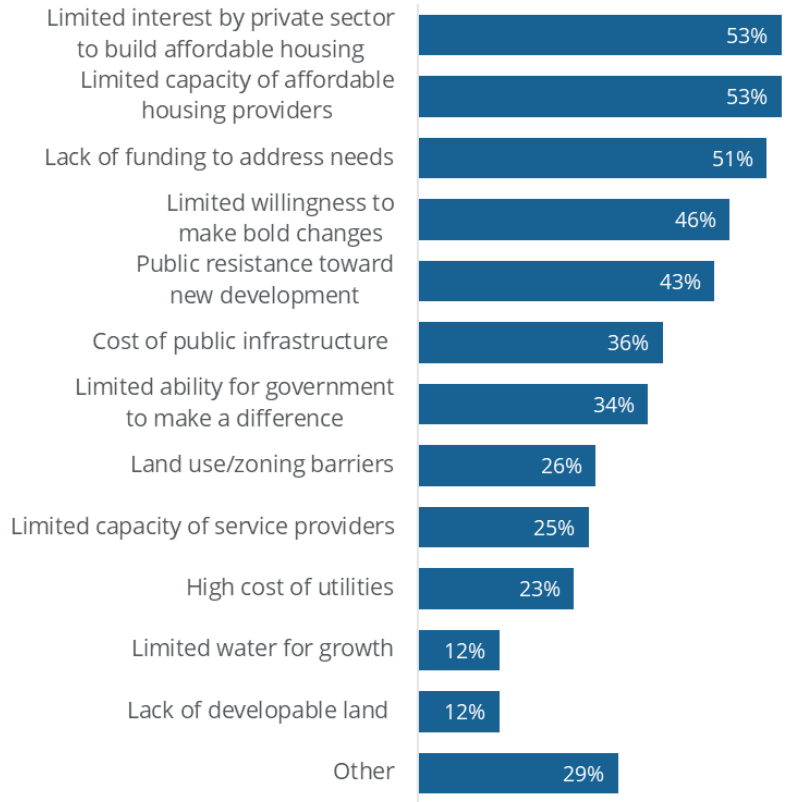
As part of the existing housing strategy review, Root surveyed local housing stakeholders including non-profit service providers, market-rate and affordable housing developers, and real estate professionals. Nearly 100 stakeholders responded and results are summarized in the following figures (response options have been shortened and paraphrased for formatting).

Figure 1. ***When you think about affordable housing challenges in Grand Junction, what concerns you the most? Check all that apply.***



Source: 2024 Housing Strategy Stakeholder Survey.

Figure 2. ***In your opinion, what are the greatest barriers to addressing housing needs in your community? Check all that apply.***

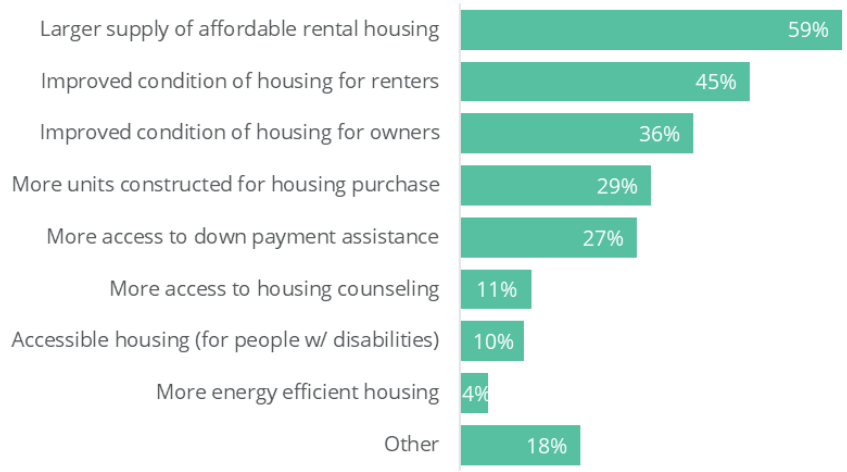


Other responses:
- General lack of affordable housing product
- Construction costs (incl. labor and materials)
- Regulatory barriers (e.g. regulatory costs/fees, lengthy/complicated process)
- Market factors (e.g. inflation, interest rate hikes)

Source: 2024 Housing Strategy Stakeholder Survey.

APPENDIX B: STAKEHOLDER SURVEY RESPONSES

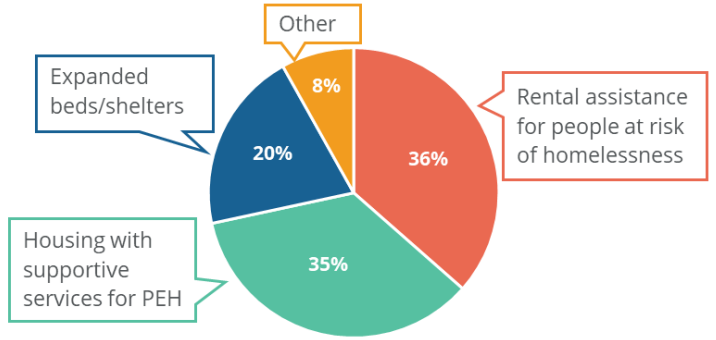
Figure 3. ***If you could pick up to 3 priority Housing outcomes from the investment of housing funds in Grand Junction, what would those be?***



Other responses:
- Housing/service solutions for unhoused (e.g. interim housing, emergency shelter, designated camping
- Fee assistance or fee reductions for developers
- Other incentives for developers
- Increased HUD voucher availability
- ADUs
- Greater home purchase affordability
- Options for pet ownership in multifamily units

Source: 2024 Housing Strategy Stakeholder Survey.

Figure 4. ***How would you prioritize the below-listed Homeless Assistance outcomes? (Top priority shown)***



Source: 2024 Housing Strategy Stakeholder Survey.

APPENDIX B: STAKEHOLDER SURVEY RESPONSES

Figure 5. ***Which existing housing strategies do you consider most important for the City to continue? (Select up to 3).***

Strategy	Description	Rank	% Resp. Prioritizing
Strategy 1	Participate in regional collaboration regarding housing/houselessness needs and services.	7	17%
Strategy 2	Adopt a local affordable housing goal.	3	34%
Strategy 3	Implement land code changes that facilitate housing development.	4	33%
Strategy 4	Encourage Accessory Dwelling Unit (ADU) Development.	10	14%
Strategy 5	Formalize existing incentives and consider additional incentives for affordable housing development.	1	40%
Strategy 6	Utilizing City owned land and/or acquire vacant or underutilized properties for Affordable and Mixed-Income Housing.	1	40%
Strategy 7	Create a dedicated funding source to address housing challenges.	5	23%
Strategy 8	Provide financial support to existing housing and houseless services and promote resident access to services.	6	21%
Strategy 9	Support acquisition/rehabilitation that creates or preserves affordable housing.	7	17%
Strategy 10	Consider implementation of an inclusionary housing/linkage fee ordinance.	13	1%
Strategy 11	Explore designation of an Urban Renewal Area (URA) and utilization of Tax Increment Financing for affordable housing.	7	17%
Strategy 12	Consider adoption of a voluntary rental registry program in conjunction with landlord incentives.	12	8%
Strategy 13	Provide community engagement and education opportunities to address housing challenges and promote community participation.	10	14%

Source: 2024 Housing Strategy Stakeholder Survey.

Are there housing programs or policies that you wish the City would explore or consider? (open ended)

- Housing-first approach
- Case management and supportive services
- Establish designated camping areas
- Develop tiny home communities
- More transitional housing
- Allow alternative occupancy arrangements (e.g., dorm-style living)
- Streamline development process
- Reduce development regulations
- Lower development fees
- Eliminate tier structure in redevelopment areas that favors big developers
- Support development of infrastructure
- Tax breaks to businesses paying livable wages
- Subsidize entry-level housing
- Develop mobile home parks and support resident ownership of parks
- Remove city fees on <80% AMI
- Public/private partnerships
- Modular housing
- Increase availability of vouchers

Source: 2024 Housing Strategy Stakeholder Survey

CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. xx-24

A RESOLUTION ADOPTING THE 2024 UPDATED HOUSING STRATEGY

RECITALS.

In 2019, Root Policy Research completed the Grand Valley Housing Needs Assessment. In 2021, they collaborated with the City of Grand Junction staff and local stakeholders to draft the City's first Housing Strategy. This strategy originally included 12 strategies, with a 13th added in 2023. Ten of these strategies were prioritized for action within two years. Given the City's progress, the availability of new state and federal resources, and changing market conditions, the City re-engaged Root Policy to refresh housing data and provide a comprehensive update to the housing strategy.

During the June 17, 2024, City Council Workshop, Staff and Root Policy provided an update on local housing market changes and data, sought the City Council's feedback on evaluating progress on current housing strategies, assessed accomplishments and outcomes, and explored opportunities to refine existing strategies or introduce new ones, including potential funding resources. The City Council discussed these efforts in detail. In July 2024, as part of the ongoing review of the housing strategy, Root Policy surveyed local housing stakeholders, including non-profit service providers, market-rate and affordable housing developers, and real estate professionals. Nearly 100 stakeholders responded. Insights from these surveys were used to develop preliminary recommendations for refining the housing strategy.

On September 3, 2024, Root Policy and City staff hosted a public meeting to present a broad overview of these preliminary recommendations. Approximately 23 individuals attended, asking questions related to housing initiatives and providing feedback on the preliminary strategies. Another meeting was held on September 4, 2024, with approximately 30 housing and development stakeholders to gather further input. Feedback was incorporated into the document.

On September 16, 2024, Root Policy presented an overview of housing data, and presented recommendations for refining the City's Housing Strategy, and gathered the Council's feedback and strategy recommendations to incorporate into the final document. The 2024 Updated Housing Strategy provides an integrated approach to generate resources for affordable housing development, preservation and services, support development of new affordable and attainable housing units, preserve existing units, and increase access to resident services through partnerships, funding, and program development.

NOW, THEREFORE, BE IT RESOLVED THAT:
In consideration of the foregoing Recitals, the attached *2024 Updated Housing Strategy* is hereby adopted and approved as generally and specifically provided therein all in accordance with and for the purposes stated in the Resolution.

Dated the 16th day of October 2024.

_____
Abram Herman
President of the City Council

ATTEST:

_____
Selestina Sandoval
City Clerk

DRAFT