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**PLANNING COMMISSION AGENDA  
IN-PERSON/VIRTUAL HYBRID MEETING  
CITY HALL AUDITORIUM, 250 N 5<sup>th</sup> STREET  
TUESDAY, OCTOBER 22, 2024 - 5:30 PM  
*Attend virtually: [bit.ly/GJ-PC-10-22-24](https://bit.ly/GJ-PC-10-22-24)***

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**Call to Order - 5:30 PM**

**Consent Agenda**

1. Minutes of Previous Meeting(s)

**Regular Agenda**

1. Consider a Request by the City of Grand Junction (City) to Approve Amendments to Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) including Chapter 31.04 Comprehensive Plan and Chapter 31.08, and Title 31 Grand Junction Circulation Plan (Circulation Plan).

**Other Business**

**Adjournment**

**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**

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**1. Approval of Minutes**

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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**

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**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](http://www.GJSpeaks.org).*

There were no public comments.

*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**

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### **ADJOURNMENT**

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Commissioner Ehlers moved to adjourn the meeting.

*The vote to adjourn was 6-0.*

The meeting adjourned at 5:47 p.m.



## Grand Junction Planning Commission

### Regular Session

Item #1.

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

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### Information

#### **SUBJECT:**

Consider a Request by the City of Grand Junction (City) to Approve Amendments to Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) including Chapter 31.04 Comprehensive Plan and Chapter 31.08, and Title 31 Grand Junction Circulation Plan (Circulation Plan).

#### **RECOMMENDATION:**

Staff recommends Approval.

#### **EXECUTIVE SUMMARY:**

The City of Grand Junction's and Mesa County's planners, engineers and traffic experts formed a technical advisory committee to take a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB) and areas outside. This item proposes amendments to the Circulation Plan's Street Plan Functional Classification Map. Any approved changes to the map will update the Street Plan Functional Classification Map adopted in 2018 and as amended. The 2018 map found on page 35 and page 105 of the Comprehensive Plan will then be replaced with the 2024 Street Plan Functional Classification Map.

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

The Circulation Plan, Chapter 31.08:

1. defines the community's view of its future transportation network within the UDB,
2. provides strategies and policies the community can implement to achieve it,
3. accommodates future population and development growth
4. serves as a guide for public and private development decisions within the planning area, and
5. is a tool for managing community change to achieve the desired quality of life.



The Street Plan Functional Classification Map is part of the Circulation Plan adopted in 2018. The Circulation Plan states that “the Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary. Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions....” It also states that unclassified roads are important for neighborhood circulation, and they establish general locations for these important future local streets in undeveloped areas.

The City of Grand Junction’s and Mesa County’s planners, engineers and traffic experts worked jointly and cooperatively to prepare revisions to the Circulation Plan’s Street Plan Functional Classification Map, taking a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB). From this analysis there are 31 proposed amendments to the Circulation Plan’s Streets Plan Functional Classification Map.

The Community’s view of its future transportation network is largely analyzed by city and county engineers and practitioners that view daily traffic conditions, field calls from the public regarding traffic issues, research best practices from other communities and model future traffic growth through a travel demand model that considers existing travel conditions, levels of service and projected changes to corridors for collector and arterial roadways. Future land use density and intensity from the City’s 2020 One Grand Junction Comprehensive Plan is included in the model. The travel demand model provides data projecting future traffic conditions for collectors and arterial roads, currently out to 2050. The public input comes from the phone calls, conversations and emails received by staff as well as the traffic studies from new developments that analyze proposed developments and their impacts to existing roadways. As part of the public process the public will have the opportunity to participate in an online public forum and comment via GJSpeaks and the public hearings before Planning Commission and City Council when these changes are considered for adoption.

In 2024 the City and County began the review process of reviewing the Circulation Plan’s Street Plan Functional Classification Map and prepared amendments to the map for adoption. During this update, the 2018 Circulation Plan Street Plan Functional Classification Map has been reviewed and determined that it needs 31 updates.

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” In order to implement this principle, goal, and strategy, the technical advisory committee reviewed functional classifications of all roadways, particularly studying whether existing street classifications meet the long-range travel needs within the UDB for all road users and determining which corridors or corridor segments need updating.

**STREET PLAN FUNCTIONAL CLASSIFICATION PLAN ANALYSIS**

The 2018 Circulation Plan Street Plan Functional Classification Map has been reviewed

and determined that it needs 31 updates, including changes in classification and/or changes in roadway segment length and/or roadway location. Fifteen corridors are being assigned to a lower classification, two corridors are being upgraded to a higher classification, two new corridors added to the map, and twelve corridors are remaining the same classification as they currently are, but location changes and/or segment length changes are proposed. There are five corridors with segments located completely or partially outside the UDB and are Mesa County roadways. Mesa County has been involved with this planning effort and will utilize this same list for changes to the County's Street Functional Classification Plan.

There are 10 roadway segments that are proposed to be downgraded to an "Unclassified" roadway. Two of these 10 segments will change the requirements for road improvements born by the developer from current development standards. The development may be required to provide additional street improvements beyond minimum access standards that are required and generally seen in the additional costs for curb, gutter and sidewalk improvements. The two segments include Roadway Segments No.19 and No. 24.

Roadway Segment No. 19 is F 1/2 Road from 26 Road to 26 1/2 Road. The road is currently a "farm to market" road with borrow ditches on each side and no curb, gutter and sidewalk. It is also an Active Transportation Corridor. Future development along this corridor may be required to share in the costs for these further urban improvements as an unclassified roadway.

Roadway Segment No. 24 is C 3/4 Road between Indian Road and 28 Road. The area is zoned and shown on the Comprehensive Plan Land Use Map as Industrial. The street section should be Local Industrial to provide the needed width and improvements for industrial areas. The downgrading from Minor Collector to Unclassified provides for the street section to be the Industrial Street section as required in the City's Engineering Design Standards (TEDS). This change does increase the costs for road improvements by the developer from current requirements as a Minor Collector. In addition to the costs for minimum access standards, the construction of a curb, gutter and sidewalk would be required.

Furthermore, the Comprehensive Plan contemplates and provides that the Circulation Plan be maintained and regularly updated and is an element of the Comprehensive Plan and is reviewed with the Comprehensive Plan for vision and policy direction for development within the Urban Development Boundary (UDB) planning area. This review ensures that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and future neighborhoods.

**PROPOSED AMENDMENTS**

The specific elements of GJMC Title 31, the Comprehensive Plan proposed to be amended are as follows:

- A. Chapter 31.08.080(c)

Incorporate the list of 31 roadway segments added to or changed on the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Chapter 31.08.150 Appendix A – Maps

Repeal and replace (c) Figure 3 - Street Plan - Functional Classification Map

B. Chapter 31.04.010

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 105 in Appendix B

## 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 (ZDC). Public notice of the proposed Comprehensive Plan Amendment was published in the Grand Junction Daily Sentinel on October 13, 2024, satisfying the requirement for 7 days' notice provided in ZDC Table 21.02-4. As the proposal affects more than 5 percent of the city, no property sign or mailed notice are required. The item was scheduled for hearing and consideration at the October 22, 2024 regular meeting of the Planning Commission. The agenda for this meeting was published more than 48 hours prior to the meeting.

### Circulation Plan Amendment

A. Chapter 31.08.080(c)

Incorporate the list of 31 roadway segments added to or changed on the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Chapter 31.08.150 Appendix A – Maps

Repeal and replace (c) Figure 3 - Street Plan - Functional Classification Map

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 105 in Appendix B

The criteria for Circulation Plan Amendment review are set forth in Section 21.02.050(e)(4)(iv) of the Zoning and Development Code, which provides that the Planning Commission and City Council shall review a Circulation Plan Amendment request in light of the following criteria:

(A) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for; or

The street network within the Urban Development Boundary is made up of a hierarchy of streets from local unclassified roads to Collector roads to Arterial roads. The hierarchy is further defined by the existing and projected future traffic and how the roadway functions for the various users traveling through the corridor from other places in the UDB and roadway users from property development along the corridor. This analysis of need is not stagnant and sometimes needs to be readjusted creating change to the street plan functional classifications. How the corridor develops in intensity and density of development along with the development of attractions which increase traffic demand of using the corridor and by through traffic all affect how the corridor should be classified. The city has historically updated the Functional Street Classification Plan every 5 to 10 years. It was last updated in 2018 and previously updated in 2010 following the adoption of the 2010 Comprehensive Plan. In the 1990's it was called the Major Street Plan, and the transportation plan consisted of a functional classification map. Since it became part of a larger and more comprehensive transportation plan in the Circulation Plan.

Since the last update to the Street Plan Functional Classification Plan in 2018 there has been an increase in population of Grand Junction and surrounding areas as well as new residential and nonresidential development constructed that has affected the road network of the community. Actual growth has modified traffic patterns and the potential needs for a corridor or at least corridor segments have been affected. These have resulted in the proposed changes which include 31 updates consisting of changes in classification and/or changes in roadway segment length and/or roadway location. Seventeen corridors are being assigned to a lower classification, three corridors are being upgraded to a higher classification, nine corridors are remaining the same classification they currently are, but location changes and/or segment length changes are proposed, and two corridors are being added to the map, but only that portion that is located within the UDB for one of them. There are eight corridors with segments or portions of segments located outside the UDB and are Mesa County roadways.

All of these do not justify this criterion that there was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for.

Therefore, staff finds that this criterion has not been met.

(B) Subsequent events have invalidated the original premises and findings;

As discussed under Criterion A, although growth has been expected since 2018, where and how that growth would directly impact the community was only estimated. Actual growth has modified traffic patterns and the potential needs for a corridor or in some cases only segments within that corridor. In addition, the State of Colorado has established access control plans that affect some of the roadway segments that are being amended.

The proposed roadway segments being revised due to a better location and alignment

or a decrease in traffic demand for the roadway segment and/or providing better and more efficient connectivity include map segment numbers 1, 2, 6, 7, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24, 26, 27, 28, 29, and 30. Roadway segments that are affected by the Colorado Department of Transportation roads and their State access control plans include roadway segment numbers 8, 9, 10, and 11. The Planned Development (PD) known as Redlands 360 near South Broadway and 23 Road includes three roadway segments, numbers 3, 4 and 5. These segments follow along the adopted Outline Development Plan's roadways approved since 2018. Roadway segment number 23 is new and is the result of the CDOT closure of the B ½ Road eastbound ramp on Highway 50 and segment number 20 is removing the continuation of Horizon Dive to N. 1st Street with the development of Juniper Ridge School constructed in that corridor since 2018. Roadway segment number 25 is proposed to be changed to a Major Collector due to the increase in traffic anticipated from the increase in density the 2020 One Grand Junction Comprehensive Plan added to the area the roadway serves. Finally, roadway segment number 31 is the North Parkway, a corridor that is being mapped now, but not anticipated for construction for many years to come.

Attached to the staff report is a list of changes to the map which further describes the reasons of each roadway segment change. These roadway segments were ultimately not fully accounted for resulting in the proposed changes. The proposed changes to the Circulation Plan's Street Plan Functional Classification Map are the result of subsequent events invalidating the original premises and findings.

Therefore, staff finds that this criterion is met.

(C) The character and/or condition of the area have changed enough that the amendment is acceptable;

As discussed under Criterion A, the street network within the Urban Development Boundary is made up of a hierarchy of streets from local unclassified roads to Collectors to Arterial roads. The hierarchy is further defined by the existing and projected future traffic and how the roadway functions for the various users traveling through the corridor from other places in the UDB and roadway users from property development along the corridor. This analysis of need is not stagnant and sometimes needs to be readjusted creating change to the street plan functional classifications. How the corridor develops in intensity and density of development along with the development of attractions which increase traffic demand of using the corridor and by through traffic all affect how the corridor should be classified. The proposed changes to the Circulation Plan are the result of changes to the character and condition of the area and therefore the amendment is found acceptable.

Therefore, staff finds that this criterion is met.

(D) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;

The Circulation Plan is a tool for managing community change to achieve the desired quality of life and accommodates future population and development growth. It also serves as a guide for public and private development decisions within the planning area. Establishing the most appropriate street classification for each affected roadway segment therefore benefits the community.

Therefore, staff finds that this criterion is met.

(E) The change will facilitate safe and efficient access for all modes of transportation; and

Each roadway classification as defined below is followed when analyzing the street network of the community. Through the City's adopted Transportation Engineering Design Standards (TEDS) manual each roadway classification is designed with all modes of travel accommodated including pedestrian, bicycle, transit and vehicular travel. Local streets and collector streets provide the best access to area businesses and residential areas, with local streets being preferred for direct access to individual houses.

- Principal Arterials carry a large volume of local traffic at a generally higher speed. Access is controlled and they connect collector streets.
- Minor Arterials have a little more access, carry less volume, have slower speeds but trips on Minor Arterials are shorter just a couple of miles, not across town.
- Collector Street allows more access to adjacent properties, has moderate capacity, and lower speeds. They are below arterial streets in terms of speed and capacity, but higher in terms of access. They connect local streets and convey traffic to arterial streets.
- Unclassified (Local) streets provide the highest access to adjacent properties such as houses, apartments, and commercial properties. They lead to collector streets. These changes will facilitate safe and efficient access for all modes of transportation.

Therefore, staff finds that this criterion is met.

(F) The change furthers the goals for circulation and interconnectivity.

In similar ways as what was listed under Criterion E above, the hierarchy of street classifications from unclassified to Collector to Arterial streets, circulation and interconnectivity is achieved. Unclassified local streets connect to Collector streets and Collector streets connect to Arterial streets providing the transportation circulation within the community and interconnecting the various neighborhoods together and those neighborhoods with non-residential land uses where commercial development is constructed that serves the residential community.

Therefore, staff finds that this criterion is met.

#### Comprehensive Plan Amendment

##### B. Chapter 31.04.010

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 103 in Appendix B.

Amending the One Grand Junction Comprehensive Plan by amending the Street Plan Functional Classification map of the Grand Junction Circulation Plan (Ordinance 4808), Title 31 of the Grand Junction Municipal Code (GJMC). 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

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” With the proposed changes to the Circulation Plan Streets Plan Functional Classification Map, page 35 and page 105 of the Comprehensive Plan will be obsolete and need to be replaced to be consistent with the Circulation Plan. See criteria for Circulation Plan as to why a proposed amendment is needed.

Therefore, staff finds that this criterion is met.

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

The Comprehensive Plan contemplates and provides that the Circulation Plan be maintained and regularly updated and be reviewed with the Comprehensive Plan for vision and policy direction for development within the Urban Development Boundary (UDB) planning area. This review ensures that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and future neighborhoods. It ensures that the proper road classification is being used for community roadways and therefore appropriate road widths are being obtained with new development and new construction is building the right sized roadways to meet community needs.

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 information and in this case a map found on page 35 and 105 that maintains consistency between both the adopted Circulation Plan and the Comprehensive Plan 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.

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” The information’s purpose and relationship to the rest of the Comprehensive Plan is clarified by inclusion in the text of the Comprehensive Plan and in this case page 35 and page 105 of the Comprehensive Plan.

Therefore, staff finds that this criterion is met.

#### FINDINGS OF FACT AND STAFF RECOMMENDATION

After reviewing the proposed amendment to Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04 and Chapter 31.08 Grand Junction Circulation Plan, specifically 31.08.080(c), the following findings of fact have been made:

1. The proposed amendment to Title 31, Chapter 31.08.080(c) and 31.08.080.150 Appendix A satisfies the review criteria for amendment to the Circulation Plan set forth in Section 21.02.050(e)(4)(iv) of the Zoning and Development Code.

NOTE: On the request for a Repeal and Replace the Street Plan Functional Classification Map found on page 35 and page 105 of the Comprehensive Plan, if the amendments to Chapter 31.08 are approved, the following findings of fact have been made:

2. 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.

#### **SUGGESTED MOTION:**

Two separate motions (Motion 2 as written cannot be approved without approval of Motion 1)

Motion 1: Mr. Chairman, on the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.08 Grand Junction Circulation Plan, specifically 31.08.080(c) and 31.08.080.150 Appendix A, City file number CPA-2024-583, 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.

Motion 2: Mr. Chairman, on the request to amend Title 31 One Grand Junction



Comprehensive Plan including Chapter 31.04, City file number CPA-2024-583, 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.

**Attachments**

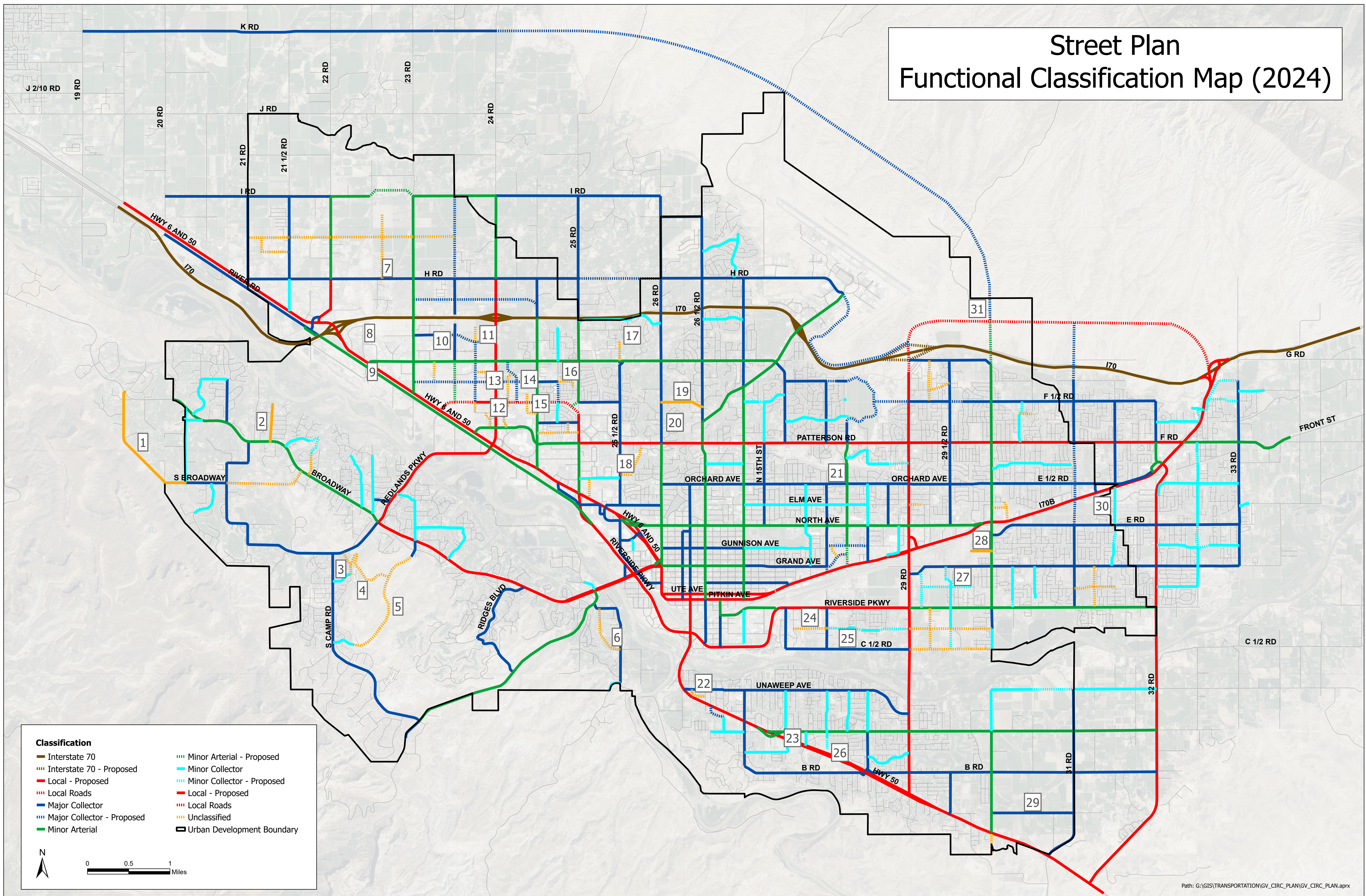
- 1. List - Changes to Functional Classification Map
- 2. New Classifications 2024 (labeled)
- 3. New Classifications 2024
- 4. Circulation Plan Ordinance - 2024 v3

Roadway Segment No.	Roadway Section	Current Classification	New Classification	Road Segment Outside UDB	Section includes an ATC?	Reasons for the Roadway Segment Change	Adds Potential Cost and/or Cost Savings to Developer?
1	S. Broadway, west of 20 Road	Minor Collector	Unclassified	Yes - All	Yes	In the County. Functions as a local road providing access to large lot residential.	No, already developed as a County rural road, outside urban area
2	Panorama Drive north of Broadway	Minor Collector	Unclassified		No	Less than 1/2 mile long, built a long time ago. Two other accesses to Broadway. Little to no future development expected.	No, neighborhood already developed.
3	Athens Way - Renaissance Blvd extension to the east - change to go north to S. Broadway and remove section east of Athens Way	Unclassified	Unclassified		Partial	Part of Redlands 360 Development plan.	Developer responsibility. Part of Metro District IGA.
4	Redlands 360 Street - From South Broadway near South camp Road east to Roadway Segment No. 5	Unclassified	Unclassified		No	Part of Redlands 360 Development plan.	Developer responsibility. Part of Metro District IGA.
5	Redlands 360 Street - revise to show corridor to connect Canyon Rim Drive to the proposed roundabout near 23 Road then north to 23 Road.	Unclassified	Unclassified		Yes	Part of Redlands 360 Development plan. Corridor begins at proposed round-about and heads south to Canyon Rim Drive.	Developer responsibility. Part of Metro District IGA.
6	25 1/4 Rd (D Road to Rosevale) - Collector is not needed, move intersection with Rosevale Rd to location north of canal	Major Collector	Unclassified		No	ROW mostly exist within this corridor, but not constructed. Moving corridor to align with C 1/2 Road on north side of canal, which eliminates an additional canal crossing. Rosevale Road is the Collector Road for this neighborhood.	ROW dedication reduced by 14'. No longer cost for bridge across canal.
7	H Road from 22 Rd to Horizon Drive	Principal Arterial	Major Collector	Yes - Portion	Partial	Discontinuous from 25 Road to about 25 3/4 Road. There are many N-S collectors it connects too. Parallel to I-70 about 1/2 mile to the South. Attractions are located to the south. Even if continuous, travelers would not travel miles E-W to get to a destination that is south.	No additional cost. ROW dedication is reduced.
8	Scarlet Drive and Colex Drive - remove as Collector and change G Road to Minor Arterial with a Florida T intersection at I-70B	Major Collector	Unclassified		No	The CDOT access control plan will be changing to connect G at I70B where it was slated to be closed. Colex/Scarlet Dr. loop is no longer needed.	No, already developed.
9	G Road from Colex to I-70 B	Unclassified	Minor Arterial		No	The CDOT access control plan will be changing to connect G at I70B. G Road therefore needs to stay a minor arterial to I70B.	Will be a city responsibility.
10	23 1/2 Road north of G Rd to I-70	Minor Arterial	Major Collector		No	Won't cross I70. Only 1/2 mile long to collector traffic from residential and commercial developments to G Road.	No additional cost. ROW dedication is reduced.
11	23 3/4 Road north of G 1/4 Road	Major Collector	Unclassified		No	Dead end road into future development. Doesn't provide cross-connectivity.	ROW dedication reduced. Commercial development traffic volume will require local street section.
12	Rae Lynn St - remove section north of Leland Av	Unclassified	Unclassified		No	Map change to reroute local street to provide more logical connection to F 1/2 Road (Four Canyons) parkway.	No change
13	Market St from F 3/4 to G Rd - curve Market St to the NE south of creek	Unclassified	Unclassified		No	Trying to provide clarity to the street network for future development.	No change
14	24 1/4 Road from F 3/4 to G - curve 24 1/4 Rd to the NW across creek. Remove old location to G Road	Major Collector	Major Collector		No	Trying to provide clarity to the street network for future development. Moving it minimizes Leach Creek constraints at G Road.	No change
15	F 3/8 Road west of 24 1/2 Road - curve F 3/8 Rd north to F 1/2 Rd. Remove old location to Parkway	Unclassified	Unclassified		No	Map change to reroute local street to provide more logical connection to F 1/2 Road (Four Canyons) parkway.	No change
16	Copper Crest Dr. north of Abas - remove connection to G Rd	Major Collector	Unclassified		No	Connection to G Road has been routed into Founders Colony and a park dedicated between it and Leach Creek. The connection to G Road was eliminated because 1/4 mile crossing spacing concerns on G Road.	No. Included in Founders Colony Subdivision design to provide access to single family lots and city park.
17	25 1/2 Road - remove from Chapman Dr to G 3/8 Rd	Unclassified	Unclassified		No	Connection to G 3/8 rerouted through Aspen Valley Estates North and this connection is not needed.	No change
18	25 3/4 Rd - revise to go west at Monument Little League to 25 1/2 Rd	Unclassified	Unclassified		Partial	Rerouted to better align with future development. Church/school development made it infeasible as currently shown.	No change
19	F 1/2 Road from 26 to 26 1/2	Major Collector	Unclassified		Yes	Short segment, low density development, will never function as a collector.	Yes, but may be an improvement district with City cost share.
20	Horizon Place - remove from Community Ln to 26 Rd	Unclassified	Unclassified		No	Charter school construction eliminated this alignment. Decision was made to cross Ranchmens Ditch and connect to 7th Street and also to Patterson. Bike path will remain along Ranchmens Ditch.	No, deleted street.
21	Orchard Av from 28 Rd to 28 1/4 Rd	Minor Arterial	Major Collector		Yes	With the connect of 28 1/4 Road to I70B, the major traffic flow will transfer to 28 1/4 Road, from 28 Road, making this segment a collector like the rest of Orchard.	No, already built.
22	Minor Collector from Unawep Ave to Aspen St	Minor Collector	Unclassified		No	Not enough intensity to warrant a collector. Short distance to Unawep and Aspen.	ROW dedication reduced. No additional costs since the City would have paid for upsizing.
23	27 3/4 Rd from B 1/2 Rd to US Hwy 50	None	Minor Collector		Yes	Existing street transfers significant traffic from B 1/2 Road to the signal on Hwy 50 and already functions as a minor collector.	No, already built.
24	C 3/4 Road from Indian Rd to 28 Rd	Minor Collector	Unclassified		No	Short section serving local industrial land uses. Will be a future industrial street network built with development.	Yes, currently only minimum access would be required for construction, with new change the curb and attached sidewalk would also be required. Currently no street exists.
25	C 1/2 Road from 27 1/2 Rd to 29 Rd	Minor Collector	Major Collector		Yes	Increased density (from large lot residential to multi-family) in the 2020 comp plan will intensify uses creating the need for a collector street.	No change
26	28 Rd from Frontage Rd to Hwy 50 - remove section	Minor Collector	Minor Collector		No	Correcting a mistake. Connecting to the frontage road instead of the highway.	No change
27	D 1/2 Road from 29 Rd to 32 Rd	Minor Arterial	Major Collector	Yes - Portion	Yes	D Road is serving as the minor arterial for Pear Park. Parallel minor arterials 1/2 Mile apart is redundant.	ROW dedication increased. No additional costs since the City will pay for upsizing.
28	Gunnison Ave just west of 30 Rd	Minor Collector	Unclassified		No	Short section of street serving industrial uses. Local industrial street with future development.	No. Most, if not all lots, will be excluded from street improvements.
29	A 1/2 Road from 30 Rd to 31 Rd	Minor Arterial	Major Collector		No	Only one mile long. Traffic can't travel very far, thus it doesn't meet the minor arterial definition.	ROW dedication increased. No additional costs since the City will pay for upsizing.
30	31 1/2 Rd from E Road to I-70B - extend corridor to I-70B	Minor Collector	Minor Collector	Yes - all	Yes	Correcting a mistake. Connecting to I70B instead of the railroad tracks.	No change
31	North Parkway - K Road from 21 Rd east to North side of Airport south and east to 29 Road - only portion along 30 Rd within UDB added	None	Major Collector	Yes - Portion	No	Future corridor identified for long range planning purposes.	TBD

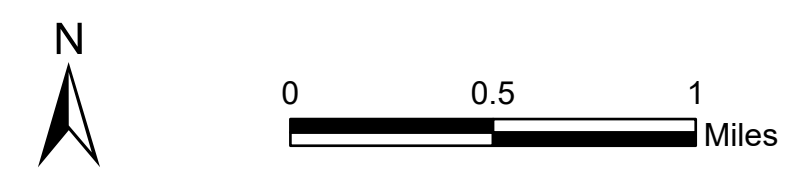
Update 10/15/24



# Street Plan Functional Classification Map (2024)

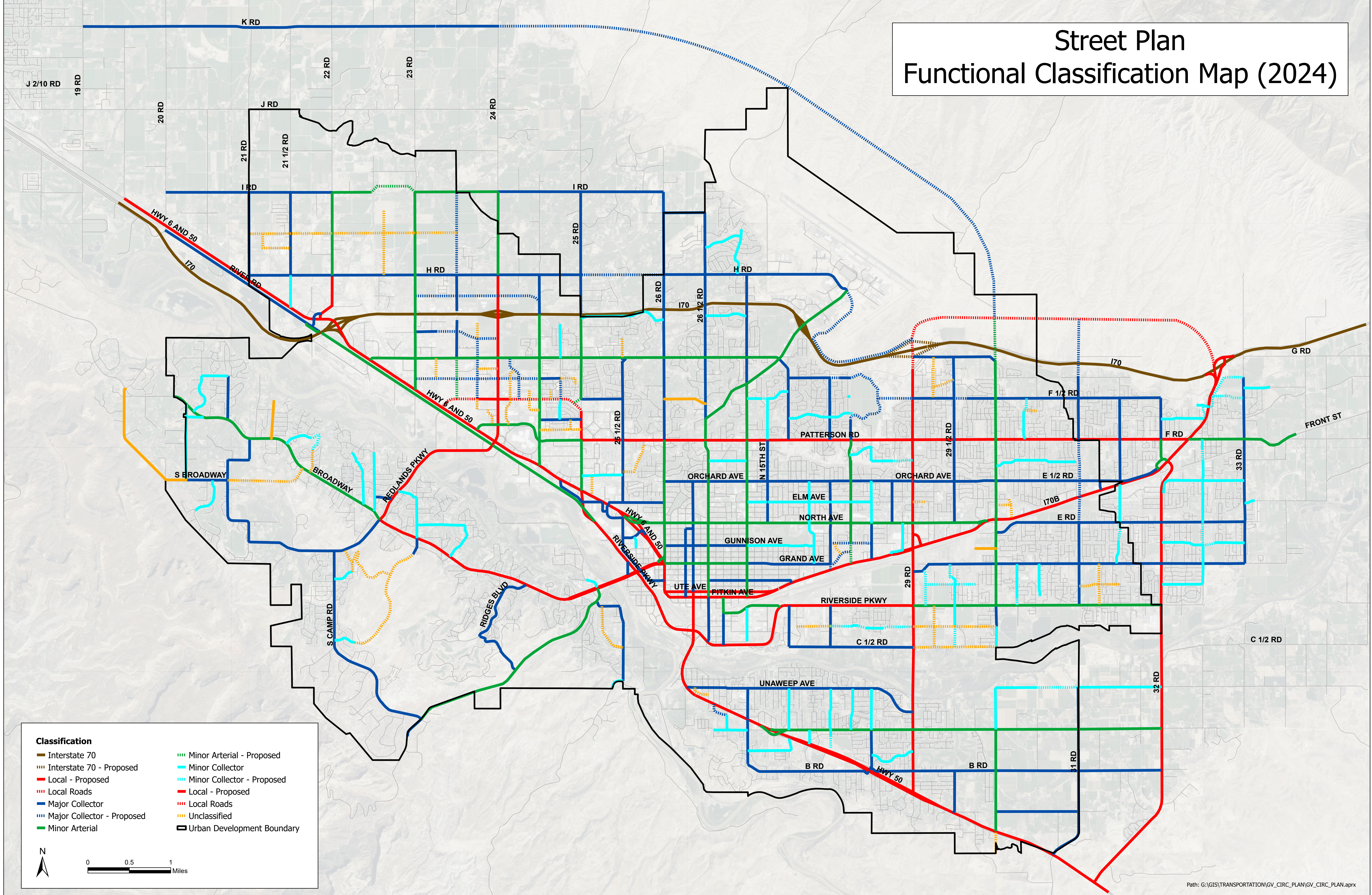


- Classification**
- Interstate 70
  - - - Interstate 70 - Proposed
  - Local - Proposed
  - - - Local Roads
  - Major Collector
  - - - Major Collector - Proposed
  - Minor Arterial
  - - - Minor Arterial - Proposed
  - Minor Collector
  - - - Minor Collector - Proposed
  - - - Local - Proposed
  - - - Local Roads
  - - - Unclassified
  - Urban Development Boundary

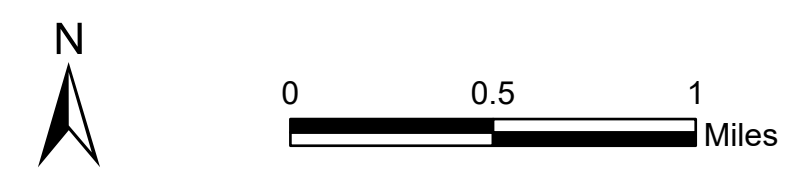




# Street Plan Functional Classification Map (2024)



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  - - - Unclassified
  - Urban Development Boundary





**CITY OF GRAND JUNCTION, COLORADO  
ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY AMENDING THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP OF THE GRAND JUNCTION CIRCULATION PLAN (CIRCULATION PLAN) (ORDINANCE 4808), TITLE 31 OF THE GRAND JUNCTION MUNICIPAL CODE (GJMC) AND TO REPEAL AND REPLACE FIGURE 3 IN CHAPTER 31.08.150 APPENDIX A.**

**AND TO REPEAL AND REPLACE THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP FOUND ON PAGE 35 OF THE ONE GRAND JUNCTION COMPREHENSIVE PLAN, CHAPTER 2, PLAN PRINCIPLE 6 AND REPEAL AND REPLACE THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP FOUND ON PAGE 105 OF THE ONE GRAND JUNCTION COMPREHENSIVE PLAN APPENDIX B (ORDINANCE NO. 4971).**

Recitals:

The City of Grand Junction's and Mesa County's planners, engineers and traffic experts worked jointly and cooperatively to prepare revisions to the Circulation Plan's Street Plan Functional Classification Map, taking a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB).

The Circulation Plan, Title 31, Chapter 31.08:

1. defines the community's view of its future transportation network within the UDB,
2. provides strategies and policies the community can implement to achieve it,
3. accommodates future population and development growth
4. serves as a guide for public and private development decisions within the planning area, and
5. is a tool for managing community change to achieve the desired quality of life.

The Street Plan Functional Classification Map is part of the Circulation Plan adopted in 2018. The Circulation Plan states that the Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary. Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions. It also states unclassified roads are important for neighborhood circulation and they establish general locations for these important future local streets in undeveloped areas.

On July 18, 2018, the Grand Junction City Council adopted Ordinance 4808. That Ordinance approved the *Grand Junction Circulation Plan* and adopted the plan as part

of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

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

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

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

In 2024 the City began the review process of the Circulation Plan and is preparing amendments for adoption in 2024. During this update, the 2018 *Circulation Plan* Street Plan Functional Classification Map has been reviewed and determined that it needs 31 updates including changes in classification and/or changes in roadway segment length and/or roadway location. Sixteen corridors are being assigned to a lower classification, four corridors are being upgraded to a higher classification, ten corridors are remaining the same classification they currently are, but location changes and/or segment length changes are proposed, and one corridor is being added to the map, but only that portion that is located within the UDB. There are eight corridors with segments or portions of segments located outside the UDB and identified as Mesa County roadways.

The Planning Commission reviewed and considered the amendments to the Circulation Plan and One Grand Junction Comprehensive Plan in a public hearing on October 13, 2024, found and determined that it satisfies the criteria in 21.02.050(e)(4)(iii) and 21.02.050(e)(4)(iv) of the Zoning and Development Code and is consistent with the purpose and intent of the *Comprehensive Plan*, and recommended adoption of the amendments to the Plan.

The City Council has reviewed and considered amendments to the Circulation Plan and One Grand Junction Comprehensive Plan and determined that it satisfied the criteria in 21.02.050(e)(4)(iii) and 21.02.050(e)(4)(iv) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan.

After due consideration the City Planning Commission and City staff recommend that the City Council amend the *One Grand Junction Comprehensive Plan* to repeal and replace the 2018 version of the Street Plan Functional Classification Map with the 2024 version of the Street Plan Functional Classification Map of the Circulation Plan, within the Comprehensive Plan amending Ordinance No. 4808 and Ordinance No. 4971.

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

In consideration of and with the adoption of the foregoing Recitals the following amendments are made to the *Comprehensive Plan*:

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

A. Chapter 31.08.080(c) and Chapter 31.08.150 Appendix A - Maps

Exhibit A-1 attached hereto and incorporated herein including a list of 31 roadway segments added to or changed and incorporated into the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Exhibit A-1 attached hereto and incorporated herein including repeal and replace Chapter 31.08.150 Appendix A - Maps subsection (c) Figure 3 – Street Plan – Functional Classification Map (2024).

B. Chapter 31.04.010

Exhibit B-1 attached hereto and incorporated herein including the revised Street Functional Classification Map to repeal and replace the 2018 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map found on page 105 of the One Grand Junction Comprehensive Plan Appendix B with the revised Street Plan Functional Classification Map (2024).

The full text of this Ordinance, including the attached text of the Circulation Plan and One Grand Junction Comprehensive Plan, shall, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter and ordinances of the City.

**INTRODUCED** on first reading the \_\_\_ 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

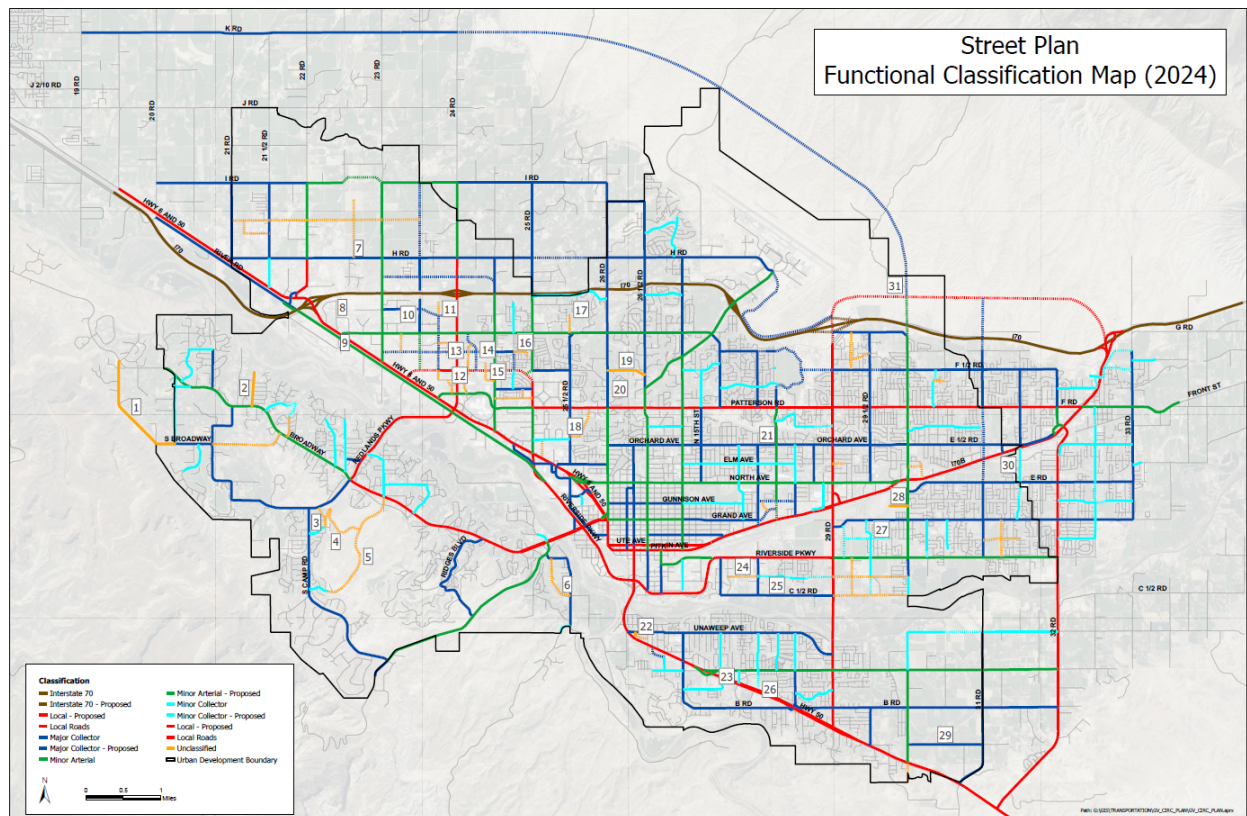
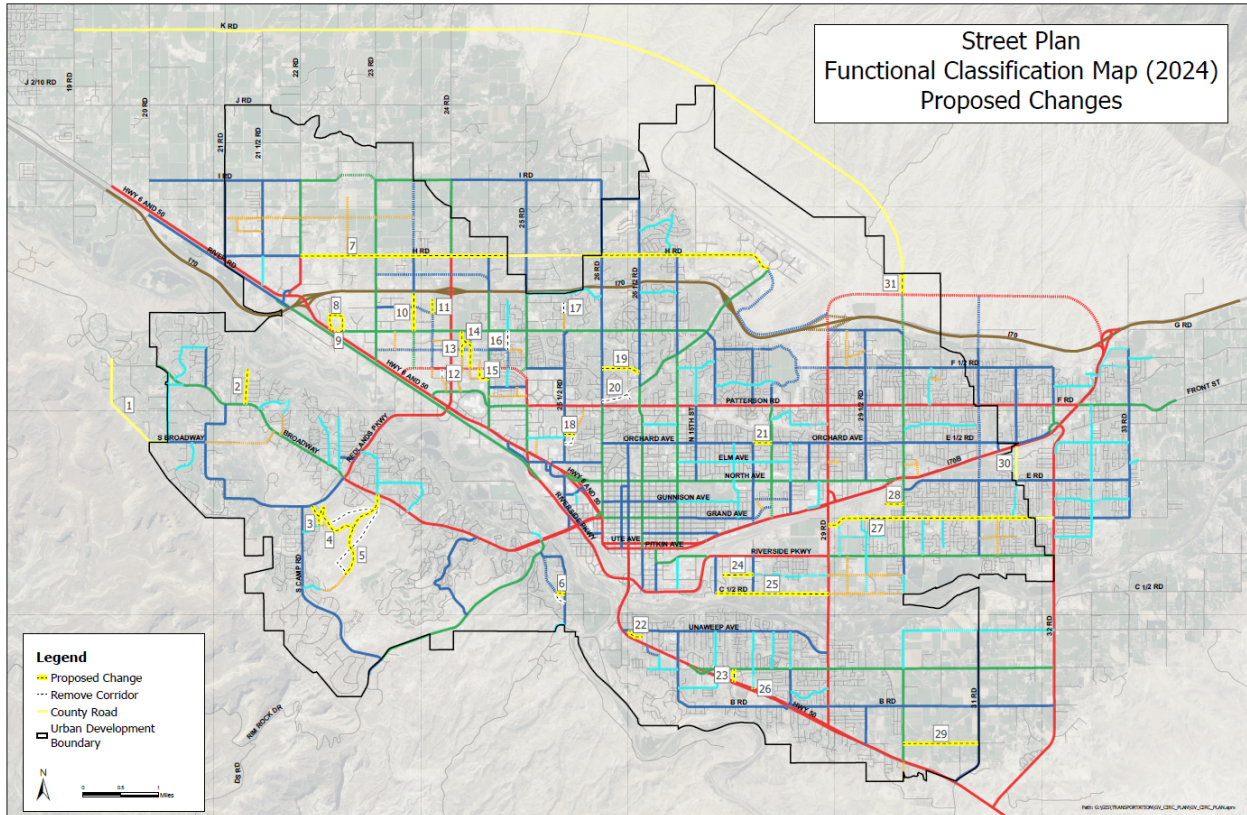
### 1. List of 31 Amended or New Roadway Segments.

Roadway Segment No.	Roadway Section	New Classification	Road Segment Outside UDB
1	S. Broadway, west of 20 Road	Unclassified	Yes - All
2	Panorama Drive north of Broadway	Unclassified	
3	Athens Way - Renaissance Blvd extension to the east - change to go north to S. Broadway and remove section east of Athens Way	Unclassified	
4	Redlands 360 Street - From South Broadway near South camp Road east to Roadway Segment No. 5	Unclassified	
5	Redlands 360 Street - revised to show corridor to connect Canyon Rim Drive to the proposed roundabout near 23 Road then north to 23 Road.	Unclassified	
6	25 1/4 Rd (D Road to Rosevale) - move intersection with Rosevale Rd to location north of canal	Unclassified	
7	H Road from 22 Rd to Horizon Drive	Major Collector	Yes - Portion
8	Scarlet Drive and Colex Drive - remove as Collector and change G Road to Minor Arterial with a Florida T intersection at I-70B	Unclassified	
9	G Road from Colex to I-70 B	Minor Arterial	
10	23 1/2 Road north of G Rd to I-70	Major Collector	
11	23 3/4 Road north of G 1/4 Road	Unclassified	
12	Rae Lynn St - remove section north of Leland Av	Unclassified	
13	Market St from F 3/4 to G Rd - curve Market St to the NE south of creek	Unclassified	
14	24 1/4 Road from F 3/4 to G - curve 24 1/4 Rd to the NW across creek	Major Collector	
15	F 3/8 Road west of 24 1/2 Road - curve F 3/8 Rd north to F 1/2 Rd	Unclassified	
16	Copper Crest Dr. north of Abas - remove connection to G Rd	Unclassified	
17	25 1/2 Road - remove from Chapman Dr to G 3/8 Rd	Unclassified	
18	25 3/4 Rd - revise to go west at Monument Little League to 25 1/2 Rd	Unclassified	
19	F 1/2 Road from 26 to 26 1/2	Unclassified	
20	Horizon Place - remove from Community Ln to 26 Rd	Unclassified	
21	Orchard Av from 28 Rd to 28 1/4 Rd	Major Collector	
22	Minor Collector from Unawep Ave to Aspen St	Unclassified	
23	27 3/4 Rd from B 1/2 Rd to US Hwy 50	Minor Collector	
24	C 3/4 Road from Indian Rd to 28 Rd	Unclassified	
25	C 1/2 Road from 27 1/2 Rd to 29 Rd	Major Collector	
26	28 Rd from Frontage Rd to Hwy 50 - remove section	Minor Collector	
27	D 1/2 Road from 29 Rd to 32 Rd	Major Collector	Yes - Portion
28	Gunnison Ave just west of 30 Rd	Unclassified	
29	A 1/2 Road from 30 Rd to 31 Rd	Major Collector	

30	31 1/2 Rd from E Road to I-70B - extend corridor to I-70B	Minor Collector	Yes - all
31	North Parkway - K Road from 21 Rd east to North side of Airport south and east to 29 Road - only portion along 30 Rd within UDB added	Major Collector	Yes - Portion

2. Map showing New Roadway Segments on List

DRAFT



3. Street Plan - Functional Classification Map (2024)





## Exhibit B-1

1. Repeal 2018 Street Functional Classification Map and Replace it with 2024 Street Functional Classification Map on page 35 and on page 105.

Below is the current 2018 map that will be replaced. Ordinance will have the new 2024 proposed map.

