

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO. 5238**

**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 reference 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*.

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.



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:**

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*.



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:

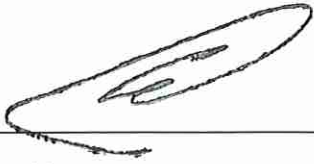
Appendix

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.

**INTRODUCED** on first reading the 16<sup>th</sup> day of October 2024 and ordered published in pamphlet form.

**ADOPTED** on second reading the 6<sup>th</sup> day of November 2024 and ordered published in pamphlet form.



Abram Herman  
President of the City Council

ATTEST:



Selestina Sandoval  
City Clerk



# Exhibit A-1

## EXHIBIT A-1

### How We Will Get There

**g. 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. **Flexibility** 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.** Main Street 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 tall, tightly arranged structures. Successful small businesses and a mix of uses connect directly to achieving these goals.

**ii. Downtown District: Historic Residential Core.** Preserving the long-standing residential fabric from pre-World War II in these areas should be prioritized 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 link from Downtown to the AVO and should provide a mix of uses, including residential uses. All uses should be planned in ways that will protect existing and future residential development, especially those uses with access and need of rail spur.

**iv. River District.** Much of this area is zoned 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 waterfront 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 recreational uses. Take 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 the district.

**b. VIBRANT TOGETHER.** Support Downtown Grand Junction in efforts to implement the Plan of Development "Work Together." This plan emphasizes the need for infill development, placemaking, and connectivity as key elements of a successful Downtown.

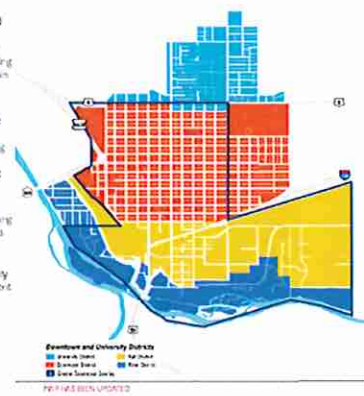
**c. HOUSING OPTIONS.** Encourage a variety of housing options at a range of price points to support a more diversified workforce and composition of residents in Downtown and University areas, including professionals, service workers, entrepreneurs, students, and retirees, among others.

**d. NEIGHBORHOOD SERVICES.** Encourage neighborhood-serving retail such as grocery, 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 enhance the River District's waterfront setting and connect it to other parts of 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, cultural, heritage, and historic preservation.

**g. RAILROAD QUIET ZONES.** Study and consider establishing a Quiet Zone of public streets in areas where residential or business experience significant disruption or quality of life as diminished by frequent train horn use.



# Exhibit A-2

- 4. **Promote the integration of transportation mode choices into existing and new neighborhoods.**
- 3. **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 belonging 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 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 trails.
- d. **INFRASTRUCTURE IMPROVEMENTS** Prioritize infrastructure improvements, such as traffic calming, enhanced sidewalks, regional bikeways, street tree planting, 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 program projects, identify infrastructure deficiencies, and otherwise assist in building capacity in individual neighborhoods.
- b. **CONNECTEDNESS** Continue to implement programs and actions that connect neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors, especially those that are underserved or identify as minorities.
- c. **INNOVATIVE DESIGN** Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

# EXHIBIT A-2

### Neighborhood and Subarea Plans

**The Greater Downtown Plan (2011)** *revised by Ordinance 2021-024* includes five 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)** *revised by Ordinance 1477, August 2014* focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community impact, 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)** *revised by Ordinance 1477, August 2014* focuses on managing and directing growth and development as the city grows in areas on the southeast side of the City, becomes a model for the 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 as goals of the plan.

**The Redlands Neighborhood Plan (2002)** *revised by Ordinance 1477, August 2014* 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 trail access. The goals for the plan include tractor preservation, maintaining the Fruita Grand Junction buffer zone, and natural area conservation.

**The North Avenue Corridor Plan (2007, 2011)** *revised by Ordinance 2021-024* promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entrepreneur 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 North West Area Plan (2004)** *revised by Ordinance 2021-024* addresses the development of a 250-acre area around the 21st 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 core standards for the Horizon Drive Business Improvement District area. These standards include achieving high-quality development and distinctive character for the



# Exhibit A-3

# EXHIBIT A-3



### North Avenue Corridor

North Avenue is a corridor for a variety of uses. A mix of uses is encouraged to create a vibrant, walkable, and transit-oriented community. The corridor is characterized by a mix of uses, including residential, commercial, and public uses. The corridor is also characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

### Mix and Relationship of Uses

A mix of uses is encouraged to create a vibrant, walkable, and transit-oriented community. The corridor is characterized by a mix of uses, including residential, commercial, and public uses. The corridor is also characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

Along the hospital and surrounding neighborhood, a mix of uses is encouraged to create a vibrant, walkable, and transit-oriented community. The corridor is characterized by a mix of uses, including residential, commercial, and public uses. The corridor is also characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

### Circulation and Access

Enhance the quality of circulation along North Avenue by providing a mix of uses, including residential, commercial, and public uses. The corridor is characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

### Building Form and Character

Enhance the quality of circulation along North Avenue by providing a mix of uses, including residential, commercial, and public uses. The corridor is characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

### Parking and Services

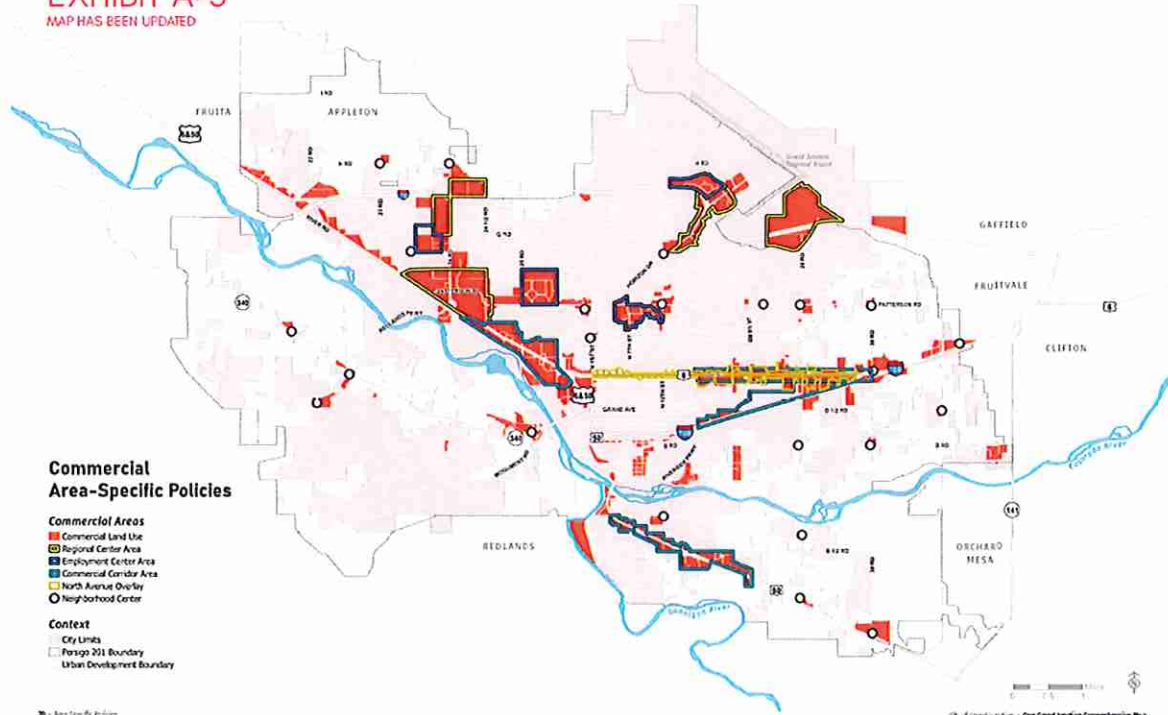
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### Streetscape and Signage

Enhance the quality of circulation along North Avenue by providing a mix of uses, including residential, commercial, and public uses. The corridor is characterized by a mix of building heights, building forms, and building styles. The corridor is also characterized by a mix of building materials, building colors, and building details. The corridor is also characterized by a mix of building orientations, building setbacks, and building setbacks.

## EXHIBIT A-3

MAP HAS BEEN UPDATED



# 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 investment 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 factory and warehouse 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 or related uses and aviation areas. The area also supports uses that are related to 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 factory and warehouse 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. Front roads and bus stop areas 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, but not obscured, by other buildings, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

### Streetscape

Buildings should be designed to frame streets and define parking lots, walkways, and other site features. Key site 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 no private access to, or 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 other compatible uses. Other uses include research facilities, 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 needs, or other should not compromise uses in adjacent areas, especially those within the Rail and adjacent 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 a City-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

Original buildings to frame streets and define parking lots, walkways, and other site features. Key site elements such as street trees and plantings to the extent practical.

### H Road / Northwest Area

The H Road / Northwest Area is a designated industrial area located along H Road and the north side of the Grand Junction. The industrial area is located along H Road and the north side of the Grand Junction. The industrial area is located along H Road and the north side of the Grand Junction. The industrial area is located along H Road and the north side of the Grand Junction.

### Circulation and Access

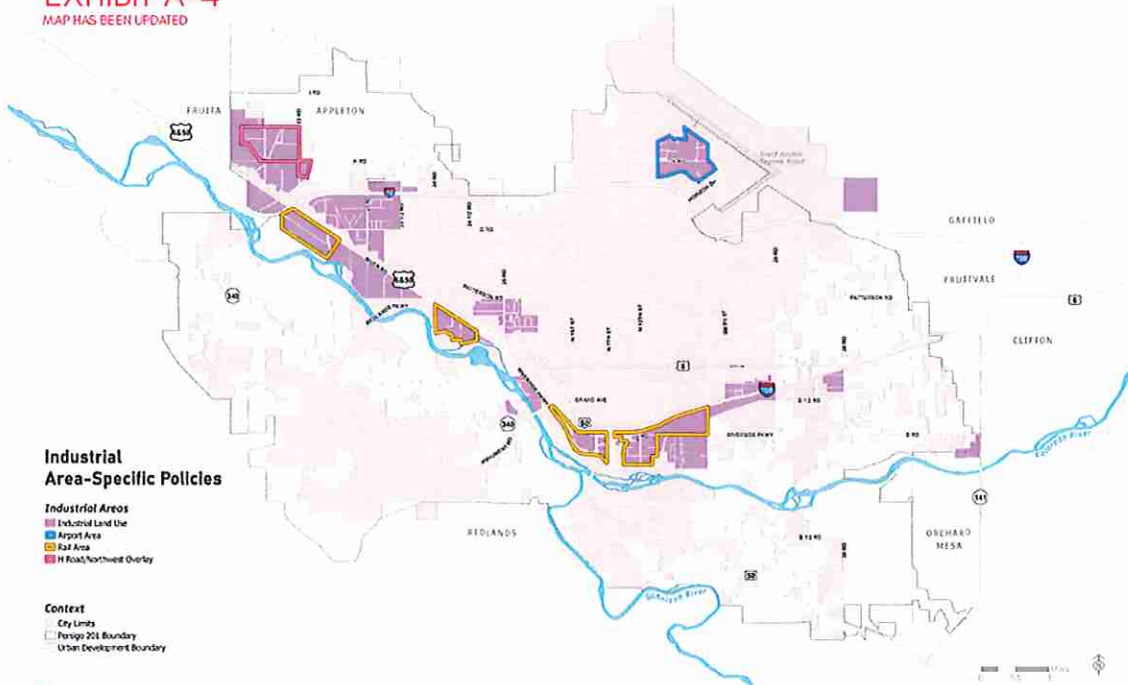
Circulation and access within the H Road / Northwest Area should be consistent with a City-adopted Sub-Area Plan and be designed to accommodate truck traffic and access to rail and rail spurs. Direct heavy truck traffic to designated truck routes. Transit routes and bus stops should be considered if a Rail area has high employment density.

### Streetscape and Signage

Buildings should be designed to frame streets and define parking lots, walkways, and other site features. Key site elements such as street trees and plantings should be incorporated to the extent practical.

## EXHIBIT A-4

MAP HAS BEEN UPDATED



### Industrial Area-Specific Policies

- Industrial Areas
- Airport Area
- Rail Area
- H Road/Northwest Overlay

- Context**
- City Limits
  - Future 2035 Boundary
  - Urban Development Boundary



Appendix A: Issues and Opportunities Report

Issues and Opportunities Report

The Issues and Opportunities Report (OIR) provided a snapshot of existing conditions in Grand Junction in 2010 at the outset of the planning process. It established a broad understanding of the current challenges, strengths, and opportunities of the city and its residents. The OIR provided existing conditions, and when relevant, identified issues and opportunities relating to the community's growth, housing, zoning, and development to both existing land use and development, community facilities and infrastructure, transportation and mobility, parks, open space, and environmental features, and provided a...

The most 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 OIR methodically surveyed existing conditions for purposes of explanation and information related to the foundation for the vision, goals, and strategies within the Orchard Mesa Neighborhood Comprehensive Plan by identifying issues to be addressed and opportunities that should be recognized. The OIR was an iterative process with the planning process, containing information and analysis conducted in the early steps of the project. The OIR is available on the city website at [www.cityuj.org](http://www.cityuj.org).

The OIR includes information about past planning efforts and adopted plans. A review of these adopted plans and policies was essential for understanding the community and areas of specific past planning efforts. A summary of these plans is included for ease of access and reference in the 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 areas 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: Core Values, Sustainable Growth Patterns, Housing Variety, A Grand Growth System of Governance, Nontraditional Opportunities, Balanced Transportation, and a Regional Center. To further implement the Guiding Principles, the plan includes 14 key concepts: housing, land use and development, growth, density, connectivity and transition, public facilities, parks and 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 subarea reports represent more recent planning efforts which will be recognized and referenced in the Orchard Mesa Neighborhood Comprehensive Plan. The 2010 Plan introduced the concept of future growth projected along corridors centered on the location of various uses and about locations around the region are evaluated as mixed use, combining housing, working and shopping. The plan identified these corridors to reduce the need for shopping while accommodating proximity with City, village, and neighborhood centers which included, if the plan established mixed use opportunity corridors along certain major roads. The goal of encouraging mixed use development and reducing driving to shopping and other errands by locating centers and services will be evaluated, and appropriate certain elements may be updated and incorporated into the new Comprehensive Plan. The development of the City Center is a high priority of the 2010 Plan. Much of the future growth is focused around it with an emphasis on infill redevelopment of underutilized land. Growing mixed use centers, shopping, recreation, parks, and transit and revitalizing the City Center which includes downtown.

Future Land Use and the Blended Map

The 2010 Comprehensive Plan utilized a dual approach to identifying future land use, incorporating both a future land use map and a single 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 2006 and revisited in 2010 to evaluate various land use and development alternatives along the corridor and identify preferred patterns for future development. It is further supported with an implementation strategy for promoting development as well as design standards and guidelines for those developments.

Greater Downtown Plan

The Greater Downtown Plan (GDP) includes three subareas: Downtown, Rail and River, and provides goals and policies for each district. Each district is analyzed separately, as to housing characteristics, a density includes specific recommendations and implementation actions. The Plan incorporates an overlay district as part of the recommendations, and guidelines zoning and site usage 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

The Orchard Mesa Neighborhood Plan was adopted in 2010 and focused on managing growth in the Orchard Mesa neighborhood with specific focus on community assets, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan also implemented a Blended Residential Future Land Use map to provide additional housing opportunities with the Orchard Mesa Plan area.

Pear Park Neighborhood Plan

The 2008 Pear Park Neighborhood Plan focused on managing and directing growth and development in the largely unincorporated area on the southeast side of the city, becomes involved in Grand Junction, establishing a transportation, recreation, and access plan, providing day care, schools and other community facilities and services, and establishing higher density residential and neighborhood commercial uses were goals of this plan.

One Grand Junction Comprehensive Plan - City of Grand Junction

EXHIBIT A-5

Redlands Neighborhood Plan

The Redlands Neighborhood Plan was developed in 2005 as a growth management plan to manage future development in the Redlands area. It includes a vision statement, goals, and policies for the neighborhood. The plan also identifies key issues and opportunities for the area, and provides recommendations for future development.

Horizon Drive District Plan

The Horizon Drive District Plan was developed in 2005 to manage future development in the Horizon Drive area. It includes a vision statement, goals, and policies for the district. The plan also identifies key issues and opportunities for the area, and provides recommendations for future development.

North Avenue Corridor Plan

The North Avenue Corridor Plan was developed in 2005 to manage future development in the North Avenue area. It includes a vision statement, goals, and policies for the corridor. The plan also identifies key issues and opportunities for the area, and provides recommendations for future development.

H Road/Northwest Area Plan

The H Road/Northwest Area Plan was developed in 2005 to manage future development in the H Road/Northwest area. It includes a vision statement, goals, and policies for the area. The plan also identifies key issues and opportunities for the area, and provides recommendations for future development.

Location Assessment Report

The Location Assessment Report was developed in 2005 to assess the location of the city center. It includes a vision statement, goals, and policies for the center. The report also identifies key issues and opportunities for the center, and provides recommendations for future development.

Grand Junction Strategic Plan

The Grand Junction Strategic Plan was developed in 2005 to provide a long-term vision for the city. It includes a vision statement, goals, and policies for the city. The plan also identifies key issues and opportunities for the city, and provides recommendations for future development.

Downtown Grand Junction Housing Study

The Downtown Grand Junction Housing Study was developed in 2005 to assess housing needs in the downtown area. It includes a vision statement, goals, and policies for the area. The study also identifies key issues and opportunities for the area, and provides recommendations for future development.

Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2005 to assess the current and future needs of the city's parks. It includes a vision statement, goals, and policies for the parks. The assessment also identifies key issues and opportunities for the parks, and provides recommendations for future development.

Vibrant Together: A Downtown

The Vibrant Together: A Downtown report was developed in 2005 to provide a vision for the downtown area. It includes a vision statement, goals, and policies for the area. The report also identifies key issues and opportunities for the area, and provides recommendations for future development.

2019 Grand Junction Municipal 3-Mile Plan

The 2019 Grand Junction Municipal 3-Mile Plan was developed in 2019 to manage future development in the 3-mile area around the city center. It includes a vision statement, goals, and policies for the area. The plan also identifies key issues and opportunities for the area, and provides recommendations for future development.

Grand Junction Strategic Plan

The Grand Junction Strategic Plan was developed in 2005 to provide a long-term vision for the city. It includes a vision statement, goals, and policies for the city. The plan also identifies key issues and opportunities for the city, and provides recommendations for future development.

Vibrant Together: A Downtown

The Vibrant Together: A Downtown report was developed in 2005 to provide a vision for the downtown area. It includes a vision statement, goals, and policies for the area. The report also identifies key issues and opportunities for the area, and provides recommendations for future development.

Grand Junction Strategic Plan

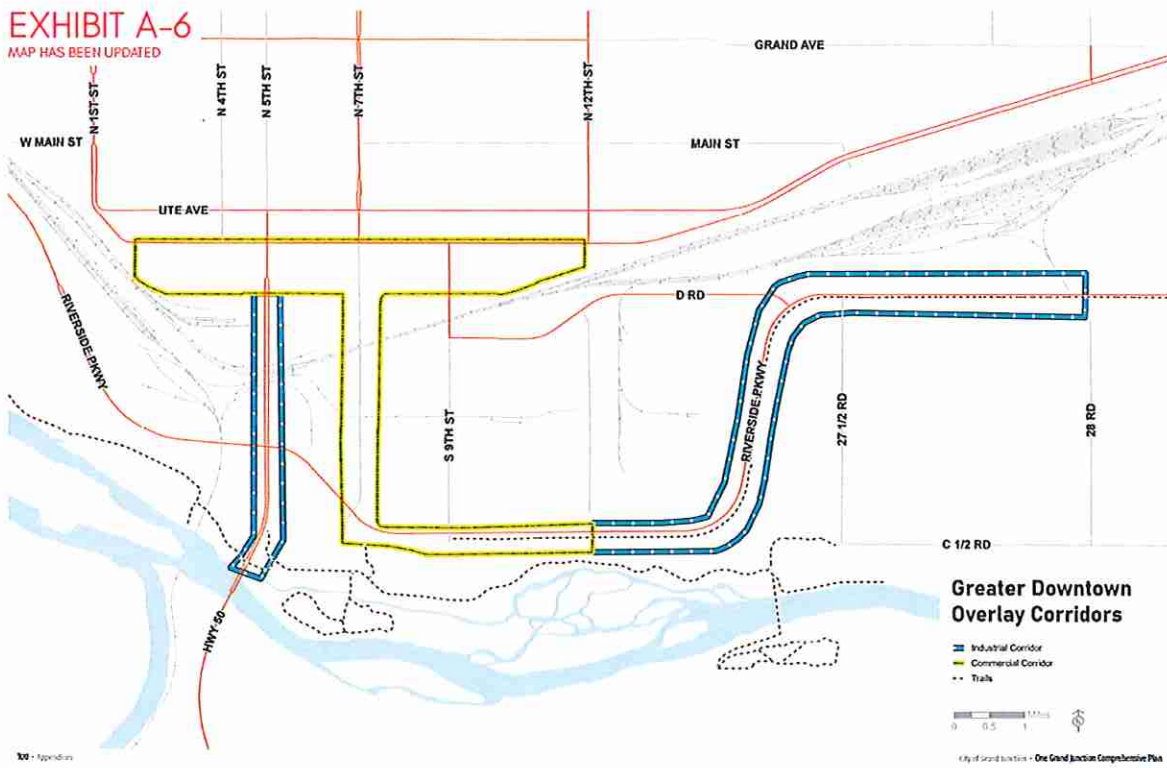
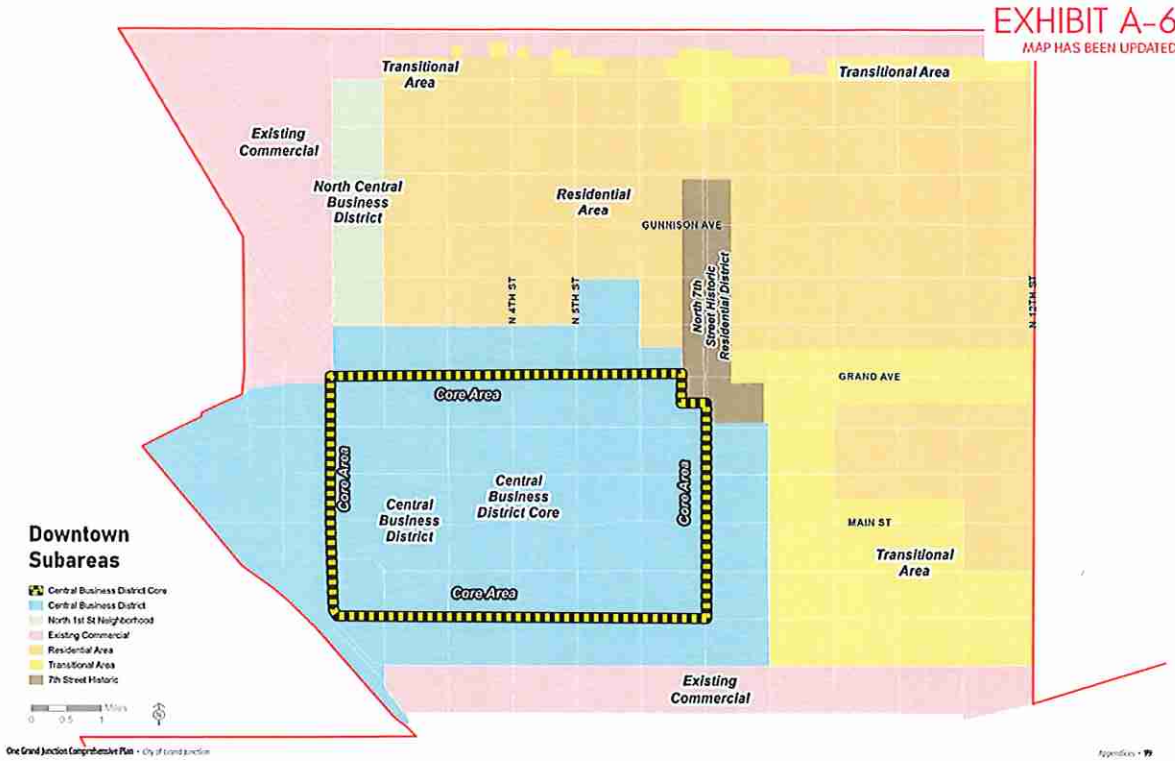
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Vibrant Together: A Downtown

The Vibrant Together: A Downtown report was developed in 2005 to provide a vision for the downtown area. It includes a vision statement, goals, and policies for the area. The report also identifies key issues and opportunities for the area, and provides recommendations for future development.



# Exhibit A-6



## Exhibit B-1

### Title 22. H Road/Northwest Area Overlay Plan

Chapter 22.04 is repealed in its entirety.

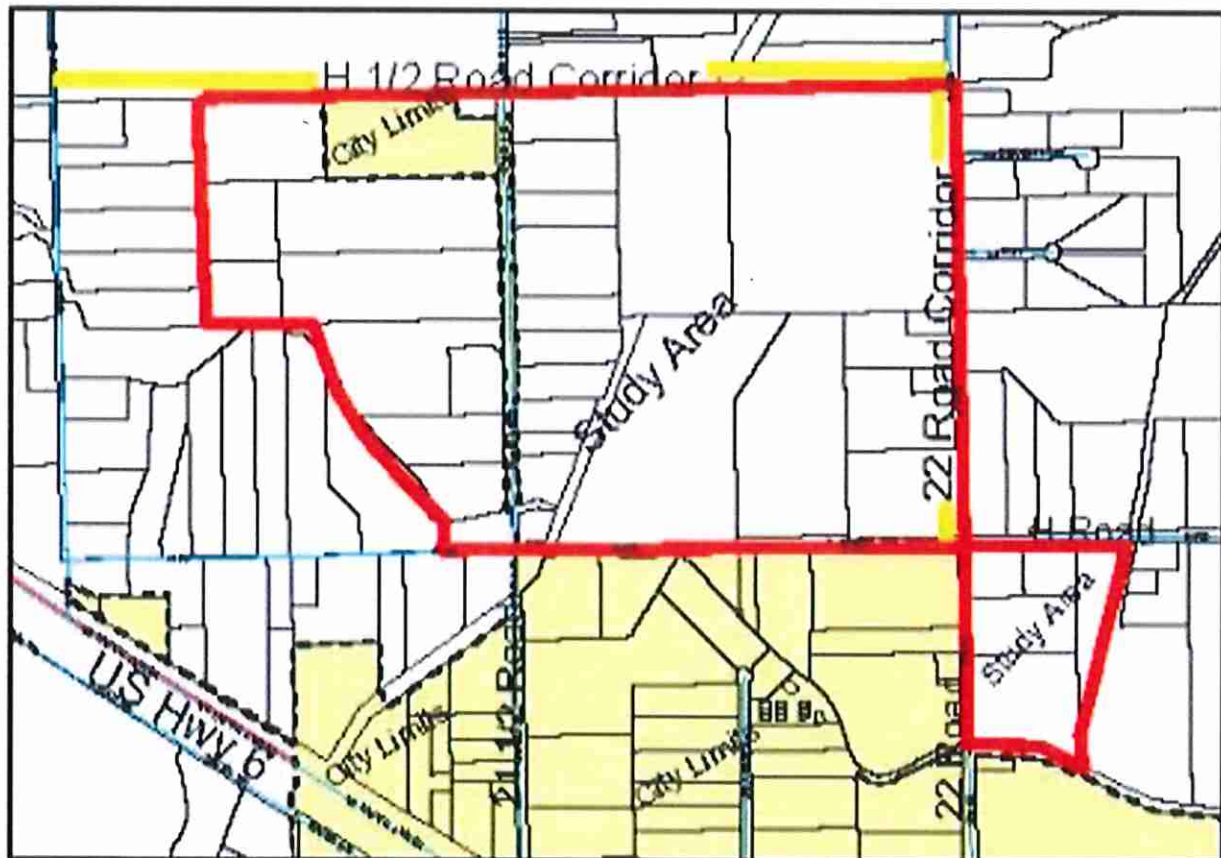
Chapter 22.08 is repealed in its entirety.

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.

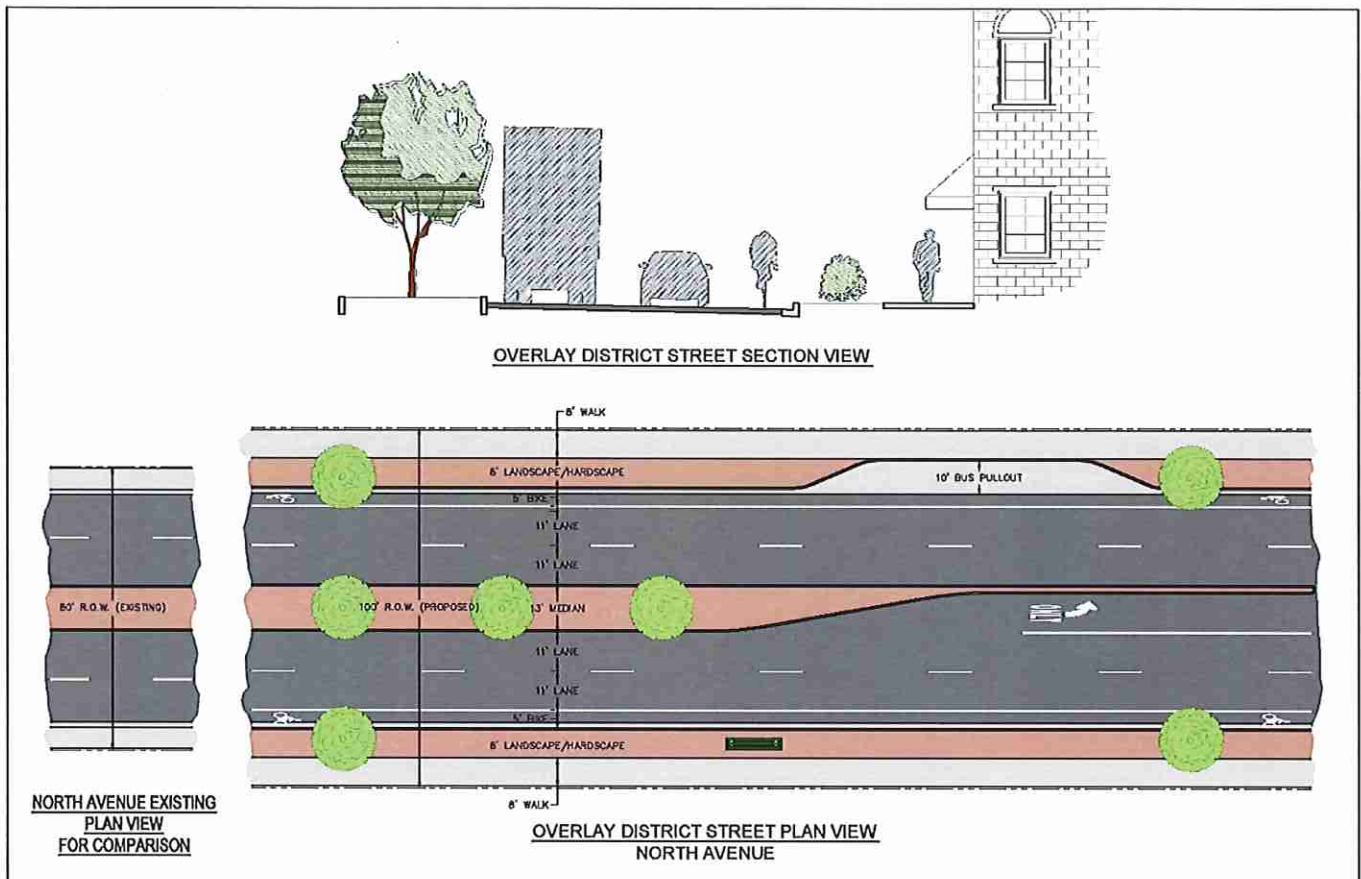
The remainder of Chapter 21.12. remains in full force and effect.



## 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

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5238 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 16<sup>th</sup> day of October 2024 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 6<sup>th</sup> day of November 2024, at which Ordinance No. 5238 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 8<sup>th</sup> day of November 2024.

  
\_\_\_\_\_  
Deputy City Clerk

Published: October 19, 2024  
Published: November 9, 2024  
Effective: December 9, 2024

