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

CITY COUNCIL AGENDA
WEDNESDAY, NOVEMBER 20, 2024
250 NORTH 5TH STREET - AUDITORIUM
5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Presentations

ADU Competition Award Announcements

Proclamations

Proclaiming November 30, 2024, as Small Business Saturday in the City of Grand Junction

Proclaiming November 20 - 26, 2024, as the 7th Annual Interfaith Awareness Week in the City of Grand Junction

Appointments

To the Commission on Arts and Culture

Public Comments

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

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, November 20, 2024 or 4) submitting comments online until noon on Wednesday, November 20, 2024 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

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

1. Approval of Minutes

a. Minutes of the October 21, 2024, Special Meeting

b. Minutes of the October 28, 2024, Special Meeting

c. Summary of the November 4, 2024, Workshop

d. Minutes of the November 6, 2024, Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Title 21 Zoning and Development Code, Chapter 21.05 Site and Structure Development Standards, to Modify and Clarify Provisions Relating to Bicycle and Pedestrian Improvements, and Setting a Public Hearing for December 4, 2024

ii. Introduction of An Ordinance Amending Title 21 Zoning and Development Code to Modify and Clarify Various Provisions Relating to Application Outreach Meetings, Withdrawn Applications, Public Notice, Minor Plat Amendments, Simple Subdivisions, Administrative Changes to the Comprehensive Plan, Non-Administrative Comprehensive Plan Amendments, Conditional Use Permits, Permitted Encroachments, Mixed-Use Districts Regulations, Public, Civic, and Institutional Campus (P-2) Zone District Regulations, Principal Use Table, Use-Specific Standards for Industrial Uses, Accessory Uses and Structures, Accessory Use-Specific Standards, Temporary Uses and Structures, Shared Driveway (Autocourt) Standards, Residential Compatibility Standards, Preservation of Significant Trees, Off-Street Parking and Loading, Measurements, and Definitions, and Setting a Public Hearing for December 4, 2024

3. Agreements

a. An Intergovernmental Agreement (IGA) Concerning the Adoption of the Local Match Funding for Grand Valley Metropolitan Planning Organization (GVMPO) for FY 2025

b. An Intergovernmental Agreement (IGA) Concerning the Adoption of the Local Match Funding for Grand Valley Transit (GVT) Public Transit Services for FY 2025

c. A Multi-Year Axon Master Services and Purchase Agreement for the Continued Provision of Body-Worn Cameras, Tasers, and Related Services to the Grand Junction Police Department

4. Procurements

a. Construction Contract for Parks Pedestrian Lighting Improvements Project

5. Resolutions

a. A Resolution to Extend the Dos Rios Part II Land Sale

b. A Resolution Authorizing the Interim City Manager to Submit a Grant Request to the Colorado Department of Local Affairs (DOLA) for the More Housing Now and Land Use Initiative Grant

c. A Resolution Adopting the City of Grand Junction Legislative Policy

d. A Resolution Supporting and Adopting the Mesa County Safety Action Plan

REGULAR AGENDA

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

6. Public Hearings

a. Legislative

i. An Ordinance Amending Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) Including Chapter 31.04 Comprehensive Plan and Chapter 31.08 Grand Junction Circulation Plan (Circulation Plan)

7. Resolutions

a. A Resolution Conditionally Committing City Funding for the Liberty Apartments by Aspire Residential, LLC

b. A Resolution to Appoint a Hearing Officer in and for the City of Grand Junction, Colorado Cannabis Licensing Authority

8. Non-Scheduled Comments

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

9. Other Business

10. Adjournment

Grand Junction City Council

Regular Session

Item #

Meeting Date: November 20, 2024

Presented By: Ashley Chambers, Housing Manager

Department: Community Development

Submitted By: Ashley Chambers, Housing Manager

Information

SUBJECT:

ADU Competition Award Announcements

RECOMMENDATION:

For presentation purpose only.

EXECUTIVE SUMMARY:

City Council will present the final award presentations to the CMU Tech Design Students for their ADU Designs.

BACKGROUND OR DETAILED INFORMATION:

Accessory Dwelling Units (ADUs) play a crucial role in addressing housing shortages by providing affordable and flexible living spaces and increasing housing options within existing neighborhoods. The City of Grand Junction has been actively promoting ADUs as part of implementing the 2021 Adopted Housing Strategies and is partnering with CMU Tech to encourage ADU construction through an innovative design competition. The initiative aimed to boost ADU development and anticipated offering the students ADU plans as pre-approved designs to simplify the process and cost for local developers and homeowners.

Goals for the competition include:

- Promote Innovation: Encourage students to develop creative solutions that promote housing diversity.
- Foster Sustainable and Affordable Design: The competition emphasizes sustainability and affordability, addressing two of the biggest challenges in today's housing market.

- Provide Learning Opportunities: Students will gain hands-on experience in planning, site plan creation, and navigating the permitting process to complete their designs.

The ADU designs will be further developed into a pre-approved plan that will be featured on the City of Grand Junction website and available for no cost for future use by local developers and homeowners.

As part of the competition, CMU Tech students were invited to form groups to formulate a site plan, ADU design, and narrative for submittal for the competition. A review committee of professionals in the field provided planning site review for current planning and building standards to push students towards getting their ADU design "approved". Students with an approved plan presented their final designs to the Planning Commissioners at the Planning Commission Workshop on November 7th for scoring of their design. After each presentation, Planning Commissioners asked questions, provided additional feedback, etc.

Planning Commissioners provided their scores, which staff aggregated. City Council will present the final award and announce the winning designs.

In exchange for their work and approved designs, all teams with an approved design will receive a scholarship appropriate for their teams' scoring.
First Place (1 Team) - $2500 scholarship
Second Place (1 Team) - $1250 scholarship
Third Place (2 Teams) - $500 scholarship for each

ADU Competition guidelines, criteria, review committee members, and projects are attached.

FISCAL IMPACT:

The $5,000 of scholarship funding was included in the 2024 adopted budget.

SUGGESTED MOTION:

City Council will make the announcement for the first, second and third place teams and award the scholarships.

Attachments

1. ADU Design Competition
2. ADU competition guidelines Fall 2024

ACCESSORY DWELLING UNIT (ADU) competition guidelines

OVERVIEW

ADUs (Accessory Dwelling Units) play a crucial role in addressing housing shortages by providing affordable and flexible living spaces, increasing housing options within existing neighborhoods. The City of Grand Junction has been actively promoting ADUs as part of its housing strategy and is partnering with CMU to encourage ADU construction through an innovative design competition. This initiative aims to boost ADU development and offer pre-approved plans to simplify the process for homeowners.

The goals for the competition are to:

- **Promote Innovation:** Encourage students to develop creative solutions that promote housing diversity.
- **Foster Sustainable and Affordable Design:** The competition emphasizes sustainability and affordability, addressing two of the biggest challenges in today's housing market.
- **Provide Learning Opportunities:** Students will gain hands-on experience in the planning process, site plan creation, and navigating the permitting process to bring their designs to completion.

The ADU designs will be featured on the City of Grand Junction website, and will be available for future use by local developers and homeowners.

AWARD

The winners of the competition will be announced at the City Council Meeting on November 20, 2024 and will receive a team scholarship amount. Awards will be decided by the Planning Commission on November 7, 2024.

Teams will be awarded:

1. First Place - $2500 ($500 each)
2. Second Place - $1250 ($250 each)
3. Third Place - $500 ($100 each)

TIMELINE

Competition Launch - **Planning Presentation - Sept. 25: 1-2:20 pm**
Students will gain insight into the overall city planning process, discuss the competition and its expectations, and explore the city's ADU planning clearance process along with important considerations.
Jessica Johnsen, City Planner | Ashley Chambers, City Housing Manager | Madeline Robinson, City Planning Technician

Initial Submissions Due - Friday, October 23, 2024 by 10 pm
All documents need to be submitted for review to the Review Committee.

Submittal Review Period - October 23-November 4, 2024 at 6 pm
During the submittal review period, the review committee will assess the submissions, provide feedback, and recommend adjustments that need to be completed and resubmitted for final ADU approval. Suggested changes should be submitted within 24-48 hours to allow for final comments and review.

FINAL Documents & Submissions DUE, November 4, 2024 at 10 pm
All final documents and presentations must be submitted by 6 pm to ensure they are ready for the Planning Commission Scoring on November 7th.

Planning Commission Presentations/Scoring - November 7, 2024, 12:00-2:00 pm
Teams will present their final ADU design to the Planning Commissioners for scoring of their design. Planning Commissioners can ask questions, provide additional feedback, etc.

City Council AWARD presentation - November 20, 2024, 5:30 pm
City Council will present the final scholarships to ADU challenge teams.

SUBMISSION INSTRUCTIONS

All submissions (Initial, Review & Final) must be submitted to housing@gjcity.org.

See information in proposal submittal requirements.

Submittals received before October 23 will have a longer review timeline, allowing for more opportunities for changes, feedback, and adjustments.

PROPOSAL SUBMITTAL REQUIREMENTS

For Initial & Subsequent Submittals:

- **Planning Clearance Form Completed**
- **11x17 Site Plan (1-3 pages) that include:**
  - ADU rendering
  - Site Plan that meets Planning Guidelines
  - Floor Plan
  - Any orientation
  - PDF or jpeg format
- **Narrative:**
  - 1250 words max
  - Project Title
  - Summary of energy performance & sustainability of materials
  - Estimated cost of construction (max: $200-250/sq ft up to $250,000)
  - Attach a budget (excel) document; not included in word count
- **For Presentation:** (FINAL document submittal)
  - Up to 15 slides
  - 15 min max
  - Project Title Page
  - Powerpoint format
- **Summary Overview** (FINAL document submittal only)
  - 2-3 paragraphs max of overall project to be utilized in staff reports for Planning Commission & City Council

SITE CONDITIONS

Utilize the following resources (provided as attachments) to find the applicable site conditions:

- Accessing Zoning & Development Code
- Using the Development & Utility Maps (GIS Maps)
- ADU toolkit & Resources including:
  - Budget spreadsheet
  - Site Plan Checklist
- Fire Checklist (Additional Resources Section)
- Engineering Checklist (Additional Resources Section)
- Other things to consider:
  - Utility location (sewer, gas, electric, telephone line)
  - Complementary Design to region of the City
  - Construction Materials
  - Lot Coverage
  - Parking

DESIGN REQUIREMENTS

The ADU design must be detached and have the following elements:

Kitchen: Includes food storage, food prep space, sink with running water, and cooktop. Oven is optional.

Bathroom: Includes toilet, sink, and shower with running water

Sleeping area: minimum of one sleeping area (including studio designs)

Separate means of Egress & Ingress

All Electric Requirement:
include electric heating/cooling, hot water equipment, and other in-unit appliances, ovens or ranges.

Proposal should meet all building and planning code requirements and receive approval from Planning & Building

DESIGN CRITERIA	REQUIREMENTS
ADU Size	Choose: Small- 400-600 sq ft Medium - 600-750 sq ft Large - 750-900 sq ft
ADU Region/Type	Choose - one per group Downtown 1 - Single Level Downtown 2- 2nd story above garage Riverside - Single Level
ADU Location **Must be located within City of Grand Junction limits.**	Each team will need to pick a street, address, and parcel to utilize as your actual location for the proposed project. Choose something broad that could be easily applied to other homes in the area.

SCORING CRITERIA

The following scoring criteria will be used to evaluate design submissions in a way that reflects our community goals and values. All proposals and Submissions should be "pre-approved" through planning & building to be considered for scoring from the Planning Commission.

Universal Design & Aging in Place (30%):
Submissions must encompass ADU designs that prioritize accessibilty and inclusivity, incorporating universal design principles to ensure usability and adaptability for all individuals, including those with special needs and/or disabilities. We strongly encourage designs that support flexible living arrangements, meeting the changing needs of people as they age, and allow people to continue to live in their home as long as they wish.

Affordability & Cost Effectiveness (30%):
Submissions should be economically viable and efficient, considering factors such as construction costs, ongoing maintenance, and operational expenses. We are seeking inventive and cost-effective approaches that minimize costs and promote affordability. **Max budget: $200-250/sq ft and/or up to $250,000.**

Sustainability & Resilience (30%):
Submissions must include feature designs that place a strong emphasis on sustainability and energy efficiency. These designs should incorporate key elements of energy performance, water efficiency measures, and resilience against potential hazards. Designs should also consider the use of sustainable materials, waste reduction strategies, and overall ecological footprint reduction.

Innovative & Creativity/Aesthetics (15%):
Submissions should showcase ADU designs that are visually captivating, consider scale, exemplify innovation, creativity, and distinctive design solutions. Designs should include thoughtful and creative considerations that support modern living needs for everyone, now and long into the future; and incorporate imaginative utilization of space, creative storage solutions, and original concepts that push the limits of creativity. Don't forget about landscaping!

REVIEW TEAM

The review team consists of professionals from various fields involved in the ADU approval process. The goal of the competition is to create plans that are pre-approved, with some known changes, that can be replicated by local homeowners and developers in our community. The review team will ensure that the plans successfully navigate the planning process and receive final approval. They will provide feedback and give comments for needed changes. You are welcome to contact them regarding questions you may have in regards to their subject matter expertise. Please cc: housing@gjcity.org for any inquiries made.

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ADDITIONAL RESOURCES

Engineering Considerations:

These are generic review notes applying to construction of a new Accessory Dwelling Unit or conversion of an existing structure (typically a garage) into an ADU. If specific questions arise that aren't answered please reach out to **Jesse Giralfco, the Engineer on the Review Committee.**

Development Regulations, Manuals, and Standards: They are now codified and available at the following link. Always refer to this version for the latest document. For clarity they are referred to by their common name in these notes. See http://www.codepublishing.com/co/grandjunction/.

Streets/Traffic/Site notes:

1. **Transportation Engineering Design Standards (TEDS)**
   a. See TEDS chapter 29.16 for access design and site circulation.
   b. See TEDS section 29.12.040 for specific parking requirements related to alleys.
   c. See the Zoning and Development Code, chapter 21.06.090 for dimensional parking requirements.
2. The new parking does not require paving. It is required, at a minimum, to have a durable gravel surface. See code for minimum parking requirements.
3. **Traffic Capacity Payment (TCP)** - See the Zoning and Development Code in the Grand Junction Municipal Code (GJMC) Section 21.06.010(b)(2).
   a. TCP applies at time of building permit planning clearance at rates in effect at the time of clearance request. The current rate for multi-family (applies to ADUs) as of January 1, 2024 is $3,075. This is a one-time fee. If the project is in the Redevelopment Area, the TCP is half this amount.
4. **If the alley doesn't meet current standards,** must provide a signed Power of Attorney committing the property to participation in any future Alley Improvement District, unless such a POA has already been provided.
5. **If the street doesn't meet current standards,** must provide a signed Power of Attorney committing the property to participation in any future Street Improvement District, unless such a POA has already been provided.

Drainage notes: (repeated in Site Sketch checklist)

1. ADUs do not typically cause consequential change to existing drainage patterns or runoff volumes. No drainage fee is charged.
2. All drainage from the proposed buildings and hard surfaces must be conveyed to adjacent public rights-of-way or other appropriate drainage facilities.Runoff cannot be discharged onto neighboring private property. Demonstrate this on the site plan/grading plan.
3. ADU sites typically disturb less than 1.0 acres and don't need construction or permanent water quality permits or agreements. While permits aren't necessary, City ordinance still requires mud to be kept off streets and sediment can't be released from the site.Therefore, BMPs will be necessary during construction to ensure mud is not tracked on the streets and sediment not released offsite.
4. Show all irrigation and tail water facilities affecting or potentially affecting drainage on this site on the Site Plan and Utility Composite.
5. Flood plain: Depends on the location. If the site is within a floodplain as shown on a Flood Insurance Rate Map (FIRM) or other applicable study, a Floodplain Permit including Floodplain Elevation Certificate (FEC) is required.

Engineering Considerations Cont.:

Utility notes:

1. Water distribution:
   a. City of Grand Junction. Contact City Customer Service (970-244-1520) regarding fees.
   b. Ute Water. Contact Ute Water at 970-242-7491 regarding fees.
   c. Clifton Water. Contact Clifton Water at 970-434-7328 regarding fees.
   d. An Accessory Dwelling Unit (ADU) served by City water may share water service from the meter serving the primary residence.This work is included in the tap fee.Contact Ute or Clifton Water for their policy.
2. Sewage collection system:
   a. Sewer service supplied by City of Grand Junction. Contact City Customer Service (970-244-1520) regarding tap fees and Sewer Plant Investment Fees.
   b. Depending on the design and type of dwelling units, it may be necessary to provide individual 4" sewer services to each unit. Plant investment fees are required. When installing a new tap, it is the applicant's responsibility to hire a contractor to connect to the main and install the service. This includes all street repair.
   c. If the property is in a Sewer Improvement District or subject to a reimbursement agreement, contact City Customer Service (970-244-1520) regarding fees.
3. Permits and inspections are required for all utility cuts and connections and other work in the City right-of-way. Contact Public Works at 970-244-1555.

Fire Considerations:

1. All sides of the proposed ADU shall be within 200 feet of an approved fire department access road, as measured by an approved route that simulates deployed fire hose.
2. All sides of the proposed ADU shall be within 600 feet of a fire hydrant, as measured by an approved route that simulates deployed fire hose.
3. Any fence constructed on the property requires a permit from the City of Grand Junction Community Development. Access gates with a minimum width of 3 feet shall be provided if the fence creates a barrier between the ADU and the street/road fronting the property. Any existing fence shall comply with these requirements.
4. A 3-foot clear path shall be provided to the ADU from the fronting road.
5. Address identification for the proposed ADU shall be visible from the street/road fronting the property. Address numbers shall be a minimum of 4" tall with a minimum stroke width of ½". If the ADU cannot be viewed from the street/road fronting the property, a pole or sign identifying the ADU shall be used.
6. If the private driveway exceeds 150 feet in length from an approved fire department access road shall meet the following fire department access standards:
   a. The private driveway shall be capable of supporting the imposed load of a fire apparatus with a GVW of 80,000 lbs.
   b. Have a minimum width of 12 feet and be finished by the application of all-weather driving surface of hot mix asphalt or concrete. Alternative materials must be reviewed and approved by the fire code official.
   c. The finished grade shall be less than 8%.
   d. An approved fire department turn-around shall be provided. Grades on turnarounds shall not exceed 4%. Additional information including approved turn-around designs can be found at,

General ADU Requirements

Instructions: Please use the following checklist(s) to make sure your application meets the minimum ADU performance standards and submittal document requirements.

Performance Standards:

- [ ] The design of the ADU is subordinate to the principal structure. (In other words, the ADU should be smaller than your primary dwelling space.)
- [ ] The ADU meets all requirements of building and fire codes.
- [ ] One parking space is provided for the ADU. On-street parking within 100 feet of the lot may serve as the required parking.
- [ ] The ADU does not exceed 900 square feet of habitable space.
- [ ] The ADU is not located in front of the principal structure.
- [ ] The design and construction material of the ADU is complementary to those of the principal structure.

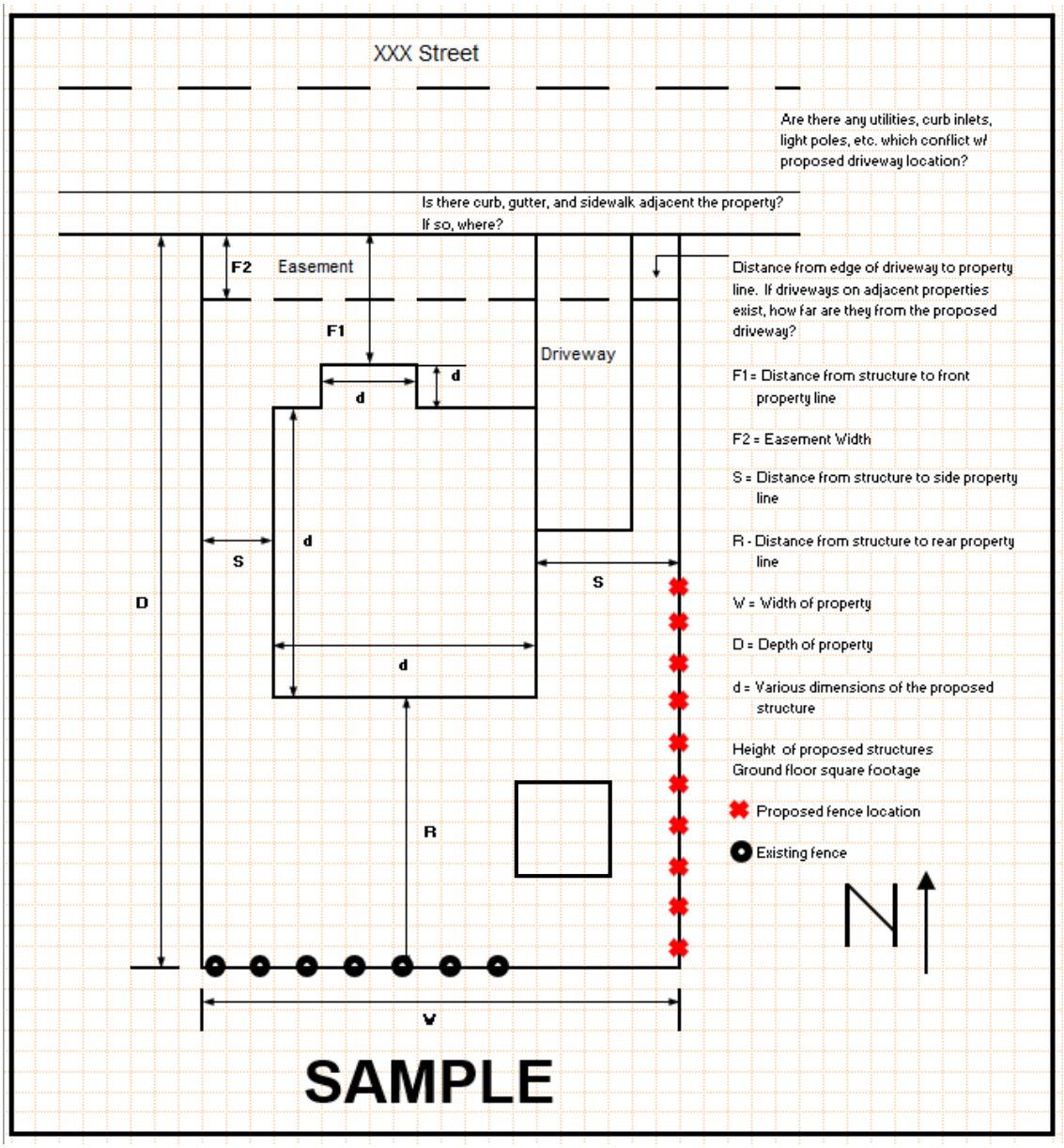
Submittal Materials:

- [ ] Planning Clearance Application* - Fee is adjusted annually.
- [ ] Site Sketch, **drawn to scale and with dimensions**, which should include:
  - Drainage patterns
  - Parking
  - Utilities (water, sewer, electric, gas, etc.)
  - Floor Plan (for new ADU)
- [ ] If site sketch is done or printed on paper, the paper dimensions should be 8.5" x 11" OR 11" x 17".
- [ ] Building Elevations (show all sides - front, side, rear)
- [ ] All other necessary City fees paid. Contact Community Development for most updated fees if you have any questions.

***Planning Clearances can be obtained & submitted at the Community Development counter at 250 N. 5th St, Grand Junction, CO, online HERE, or at the QR Code to the right.**

Site Sketch Worksheet

Instructions: Use the following example site sketch and checklist to help your site sketch meet minimum submittal standards. Some planning terminology is defined on the following page. NOTE: **Your site sketch should be to-scale and include dimensions. If done on paper, paper dimensions should be 8.5" x 11" or 11" x 17".**



- ☐ Lot
- ☐ Streets
- ☐ Alleys
- ☐ Existing structures
- ☐ Existing easements*
- ☐ Setbacks**
- ☐ ADU Floor Plan
- ☐ Required ADU parking space / street parking.
- ☐ Required separate entrance.
- ☐ Water and sewer main in street and alleys
- ☐ Utility services (water, sewer, electric, gas) to existing structures
- ☐ How services will connect to ADU
- ☐ Any new utility services (water, sewer, electric, gas)
- ☐ Describe any planned demolitions
- ☐ Drainage patterns draining to street/alley***

Site Sketch Worksheet (cont'd)

Planning Terminology:

***Easements -** Allows one party the right to use another's property for a specific purpose. If there is an easement on your property, its terms are usually clearly defined in the property deed (though there are exceptions).

****Setbacks -** The minimum distance at which a building or other structure must be set back from a street or road or any other place which is deemed to need protection. Minimum setback requirements differ depending on zoning district. **You can find the setbacks of each residential zoning district at this link:** https://bit.ly/GJResidentialSetbacks**.**

*****Drainage Patterns -** How water drains off property and buildings. Please read the notes below to get more information on what you should consider when evaluating drainage patterns on your site.

Notes on Drainage:

Storm water runoff CANNOT flow onto your neighbor's property; all drainage from the ADU and other impermeable surfaces must be directed to adjacent public right-of-ways or other established drainage areas (such as a storm drain). Make sure to indicate how/where storm water will flow on your site sketch.

By City ordinance, sediment cannot be released from the site of your ADU, and mud must be kept off streets. ADU sites usually disturb only a small area and therefore do not typically require construction or permanent water quality permits/agreements.

On your site sketch, be sure to show how any irrigation or tail water facilities may affect or potentially affect drainage on the site.

If your site is located within a floodplain, a Floodplain Elevation Certificate (FEC) is required. Reach out to the City of Grand Junction Community Development Department if you need help determining if your site is within a floodplain and/or to get more information on how to obtain this certificate.

City of Grand Junction Colorado

ADU Design Competition - Scoring Matrix

Universal Design & Aging in Place (10 points available) (30%)				
Site Location & Outdoor Space	**4-5 pts** -ADU site location is adjacent to sidewalks, and 1/4 mile of: recreational areas/parks, employment centers, resources, public transit, grocery stores, bike routes, etc.	**2-3 Pts -** ADU site location is not adjacent to sidewalks or other pedestrian friendly access. Location is within 1/2 mi of recreational areas/parks, employment centers, resources, public transit, grocery stores, bike routes, etc.	**1 Pts** - ADU site location is not accessible to sidewalks or other pedestrian friendly access. Location is more than 1 mile of recreational areas/parks, employment centers, resources, public transit, grocery stores, bike routes, etc.	**0 pts** - ADU site location has not identified any sidewalks, pedestrian friendly access or other community amenities or features.
	Site plan organization and building orientation is laid out in a way that would be easy to navigate for resident/tenant of ADU and primary structure. Site plan has indicated an outdoor space has easy access to routes in/out of property to streets and/or sidewalks, architectural features are easily distinguishable in the site, parking space or street parking is identifiable. Considerations have been made for accesible pathways, covered entrys, and low-maintenance landscaping.	Site plan organization and building orientation is laid out in a way that would be okay but present some challenges for resident/tenant of ADU and primary structure. Site plan has limited identification of outdoor space and has limited access to routes in/out of property to streets and/or sidewalks, architectural features are not easily distinguishable in the site, parking space or street parking is unclear. Limited considerations have been made for accessible pathways, covered entrys, and low-maintenance landscaping.	Site plan organization and building orientation is confusing and will likely present challenges for resident/tenant of ADU and primary structure. Site plan has no identification of outdoor space and has unclear access to routes in/out of property to streets and/or sidewalks, architectural features are not distinguishable in the site, parking space or street parking is not idenitified. No considerations have been made for accesible pathways, covered entrys, and low-maintenance landscaping.	Site plan does not include any considerations.
Amenities & Interior Spaces	**4-5 pts** - Adu has made significant considerations for room-by room features that improve the interior of the dwelling units for residents with a variety of age, ability, etc. Design and site plan have considered accessible entry and navigation including wide doorways and hallways, adequate space between appliances and workspaces, smooth, non-slip flooring, etc. Interior has considerations for regular household function and more open-plan layouts that include shared spaces living room, dining room, kitchen, laundry facilities, accesible storage, etc.	**2-3 pts** - ADU has made minor considerations for room-by room features that improve the interior of the dwelling units for residents with a variety of age, ability, etc. Design and site plan have nominally considered accessible entry and navigation including wide doorways and hallways, adequate space between appliances and workspaces, smooth, non-slip flooring, etc. Interior has minor considerations for regular household function and more open-plan layouts that include shared spaces living room, dining room, kitchen, laundry facilities, accesible storage, etc.	**1 pt** - ADU has made limited/unclear considerations for room-by room features that improve the interior of the dwelling units for residents with a variety of age, ability, etc. Design and site plan have not considered accessible entry and navigation including wide doorways and hallways, adequate space between appliances and workspaces, smooth, non-slip flooring, etc. Interior has limited considerations or unclear for regular household function and more open-plan layouts that include shared spaces living room, dining room, kitchen, laundry facilities, accesible storage, etc.	**0 pts -** ADU site plan and design has not identified any considerations for improvements to the interior, accessibility, or function of space.
Affordability & Cost Effectiveness (10 points available)(30%)				
Affordability	**4-5 pts** - Project clearly identifies households that will be served and how the project fills a gap proportional to the affordable housing needs of the community, based on current or the best available data and/or needs assessment. Project has well represented information on budget, costs, and is within a realistic max budget of $200-250/sq ft and/or up to $250,000.	**2-3 pts** - Project nominally identifies households that will be served and how the project fills a gap proportional to the affordable housing needs of the community, based on current or the best available data and/or needs assessment. Project has nominally represented information on budget, costs, and/or has set an unrealistic budget either too low or too high for the site and construction.	**1 pts** - Project mentions housing needs, but does not provide any information. Project has not adequately represented information on budget, costs, and/or is unclear on budget either too low or too high for the site and construction.	**0 pts** - Project does not mention housing needs or provide information on how it addresses housing needs. Project not included information on budget and/or costs.
Cost Effectiveness	**4-5 pts** - Project utilizes efficient use of space both indoors and outdoors that includes compact, multi-functional layouts that help create flexibility without increasing costs that could include convertible spaces, customization, and simplified framing and construction. Project includes durable low-cost buildng materials, includes some prefab or modular components, and or identifies use of recycled or local materials. Project has identified some low maintenance features and standardized utlity connections, and some methods to reduce costs in the long-term (solar, drought resistent landscape, etc).	**2-3 pts** - Project demonstrates a basic effort to use space efficiently indoors and outdoors, with some compact, multi-functional layouts that support flexibility at minimal cost. May include some reference to simple convertible spaces, limited customization, and straightforward framing and construction. Project includes some durable low-cost buiding materials, includes some prefab or modular components, and or identifies use of recycled or local materials. Project has identified few low maintenance features and standardized utlity connections, and some methods to reduce costs in the long-term (solar, drought resistent landscape, etc).	**1** - Project makes minimal effort to use space effectively indoors and outdoors, with limited attention to compact or multi-functional layouts. May include a brief mention of convertible spaces or basic framing and construction techniques, with little to no customization Project shows little effort in selecting durable, low-cost building materials, with limited use of prefabricated or modular components and few mentions of recycled or local materials. Project includes minimal low-maintenance features, basic utility connections, and only limited methods for reducing long-term costs.	**0 pts -** Project has made no effort to demonstrate effective use of space or functionality and has not identified materials or low-cost features, utility connections or methods for reducing long-term costs.
Sustainability & Resilience (10 points available) (30%)				
Sustainability	**8-10 pts** - The ADU and location are thought of as a system. The design is built with intention and includes at least 10 of the 16 sustainability factors listed below.	**6-7 pts -** The ADU and the location are more sustainabile and accessible, but could be more effiicent. Includes at least 7 to 10 of the environmental factors listed below.	**4-5 pts -** The ADU and location have thought about individual sustainable actions, but not as a system. Includes between 5-7 of the 16 sustability Factors listed below.	**1-3 pts -** The ADU and location have barely considered sustainability. Short term cost savings are the main priority without consideration of the long term cost benefits. Includes 5 or less of the Sustainability Factors listed below.

	Built Environment - 3 factors	Water - 3 factors	Waste - 4 factors	Energy - 5 factors
Sustainability Factors	1. Is there shade from urban canopy on the property? 2. Does the ADU have access to sure indoor bike parking (shed, single story building, etc?) 3. Does the property have access to outdoor space (garden, patio, balcony, etc)?	1. Does the ADU have smart sense water fixtures? 2. Does the ADU use a graywater system and/or captured rainwater? 3. Does the ADU have native/drought tolerant landscaping?	1. Does the project include recycled/repurposed materials? 2. Is there mention of utilizing locally manufactured materials in the construction? 3. Will the tenant have access to curbside recycling? 4. Will the tenant have access yard/composting/gardening?	1. Is the ADU fully electric? 2. Does the ADU have an electric heat pump and appliances? 3. Does the ADU have all LED light bulbs? 4. Are all appliances energy star rated? 5. Is there a location for an EV to be plugged in at or near the ADU?
Extra sustainability factors (1 each)	1. Has the ADU been built to a standard above 2021 IECC		2. Has the building been built with a green building certification (LEED, Passive House, etc)?	3. Built to ASHRAE 90/4-2018 Standard

Innovative & Creativity/Aesthetics (5 points available) (15%)

Innovation & Creativity	**4-5 pts** - Design demonstrates distinctive, yet harmonious design that complements a variety of properties and neighborhoods that could include modern, contemporary or local architecture heritage. Design includes assymmetry or geometric variation that create visual interest without sacrificing function. Desing uses a creative use of materials and textures. Site includes creative use of color and finishes that include bold or artistic color, statement elements, natural and warm tones, etc. Site includes some ability to create site specific customization in the future use of the plans	**2-3 pts -** Design shows a basic effort to create a harmonious look that fits a variety of properties and neighborhoods, with some references to modern or local architectural styles. Design may include limited geometric variation or subtle material contrasts for visual interest. Some consideration is given to color and finishes, with modest use of accent colors or natural tones. There may be minimal options for site-specific customization in future use of the plans.	**1 pts-**The design provides a basic, neutral look that could work for various properties, with minimal reference to modern or local styles. It uses simple shapes and a few basic material contrasts. The color scheme is straightforward, with limited accent colors or natural tones. Customization options for future use are very basic.	**0 pts -** The design features have not been adequately identified.
	Design utilizes innovative interior design features including flexible/transformative spaces, built in furniture and storage, and/or creative lighting design.	The design includes some functional interior features, such as flexible spaces, built-in furniture and storage, and basic lighting design.	The design includes a few basic interior features.	The design has not identified any functional interior features, such as flexible spaces, built-in furniture, storage, or notable lighting design.

Extra Points (up to 3 points available)

Use of ADU Production Program	**3 Extra Point Available.** Group proposed in their documentation or presentation use of the ADU Production Program offered by the City.			

ADU Design SCORING	Universal Design & Aging in Place		Affordability & Cost Effectiveness		Sustainability & Resilience	Innovative & Creativity/Aesthetics	Extra Points	TOTAL SCORE	NOTES/FEEDBACK, ETC
	Site Location & Outdoor Space	Amenities & Interior Space	Affordability	Cost Effectiveness					
Team 1									
Team 2									
Team 3									
Team 4									

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

PLANNING CLEARANCE

Single Family Residential and Accessory Structures

Building Address 617 White Ave

Parcel No. 2945-154-24-018

Subdivision Original

Filing ____ Block ____ Lot ✓

Applicant Information:

Team 1

# of Existing Buildings: 2

# of Proposed Buildings: 1

SF of Existing: 1259 sq ft

SF of Lot: 4,988.6 sq ft

DESCRIPTION OF WORK & INTENDED USE:

- ☐ New Single Family Home (*check type below)
- ☐ Interior Remodel
- ☐ Accessory Structure
- ☐ Other (Please specify)
- ☐ Addition
- ☑ Accessory Dwelling Unit - Review required

*** TYPE OF HOME PROPOSED:**

- Site Built ☐ Manufactured Home (UBC)
- Manufactured Home (HUD)
- Other (Please specify) ____

Owner Information: To be determined

Name ____

Mailing Address ____

City, State, Zip ____

House 1st Fl: 890 sf 2nd Fl/Bonus Room: ____ sf

Garage: ____ sf Covered patio/Entry: 435 sf

Accessory Structure: ____ sf Basement: ____ sf

Proposed Height: 18 ft # of stories: 1

Notes: ____

TEAM 1

REQUIRED: One plot plan, on 8 1/2" x 11" or 11" x 17" paper, showing all existing & proposed structure location(s), parking, setbacks to all property lines, driveway location & width, ingress/egress to the property & all easements & rights-of-way which abut the parcel.

Modifications to this Planning Clearance must be approved, in writing, by the Community Development Department. The structure authorized by this application cannot be occupied until a final inspection has been completed and a Certificate of Occupancy has been issued, if applicable, by the Building Department.

I hereby acknowledge that I have read this application and the information is correct; I agree to comply with any and all codes, ordinances, laws, regulations or restrictions which apply to the project. I understand that failure to comply shall result in legal action, which may include but not necessarily be limited to non-use of the building(s).

Applicant's Signature: [redacted] ____

VALID FOR 180 DAYS FROM DATE OF ISSUANCE (Section 21.02.070(b) Grand Junction Municipal Code)

Team 1 Site Map

N

0 0.13 0.25 mi

Printed: 11/6/2024

1 inch equals 376 feet

Scale: 1:4,514

617 WEST UTE AVE

ADU Proposed by Team 1

We have a purpose. We are determined to focus on the needs of our community. In Mesa County we see an increase in population. We've seen the population jump from 154,047 to 159,503 in the matter of 5 years and we are expecting to see an estimation of 214,206 in 2050. Along with the expansion of people, there's a visible change in home pricing. Through Real Estate the average median in 2024 is $438,317, in 2023 it was $414,700 so it's only right to believe the prices will only get higher. Accompanied by everything increasing there has also been a prominent demand for housing in Grand Junction.

Whether it be from a college student, one seeking a change in scenery, or a young adult ready to have a home for themselves. With these changes in Real Estate, we are seeing complications since buyers want to buy homes but are struggling to afford the newfound prices and interest rates. Seeing such demand for housing and a not big supply we see that also playing an effect to prices of homes inflating to unattainable limits for the majority of the residents. We gathered as much information as we could with the limited time to design a project to accommodate anyone such as, a single mom and her child, a young adult watching over an elderly family member, a family of three, or a bachelor who's in need of an extra room for an office or guest room.

Our 890 square feet Riverside home includes 2 patios for planting or sitting space which will make the total area 1400 square feet. Since our lot is big, with our ADU there will still be extra room for whatever the new-owners desire. This new establishment is currently standing at $111,840.68 and will maintain our goal of being accessible for anyone who has a feel for the outdoors since there's open bike paths, trails, and a beautiful display of the river. The existing shed from the original site will be moved to be more accessible for the ADU, so it can to be used as a secured storage for bikes, outdoor furniture, or other miscellaneous items. This home is a dream for those who want to connect more with the environment. Riverside also has new developments happening, so it seems right to have our home located with the new establishments. Put into consideration for our buyers we wanted to care for those with disabilities, so we made sure the floors were level for those with wheelchairs along with plenty of open space for mobility.

We are determined to have a sustainable home when it comes to energy. Our home will include certified heat pump(s) that are in accordance with ENERGY STAR HVAC Design Report, these heat pumps will be certified for Cold Climate and will be controlled by a Wi-Fi thermostat. We made sure our cooktop and oven were electrical. Other energy

TEAM 1

sufficiency that'll be shown through this ADU is weatherization, water heating, advanced house framing, xeriscaping, solar energy, and raised-heel trusses, although it seems more expensive than regular trusses in the long run it would be beneficial for energy efficiency. Using energy-heel trusses the original wall height is 9'0", however, since we are elevating the trusses, it bumps it up a foot higher which makes the home feel roomy.

With the current pricing of homes, we wanted to be some type of help to those who don't have the funds to buy a regular home. To make our ADU cheaper, one thing we did was include efficient plumbing to make it more cost-effective because along with HVAC and electrical, plumbing can be very expensive when building a home. Taking account of the economics of Grand Junction we're considering those in need, with our ADU we will be taking a step closer to a soon well-developed city.

TEAM 1

617 West Ute Ave

ADU Proposed by Team 1

TEAM 1

Our Goal

We are determined to focus on the need of our community.

- Increase in population = increase in demand for homes
- Visible change in economy, which is causing a harsh effect for housing price.

TEAM 1

Table 2:

Population Estimates Table (2020-2050), Colorado State Demography Office

	Mesa	Montrose	Delta	Garfield	Rio Blanco	Moffat	Routt
2020	155,993	42,810	31,052	61,791	6,521	13,265	24,834
2025	162,833	45,413	32,027	64,496	6,511	13,037	25,786
2030	174,827	48,327	33,286	69,950	6,440	12,851	27,336
2035	187,931	50,973	34,303	76,392	6,291	12,706	28,840
2040	198,890	52,958	35,029	82,780	6,147	12,577	30,133
2045	207,560	54,152	35,512	88,422	5,978	12,435	31,082
2050	214,206	54,586	35,769	92,516	5,773	12,261	31,700

TEAM 1

Table 3:

Mesa County Population Change Breakdown, Colorado State Demography Office

	Population	Change	Births	Deaths	Net Migration
2018	154,047	1,899	1,657	1,527	1,769
2019	155,109	1,062	1,604	1,543	1,001
2020	155,993	884	1,568	1,685	1,001
2021	157,432	1,439	1,527	1,898	1,810
2022	158,534	1,102	1,448	2,015	1,669
2023	159,503	969	1,426	1,776	1,319
2030	174,827	2,836	1,760	2,040	3,116

TEAM 1

Our Purpose

To design a project to accommodate...

- A single mom and her child
- A young adult watching over an elderly family member
- A family of three
- A bachelor who's in need of an extra room for an office or guest room

TEAM 1

Demand

- Theres a prominent demand for housing in Grand Junction. Whether it be from a college student, one seeking a change in scenery, or a young adult ready to have a home for themselves.

TEAM 1

Funds

- With current pricing of homes, we wanted to be some type of help to those who don’t have the funds to buy a regular home.

TEAM 1

Real Estate			
Inventory of Homes for Sale (3 month avg)	470	412	14.00%
New Residential listings (3 month total)	899	823	9.23%
Sold Residential Listings (3 month total)	725	726	-0.14%
Median Sales Price	$438,317	$414,700	5.69%
Average Sales Price	$500,673	$457,253	9.50%
Days on Market	75.67	82.00	-7.72%
Months Supply of Inventory	2.43	1.90	28.07%
Total Building Permits (YTD)	3,792	3,880	-2.27%
Single Family Permits (YTD)	341	232	46.98%

TEAM 1

*Through Real Estate the average median in 2024 is $438,317, in 2023 it was $414,700 so it's only right to believe the prices will only get higher.

To live comfortably in Grand Junction there is a standard people are expected to meet. With such expectations, that also plays a factor in many people downfalls to acquiring what they need to survive.

TEAM 1

Standard of Living and Growth	2022	2021	2020	2019	% change from previous year
Population	158,534	157,432	155,993	155,109	0.70%
Personal Income	$8,670,085	$8,374,551	$7,573,662	$7,118,150	3.53%
Personal Income Per Capita	$54,654	$53,194	$48,548	$45,981	2.74%
Mesa County Gross Regional Product (in millions)	$6,893	$6,886	$6,635	$6,825	0.10%
Median Household Income	$69,578	$63,531	$64,141	$60,249	9.52%
Percent of Population Below Poverty Line	10.7	10.6	11.1	11.2	0.10

TEAM 1

Our Proposal

- A livable space of 890 sq., total area 1400 sq.
- Located in the Riverside
- Easy access to nature
- Close to new development
- Open space for mobility

TEAM 1

Sustainability/Energy

- Certified Heat pumps
- Electrical kitchen appliances
- Weatherization
- Water heating
- Advanced house framing
- Solar Energy
- Raised Heel Trust
- Xeriscaping

TEAM 1

Taking account of the economics of Grand Junction we're considering those in need, with our ADU we will be taking a step closer to a soon well-developed city.

TEAM 1

Resource

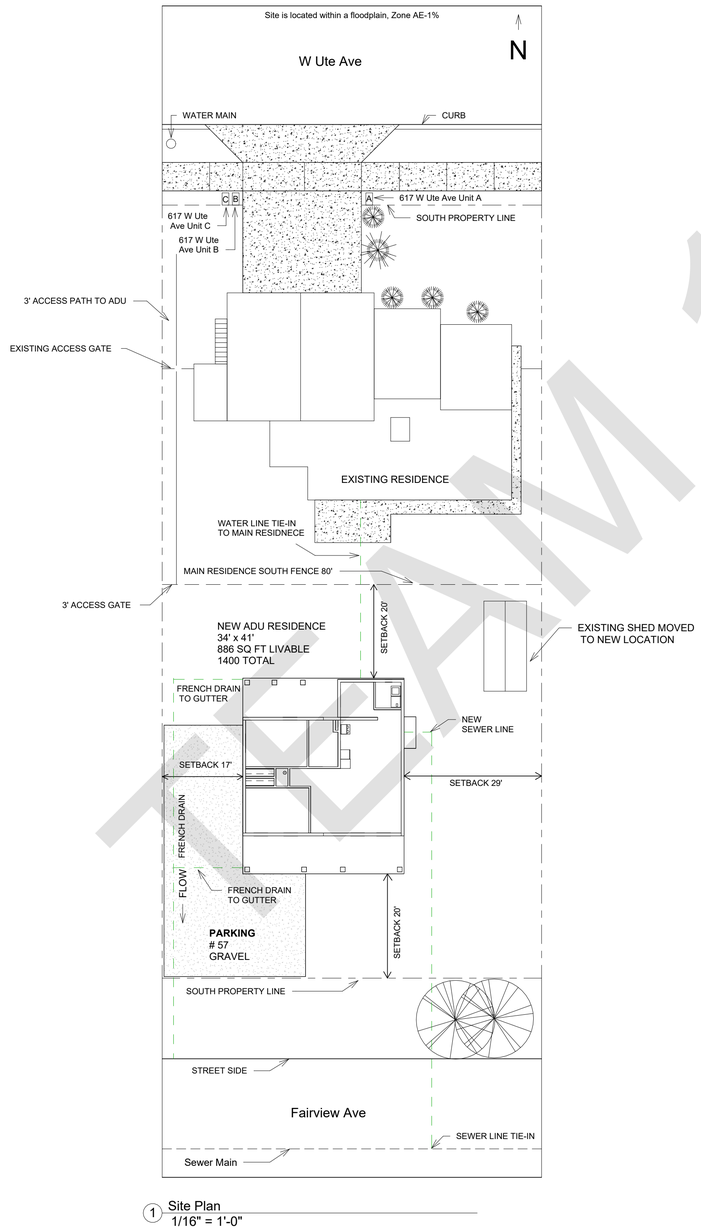
- Colorado Mesa University, Dr. Nathan Perry, **Mesa County Economic Update**

chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.coloradomesa.edu/business/documents/mesa-county-economic-newsletter-q2-2024.pdf

TEAM 1

Thank you

TEAM 1



1 Site Plan
1/16" = 1'-0"

TEAM 1

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www.autodesk.com/revit

ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner
617 W Ute Ave
Site Plan

Project number	Project Number
Date	10/22/2024
Drawn by	Team 1.
Checked by	Checker

C1

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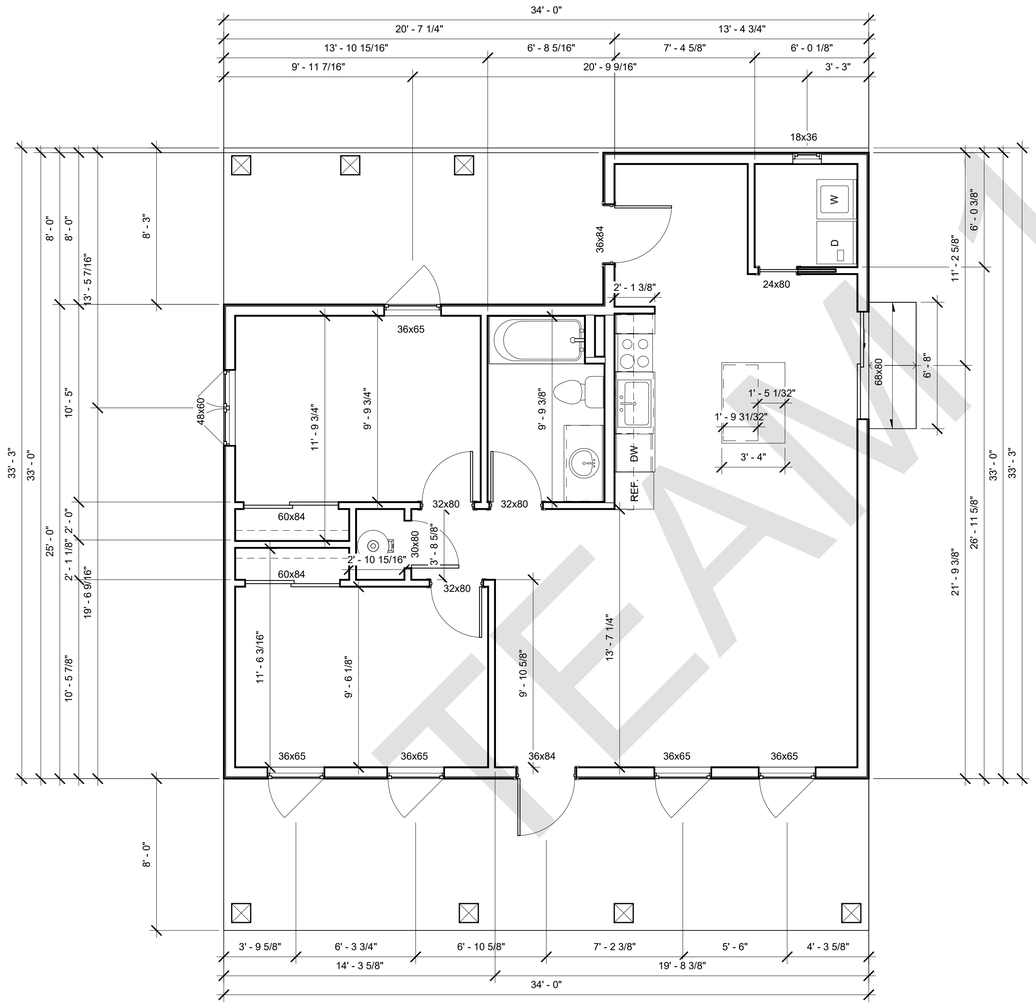

1 First Floor
1/4" = 1'-0"

TEAM

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner

617 W Ute Ave

First Floor Plan

Project number	Project Number
Date	11/4/2024
Drawn by	Team 1 .
Checked by	Checker

A1

Scale 1/4" = 1'-0"

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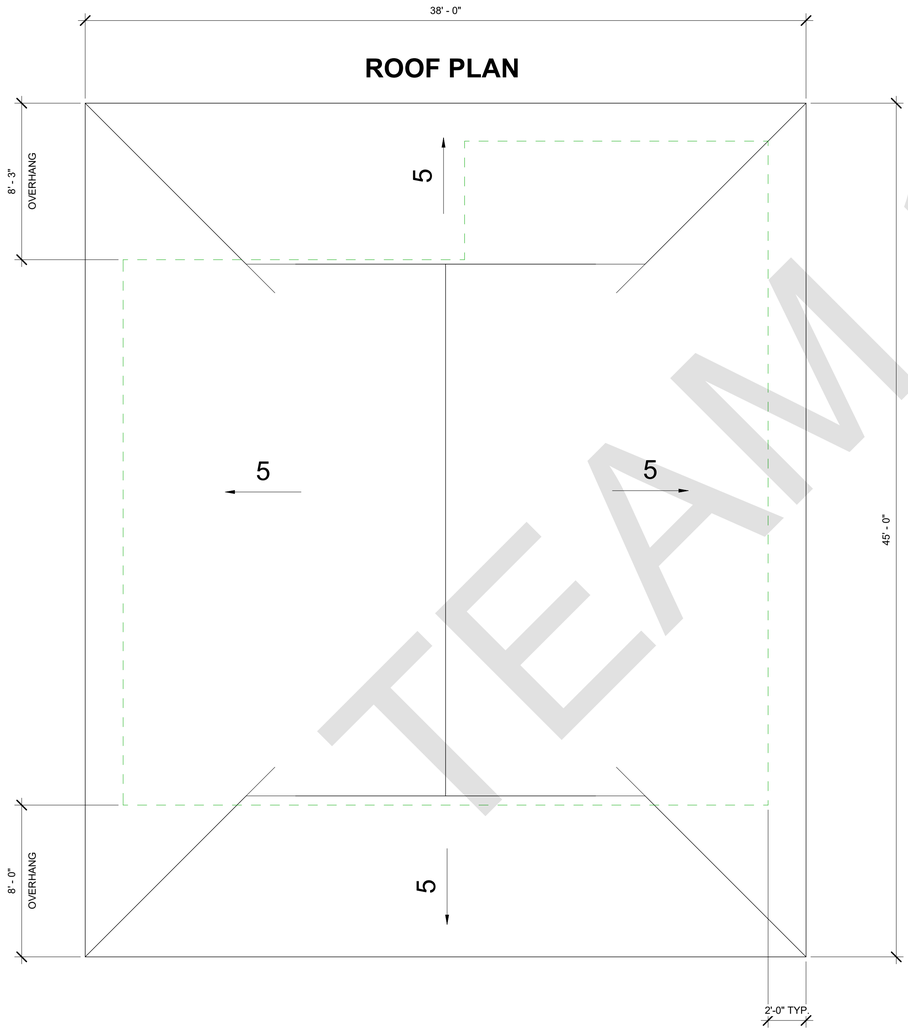

1 Roof Plan
1/4" = 1'-0"

TEAM 1

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CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner

617 W Ute Ave

Roof Plan

Project number	Project Number
Date	11/4/2024
Drawn by	Team 1
Checked by	Checker
	A2
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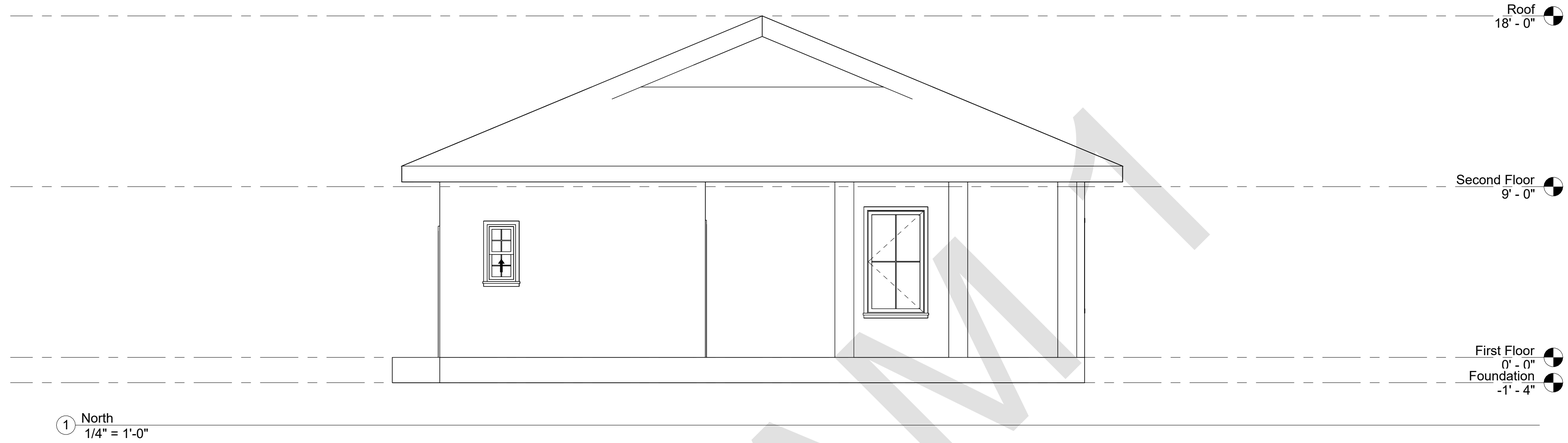

1 North
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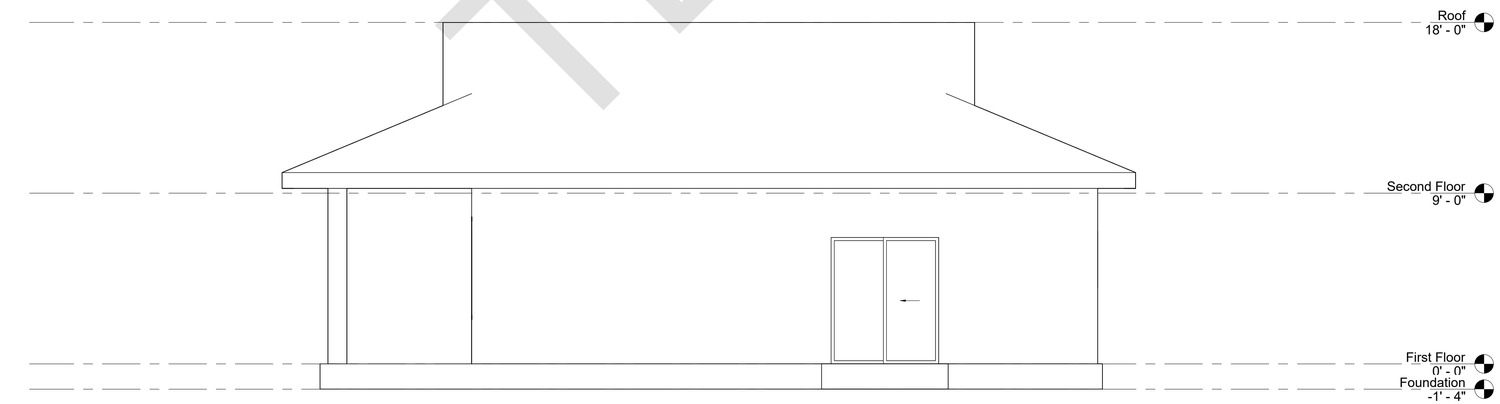

2 East
1/4" = 1'-0"

TEAM 1

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CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner
617 W Ute Ave
Elevations

Project number	Project Number
Date	11/4/2024
Drawn by	Team 1
Checked by	Checker

A3

Scale 1/4" = 1'-0"

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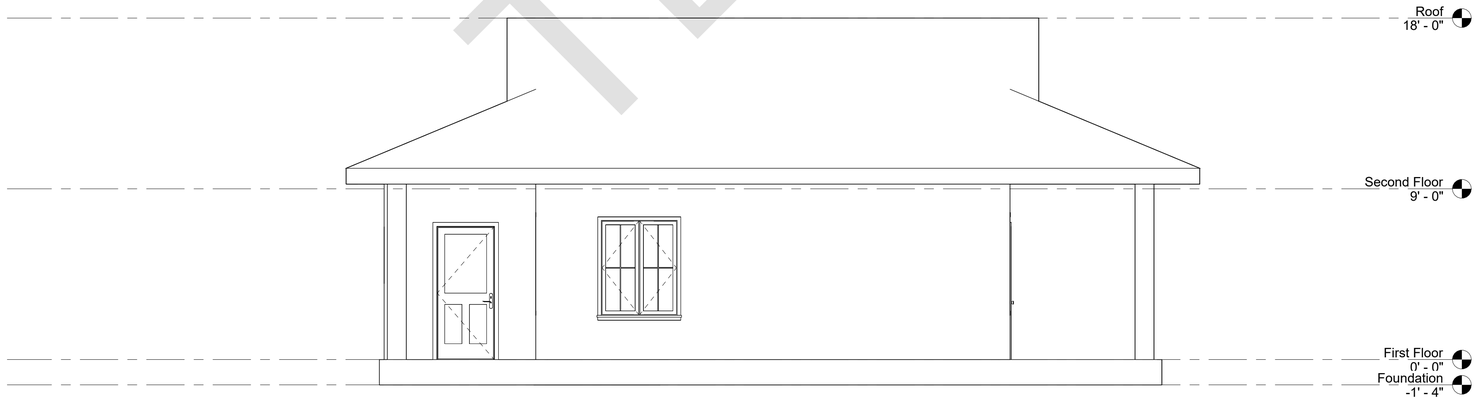
1 South
1/4" = 1'-0"



2 West
1/4" = 1'-0"

TEAM 1

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CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner

617 W Ute Ave

Elevations

Project number	Project Number
Date	11/4/2024
Drawn by	Team 1
Checked by	Checker

A4

Scale 1/4" = 1'-0"

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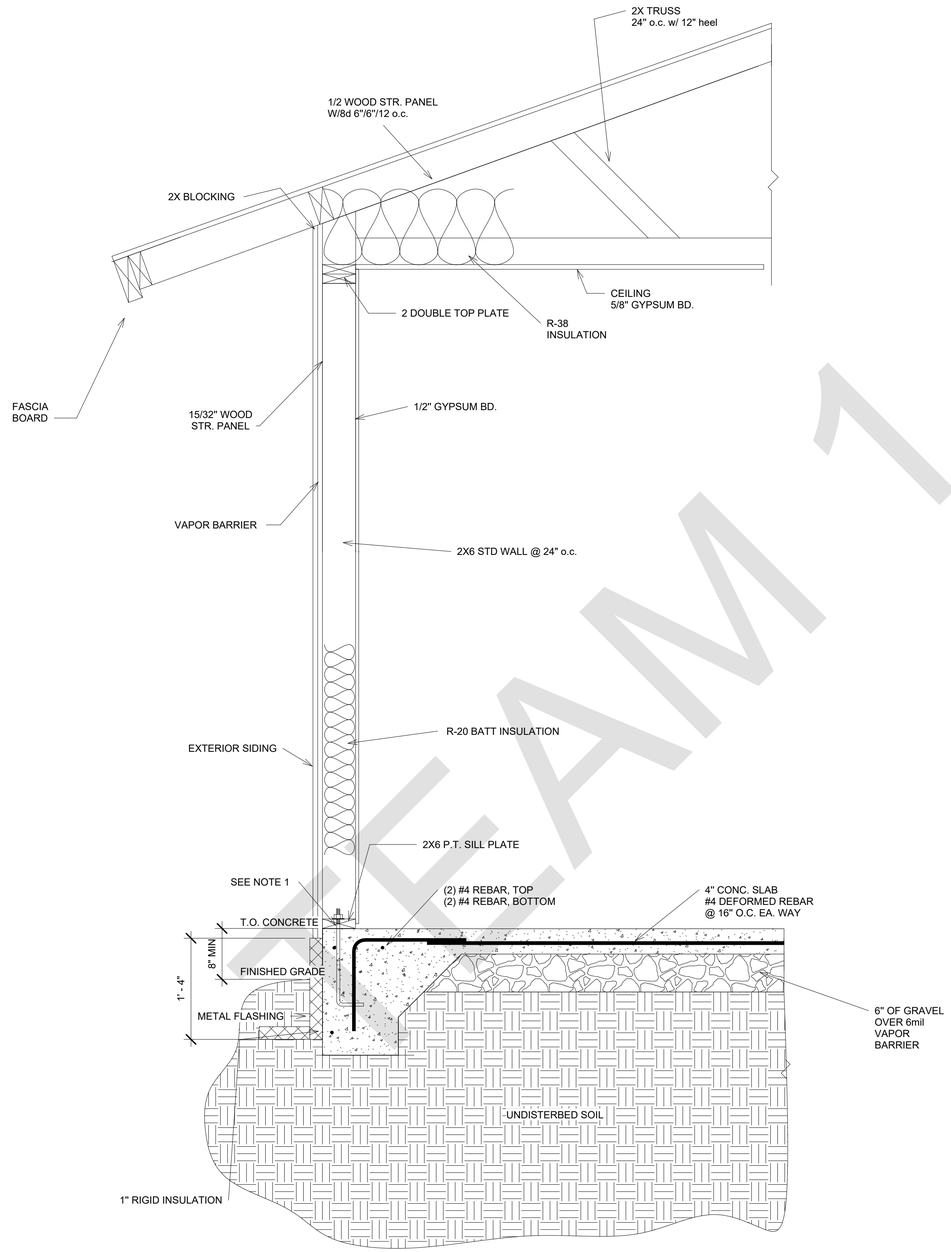

NOTES:
1. Anchor bolts 1/2" x 10" embedded 7" and spaced max. 6' with 0.229" x 3" x 3" plate washers, minimum 2 anchors per piece, located not more than 12" or less than 7 bolt diameters from each end of the piece.

1 Slab On Grade
1" = 1'-0"

TEAM 1

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www.autodesk.com/revit

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CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

No.	Description	Date

Owner

617 W Ute Ave

Wall Section

Project number	Project Number
Date	11/4/2024
Drawn by	Team 1
Checked by	Checker

A5

Scale 1" = 1'-0"

11/4/2024 4:27:51 PM

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

PLANNING CLEARANCE

Single Family Residential and Accessory Structures

Building Address 2149 N 22nd St. # of Existing Buildings: 1 SF of Existing: 960

Parcel No. 2945-121-18-011 # of Proposed Buildings: 1 SF of Lot: 7800

Subdivision Del Rey Replat **DESCRIPTION OF WORK & INTENDED USE:**

Filing ____ Block 1 Lot 5

- [ ] New Single Family Home (*check type below)
- [ ] Interior Remodel
- [ ] Accessory Structure
- [ ] Other (Please specify)
- [ ] Addition
- [x] Accessory Dwelling Unit - Review required

Applicant Information: Team 2

Name [redacted]

Mailing Address 2508 Blichmann Ave.

City, State, Zip GJ CO 81504

Telephone 970-644-2641 - 571-244-4224

Email [redacted]

*** TYPE OF HOME PROPOSED:**

- [ ] Site Built
- [ ] Manufactured Home (UBC)
- [ ] Manufactured Home (HUD)
- [x] Other (Please specify) ADU

Owner Information: [redacted] **Proposed Structure Information:**

Name Westwood Rental LLC

Mailing Address 3548 G Rd

City, State, Zip Palisade CO 81526

House 1st Fl: ____ sf 2nd Fl/Bonus Room: ____ sf

Garage: ____ sf Covered patio/Entry: 36 sf

Accessory Structure: 810 sf Basement: ____ sf

Proposed Height: 12'-5 1/2" # of stories: 1

Notes: ____

REQUIRED: One plot plan, on 8 1/2" x 11" or 11" x 17" paper, showing all existing & proposed structure location(s), parking, setbacks to all property lines, driveway location & width, ingress/egress to the property & all easements & rights-of-way which abut the parcel.

Modifications to this Planning Clearance must be approved, in writing, by the Community Development Department. The structure authorized by this application cannot be occupied until a final inspection has been completed and a Certificate of Occupancy has been issued, if applicable, by the Building Department.

I hereby acknowledge that I have read this application and the information is correct; I agree to comply with any and all codes, ordinances, laws, regulations or restrictions which apply to the project. I understand that failure to comply shall result in legal action, which may include but not necessarily be limited to non-use of the building(s).

Applicant's Signature: [redacted] Date: 10-18-2024

VALID FOR 180 DAYS FROM DATE OF ISSUANCE (Section 21.02.070(b) Grand Junction Municipal Code)

Team 2

Team 2 Site Map

Printed: 11/6/2024

1 inch equals 188 feet

Scale: 1:2,257

Project 2149 N 22nd St.

Not only is building ADU's beneficial for families and many groups of people, but it is also playing a crucial role in addressing the housing shortage in Mesa County. They provide affordable, flexible living spaces, which increases housing options while also on already developed land. ADU's are an amazing option for so many families and a more affordable way to live. They are also a much more sustainable choice compared to traditional homes. ADU's also take a fraction of the time to build and get approved, making the building process easier. Adding an ADU to a property will significantly increase the value of the estate, making it stand out on the market.

Being a two-bedroom, one-bathroom home, this ADU was designed for many diverse groups of people looking for a new home. It would be easily accessible for an elderly couple because it is on one level and has no stairs. It would also be a great fit for a small family since it has two bedrooms. College students would also find it very beneficial because it is less than a mile away from Colorado Mesa University, and it is close to local shops in the area, making it convenient to ride a bicycle to class. It is a 20-minute bicycle ride to Main Street to hang out at the local shops and restaurants. Having an ample living room, with plenty of open space, makes it easy to store a bicycle if needed since there will be no outdoor storage, like a shed, because this raises the rental price and the cost of building the ADU. There is also a commuter bus stop a short walking distance away in case the renters don't have any other means of transportation. This would also work well for a family who has disabled members because of the open layout and the fact that it does not have stairs is also a crucial factor. Being a small home, the ceilings are vaulted to appear more of an open concept that gives it a spacious feeling. There is also a linen closet to add more storage to the home. This is a universal ADU design that could be a good fit for many types of families and people. It can be rented out easily, since it can be accessed from the alley, by setting the ADU back from the alley allows for parking, making it appealing for anyone looking for a place to live. This ADU would be good for empty nesters, and retirees allowing them to reduce cost and maintenance. The homeowners also have the option to live in the ADU and rent out the main house for more income.

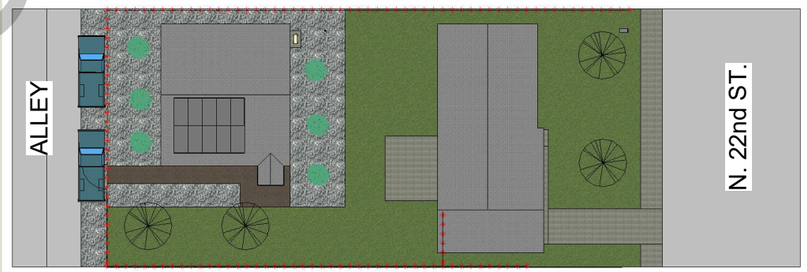
The construction cost of this 810 square foot ADU is roughly $200/sq ft through Mor Storage. Before constructing this structure, applying for the ADU production program adopted in March of 2023, would help reduce the cost of the process by an amount close to $25,000.00. This is very affordable for many looking to build an ADU and it is within most budgets. Affordability was a key factor in the design, keeping the number of interior walls to a minimum, keeping the plumbing to two walls, keeping the number of windows to six for lighting purposes. Maintaining the low cost and making it more affordable played an important role in the planning process of this project. It will also be xeriscape to maintain a low cost and to reduce yard waste. To get the budget as accurate as possible, most of the pricing was obtained by local licensed professionals to get an estimate of what it would cost to build this ADU.

Team 2

Having this to be an energy efficient and sustainable ADU was another priority in developing this project. Purchasing Energy Star compliant products will help contribute to clean energy and reduce the operating costs. This is why all the appliances in this ADU are Energy Star certified and found directly on the Energy Star website. This may add some cost to the budget, but the appliances will pay themselves off over time and they cut energy bills while also aiding pollution. There will be three mini-split AC/Heater combos installed, one in each bedroom and one in the living area, saving money on heater and AC costs per Energy Star. With gas getting more expensive, this lot was chosen to position the ADU in a way that the pitch of the roof is declining south, making it better for positioning solar panels, which, for this part of Colorado, is great for solar electricity generating. Having solar panels makes this ADU more energy independent and it will generate enough electricity to recharge electric vehicles if the renters have or decide to purchase one. Charging the electric vehicles will be easy because there will be an outlet installed for this purpose. The federal government gives a rebate in the yearly income tax for having solar panels or electric vehicles. By getting the solar panels, an income tax incentive will help pay for them and eventually have the ADU be energy efficient and/or independent by having everything powered with electricity. Since the landscaping around this ADU will mostly be Gravel, adding some low maintenance shrubs or bushes will help reduce the heat that the gravel produces from the sun. Also, adding trees to the southern part will keep the ADU from getting too hot, receiving shade from the trees. The water use in the ADU will be kept low because there will be a Dishwasher in place which saves water, as well as installing high-efficiency shower heads to save water while taking showers. Adding a high-efficiency toilet will help every time the toilet is flushed. Aerators on the faucets will help to minimize the flow of water by 1 gallon per minute, saving water on everyday use.

Team 2

ADU
2149 N. 22nd St.



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No.	Description	Date

ADU

2149 N 22nd St.

Title Page

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A1

Scale	As indicated

11/3/2024 4:20:40 PM

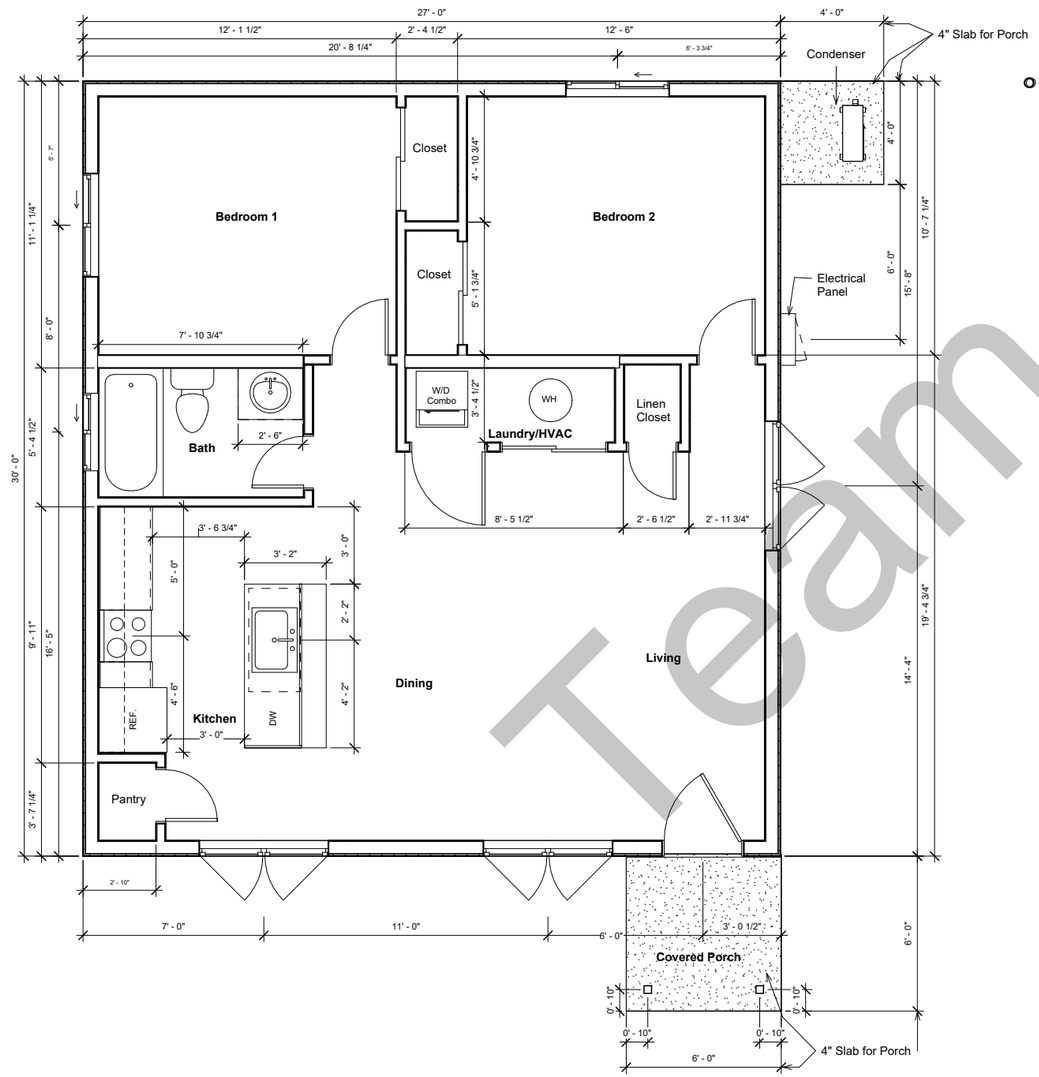
ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPUANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____



N

1 Floor Plan
3/8" = 1'-0"

Room Square Footage	
Name	Area
Dining	73 SF
Bath	40 SF
Bedroom 1	115 SF
Bedroom 2	115 SF
Living	188 SF
Kitchen	121 SF
Laundry/HVAC	23 SF
Covered Porch	36 SF

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No.	Description	Date

ADU

2149 N 22nd St.

Floor Plan

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A2

Scale 3/8" = 1'-0"

11/3/2024 4:20:41 PM

Team 2

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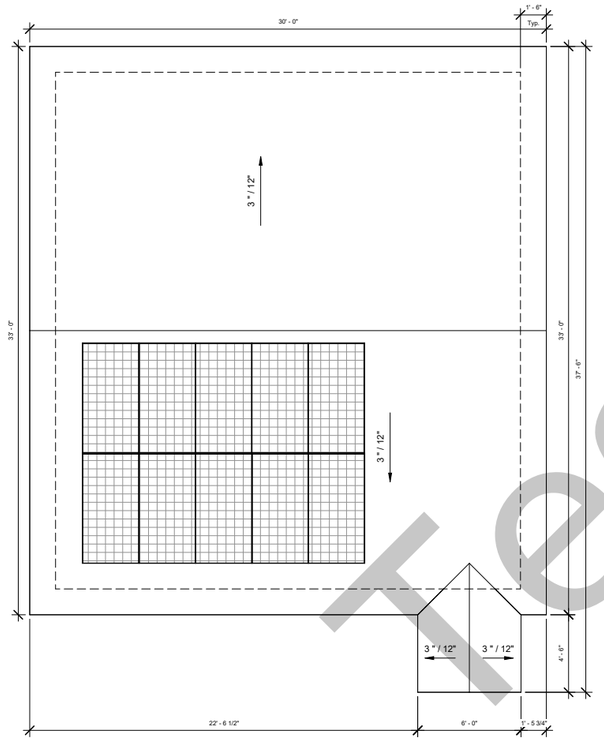
CITY PLANNER _____ DATE _____



1 Roof Plan
1/4" = 1'-0"

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No.	Description	Date

ADU

2149 N 22nd St.

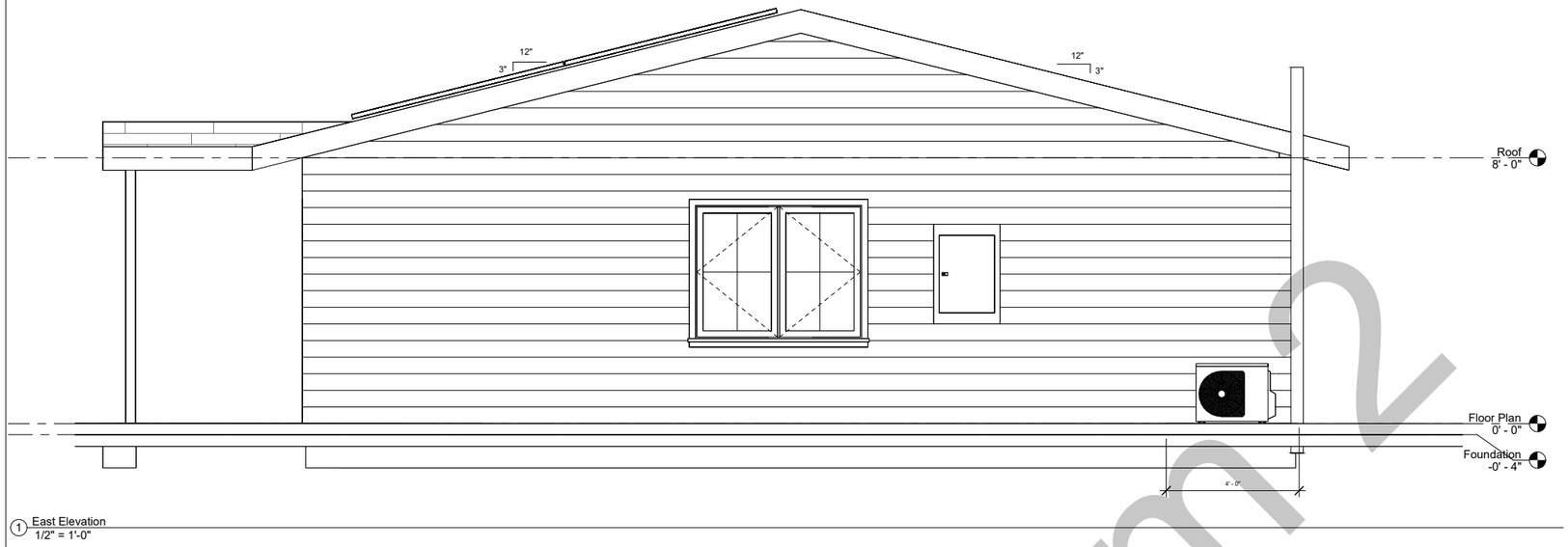
Roof Plan

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

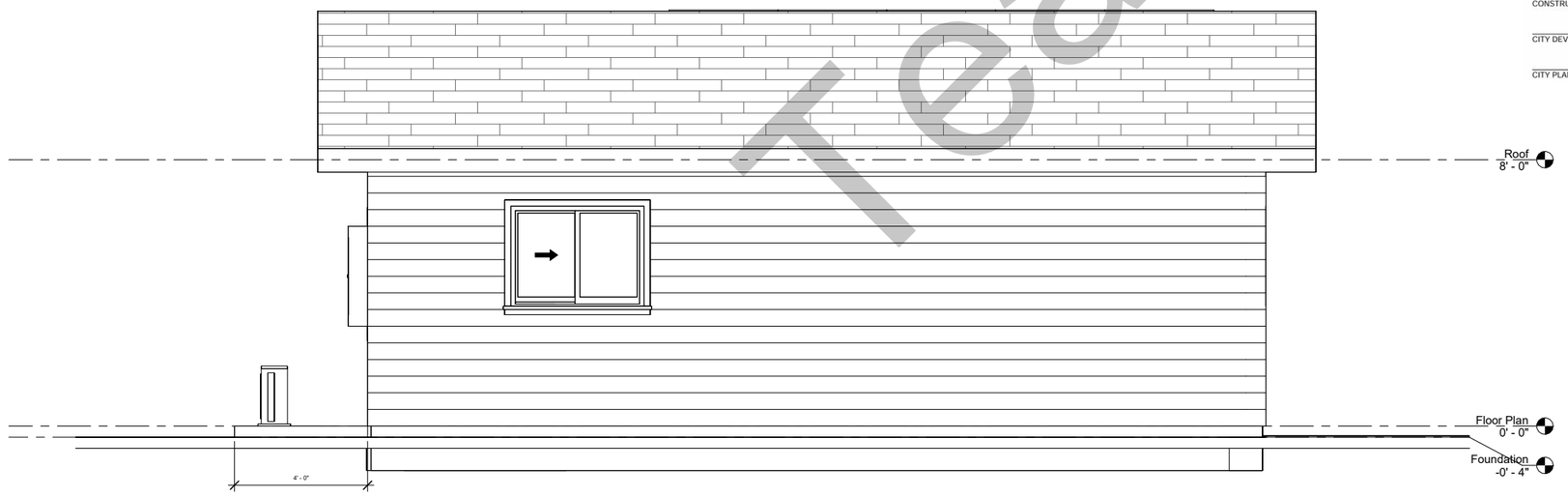
A3

Scale 1/4" = 1'-0"

11/3/2024 4:20:41 PM



1 East Elevation
1/2" = 1'-0"



2 North Elevation
1/2" = 1'-0"

ACCEPTANCE BLOCK

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CITY PLANNER _____ DATE _____

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No.	Description	Date

ADU

2149 N 22nd St.

North and East Elevations

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A4

Scale 1/2" = 1'-0"

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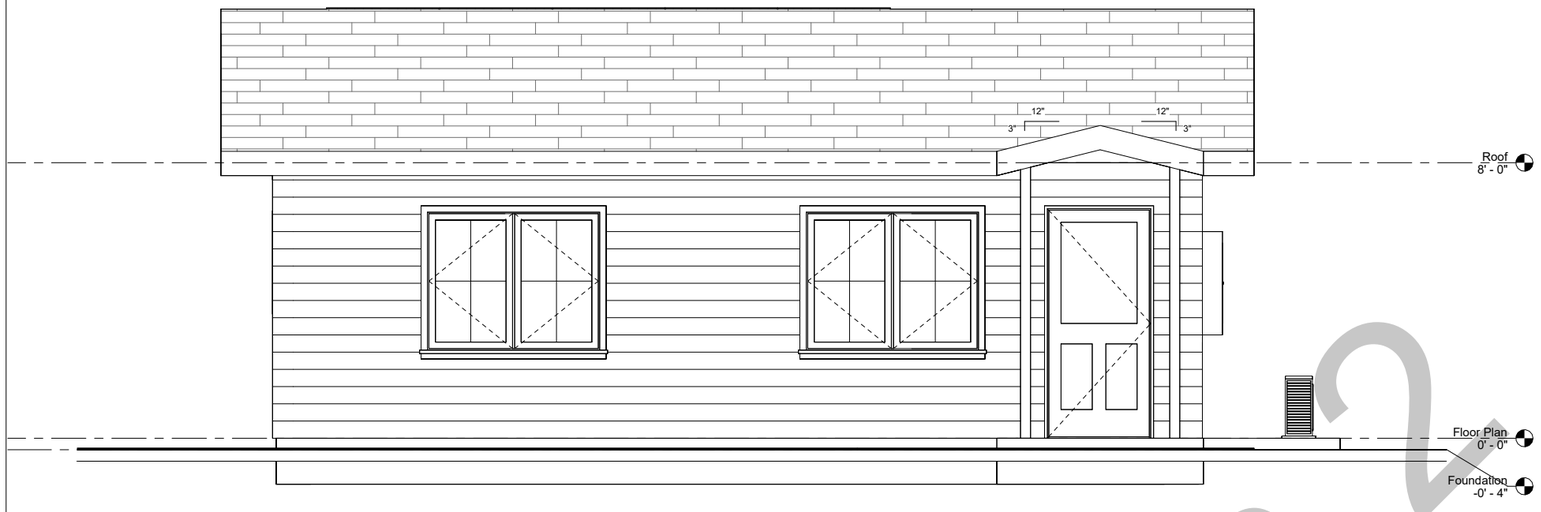

1 South Elevation
1/2" = 1'-0"

2 West Elevation
1/2" = 1'-0"

ACCEPTANCE BLOCK

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No.	Description	Date

ADU

2149 N 22nd St.

South and West Elevations

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A5

Scale 1/2" = 1'-0"

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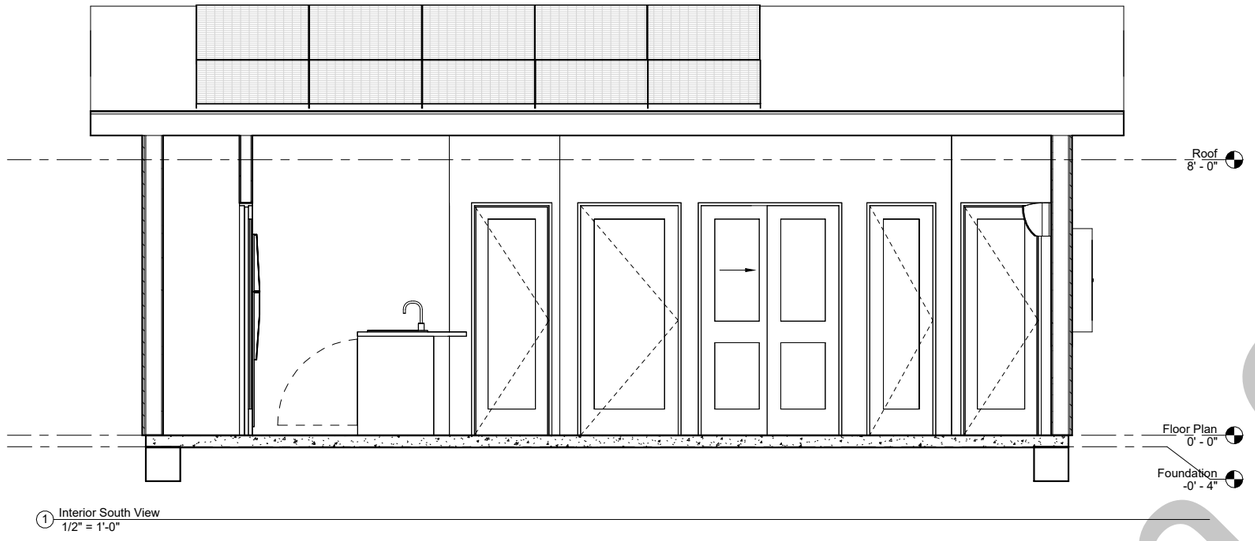
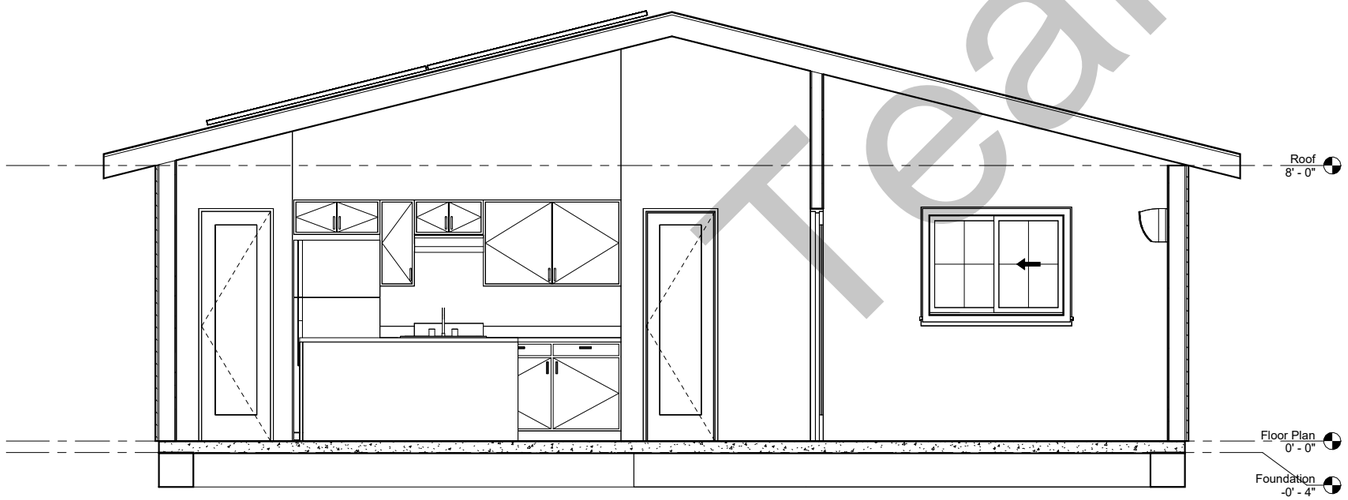


1 Interior South View
1/2" = 1'-0"



2 Interior West View
1/2" = 1'-0"

Team 2

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No.	Description	Date

ADU

2149 N 22nd St.

Interior Sections

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A6

Scale 1/2" = 1'-0"

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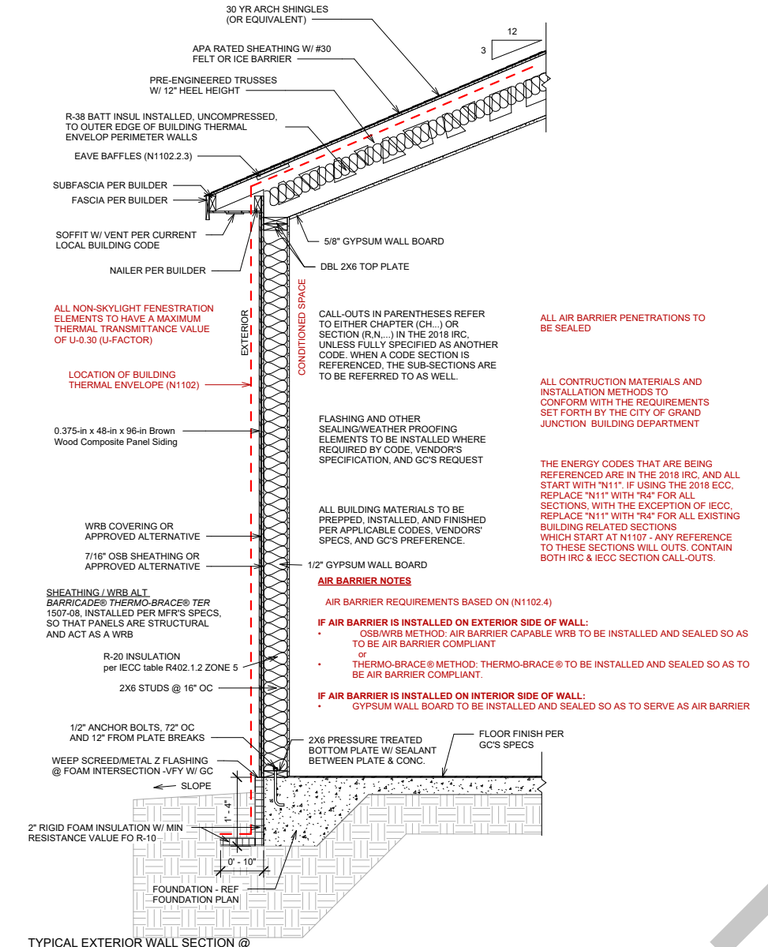


CALL-OUTS IN PARENTHESES REFER TO EITHER CHAPTER (CH...) OR SECTION (R,N,...) IN THE 2018 IRC, UNLESS FULLY SPECIFIED AS ANOTHER CODE. WHEN A CODE SECTION IS REFERENCED, THE SUB-SECTIONS ARE TO BE REFERRED TO AS WELL.

FLASHING AND OTHER SEALING/WEATHER PROOFING ELEMENTS TO BE INSTALLED WHERE REQUIRED BY CODE, VENDOR'S SPECIFICATION, AND GC'S REQUEST

ALL BUILDING MATERIALS TO BE PREPPED, INSTALLED, AND FINISHED PER APPLICABLE CODES, VENDORS' SPECS, AND GC'S PREFERENCE.

ALL AIR BARRIER PENETRATIONS TO BE SEALED

ALL CONTRUCTION MATERIALS AND INSTALLATION METHODS TO CONFORM WITH THE REQUIREMENTS SET FORTH BY THE CITY OF GRAND JUNCTION BUILDING DEPARTMENT

THE ENERGY CODES THAT ARE BEING REFERENCED ARE IN THE 2018 IRC, AND ALL START WITH "N11". IF USING THE 2018 ECC, REPLACE "N11" WITH "R4" FOR ALL SECTIONS, WITH THE EXCEPTION OF IECC, REPLACE "N11" WITH "R4" FOR ALL EXISTING BUILDING RELATED SECTIONS WHICH START AT N1107 - ANY REFERENCE TO THESE SECTIONS WILL OUTS. CONTAIN BOTH IRC & IECC SECTION CALL-OUTS.

AIR BARRIER NOTES

AIR BARRIER REQUIREMENTS BASED ON (N1102.4)

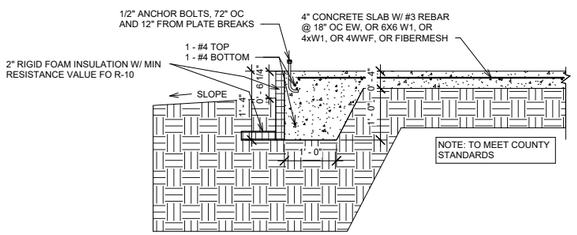
IF AIR BARRIER IS INSTALLED ON EXTERIOR SIDE OF WALL:

- OSB/WRB METHOD: AIR BARRIER CAPABLE WRB TO BE INSTALLED AND SEALED SO AS TO BE AIR BARRIER COMPLIANT
  or
- THERMO-BRACE® METHOD: THERMO-BRACE® TO BE INSTALLED AND SEALED SO AS TO BE AIR BARRIER COMPLIANT.

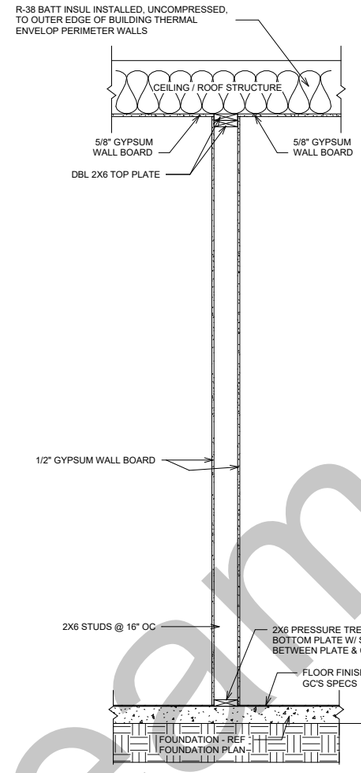
IF AIR BARRIER IS INSTALLED ON INTERIOR SIDE OF WALL:

- GYPSUM WALL BOARD TO BE INSTALLED AND SEALED SO AS TO SERVE AS AIR BARRIER

TYPICAL EXTERIOR WALL SECTION @ BUILDING THERMAL ENVELOPE
3/4" = 1'-0"

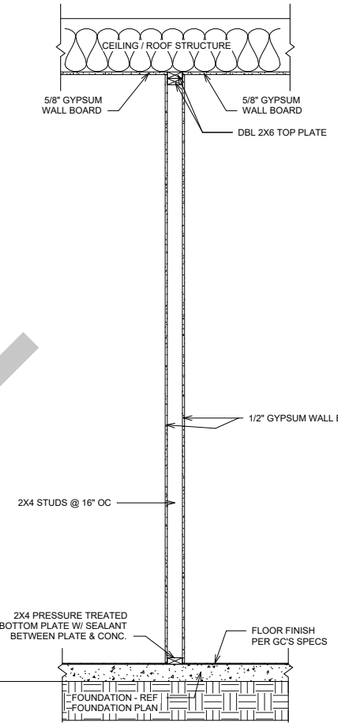


EXTERIOR FOOTING SECTION
3/4" = 1'-0"



INTERIOR 2x6 WALL

AND



INTERIOR 2x4 WALL

GARAGE SEPARATION WALL SECTION (2X4 WALL W/RIGID FOAM INSUL or 2X6 WALL)
3/4" = 1'-0"

ACCEPTANCE BLOCK

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

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No.	Description	Date

ADU

2149 N 22nd St.

Wall Sections

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A7

Scale 3/4" = 1'-0"

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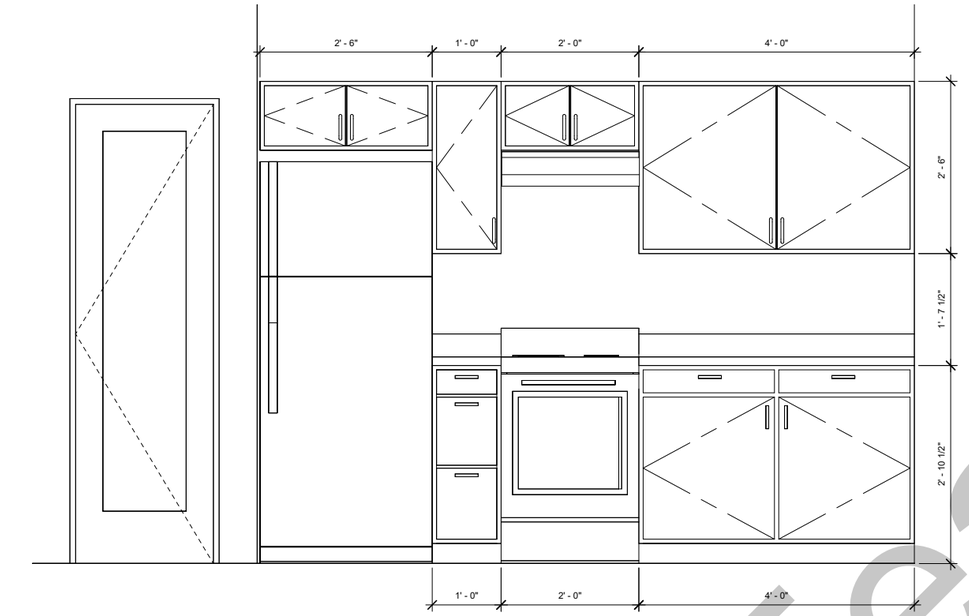
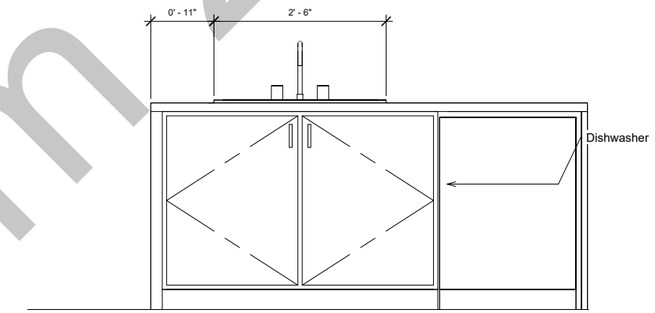


1 Kitchen
1" = 1'-0"



2 Kitchen-Island
1" = 1'-0"

Team 2

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No.	Description	Date

ADU

2149 N 22nd St.

Interior Elevations

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A8

Scale 1" = 1'-0"

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1 3D East View

2 3D South East

4 3D Living-Kitchen

3 3D Kitchen

ACCEPTANCE BLOCK

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No.	Description	Date

ADU

2149 N 22nd St.

Details

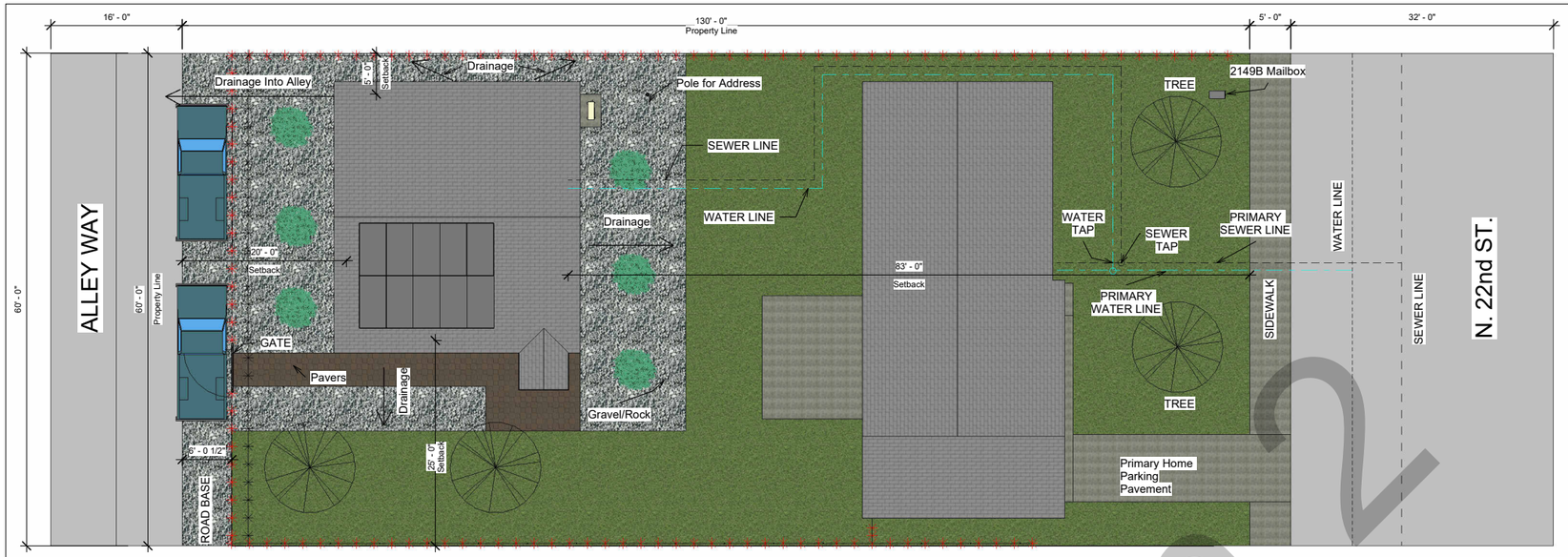
Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

A9

Scale

11/3/2024 4:20:46 PM

Team 2



1 Site Plan
1/8" = 1'-0"

N

LEGEND

- EXISTING FENCE
- PROPOSED FENCE
- WATER LINE
- WATER TAP
- SEWER LINE
- SEWER TAP
- CHAIN LINK GATE
- MAILBOX

NOTES

1) Move Existing Western Fence 2 ft to the East To Accommodate for Parking.

2) Use Durable Gravel Surface For Parking Like Road Base

3) Gravel To Be Used Around The House As Landscaping.

ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPUANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

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No.	Description	Date

ADU

2149 N 22nd St.

Site Plan

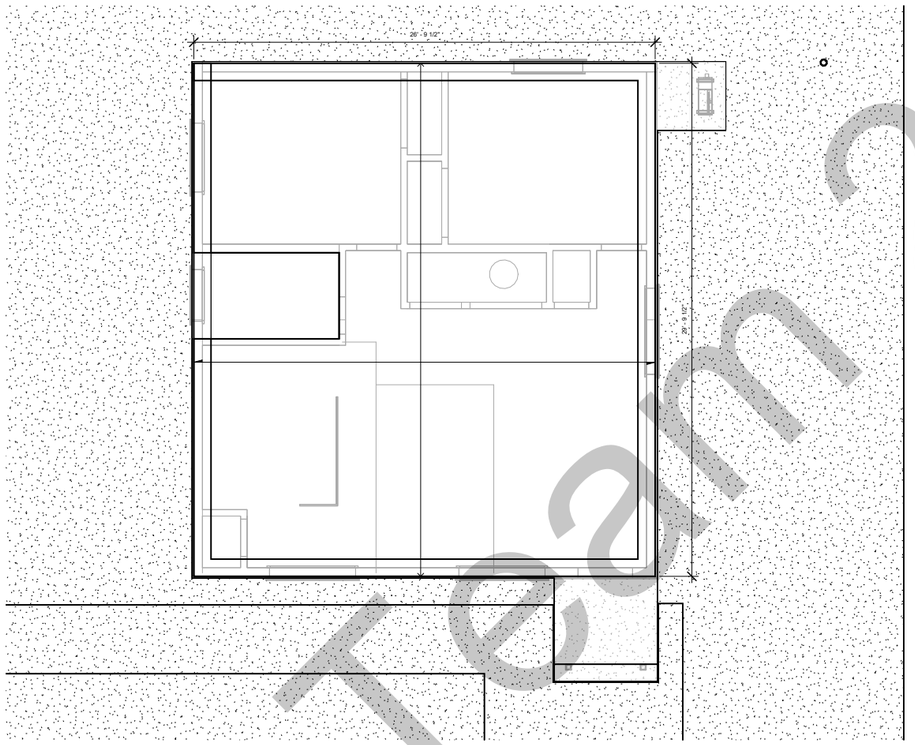
Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

C1

Scale 1/8" = 1'-0"

11/13/2024 4:20:47 PM

Team 2



1 Foundation
1/4" = 1'-0"

Team 2

ACCEPTANCE BLOCK

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No.	Description	Date

ADU

2149 N 22nd St.

Foundation Plan

Project number	Project Number
Date	10/18/24
Drawn by	Team 2
Checked by	Checker

S1

Scale 1/4" = 1'-0"

11/3/2024 4:20:47 PM

ADU Cost Estimator

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below.

Total Estimated ADU Cost:	214515.68

Hard Costs		
Hard Cost Calculator Total	174185.00	See the second tab of this spreadsheet for a **more detailed hard cost calculator.** The total that you calculate there will appear in the **first yellow box to the left.**
Contractor Overhead	25000.00	
Site Improvements		
Sewer/Water/Infrastructure Changes		
Additional Cost		
Additional Cost		

Soft Costs		
DESIGN		
Designer/Architect	1500.00	The need for design services will vary - not every project will require a designer or architect.
Geotechnical Engineer	2000.00	
Other: Survey	1500.00	
Other: Structural engineer	1500.00	
STUDIES		
Soils Report (if on expensive or unstable soils)		Required studies vary by project. Confirm which studies your project will require by consulting City of GJ Planning Staff during your planning meetings.
Floodplain Permit Survey		
Additional Study		
Additional Study		

Impact/Planning Fees*		
ADU Planning Clearance Fee	45.00	*Fees as of January 2024. City of Grand Junction impact/planning fees are regularly adjusted for inflation. You can find the most updated planning clearance fee here: **https://egovepl-web.gjcity.org/EnerGov_prod/SelfService#/applicationAssistant?sectionName=All&showTemplates=false** And the most updated impact fees here: **https://www.gjcity.org/349/Development-Impact-Fees**
Traffic Capacity Payment (TCP)**	3075.00	
School Impact Fee	0.00	
Sewer Plant Investment Fee (PIF)	3991.68	
Parks Impact Fee	962.00	
Fire Impact Fee	530.00	**If your property is in a Redevelopment Area, you only have to pay 50% of the Traffic Capacity Payment (TCP).
Police Impact Fee	227.00	
Floodplain Elevation Certificate Fee***		***The Floodplain Elevation Certificate is only necessary if your site is on a floodplain. The fee costs $200.

Water/Sewer Tap Fees		
Grand Junction Water - $0		NOTE: These fees are only required if putting in a separate meter/tap. Don't forget to contact your water provider to determine if a water "submeter" is required (and associated costs), and to get updated fees.
Clifton Water - $6100		
Ute Water - $8000	0.00	
Sewer Tap Fees		

Team 2

Estimated Hard Cost Calculator*

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below.

Total Estimated Hard Cost: 174185.00

Site Prep	
Demolition	0.00
Dumpster & Removal	1600.00
Clear Lot	0.00
Tool/Equipment Rental	0.00
Other: Portapotty	500.00
Other:	

Utilities	Column1
Gas: Permit, Connection Fee, Installation	300.00
Electrical: Permit, Connection Fee, Installation	800.00
Water/Sewer: Tap Fees & Hookup	
Telecom (Internet, Cable) Hookup	0.00
Other: builders risk ins.	700.00
Other:	

Rough Framing	
Exterior & Interior Walls	15000.00
Floor Framing	0.00
Nails, Screw, Fasteners	inc
Prep for Plaster, Drywall	inc
Roof Framing/Trusses	4560.00
Roof Framing/Trusses Labor	6500.00
Other:	
Other:	

Plumbing	
Drain/Waste/Vent	inc
Water Supply Piping	inc
Gas Piping	inc
Water Treatment	0.00
Water Heater	inc
Fixtures: Toilets, Tubs, Sinks, Showers	0.00
Faucets, Mixing Values, Shower Heads	250.00
Disposal	150.00
Other:	
Other:	

HVAC	
Furnace	4500.00
Central AC/Heat Pump	4500.00
Ductwork	3000.00
Labor	4000.00
Hot Water Tank	inc
Other:	
Other:	

Porches & Decks	
Porch/Deck	inc
Other Outdoor Structures	0.00
Labor	inc
Other:	
Other:	

Excavation & Earthwork	Column1
Retaining Wall	0.00
Topsoil	
Site Drainage	500.00
Seeding/Sod	
Other: digout, final grading	3500.00
Other:	

Foundation	Column1
Slabs - Foundation, Basement, Garage	12690.00
Sump Pump	0.00
Crawlspace	0.00
Exterior Foundation Insulation	600.00
Other:	
Other:	

Exterior	
Exterior Labor	4000.00
Siding/Veneer	1700.00
Paint/Stain/Caulk	3500.00
Trim	5000.00
Other: Sheathing	1400.00
Other:	

Electrical	
Lighting	1300.00
Wiring	4000.00
Smoke/CO2 Alarms	inc
Panels	inc
Devices: Outlets, switches, dimmers	inc
Labor	4000.00
Other: Sub-Panel Work and Supplies	1500.00
Other: Solar Panels	25000.00

Drywall/Plaster	
Labor	4000.00
Walls	2000.00
Ceilings	2000.00
Other:	
Other:	

Kitchen	
Cabinets	2600.00
Sink	500.00
Countertops	2000.00
Labor	700.00
Other: drawer pulls	150.00
Other: backsplash subway tiles	1000.00

Appliances	
Refrigerator	1900.00
Stove, Range, Cooktop	710.00
Dishwasher	620.00
Washer/Dryer	0.00
Microwave	0.00
Other:	
Other:	

On-Site Water/Sewer	Column1
Plumbing Installation, Tie In	7500.00
Plumbing/Water/Sewer Permits	11000.00
Other:	
Other:	

Other Masonry/Paving	
Patios	1000.00
Exterior Stairs	0.00
Masonry Chimneys	0.00
Fireplaces/Hearths	0.00
Driveway	0.00
Walkways	0.00
Other:	
Other:	

Windows/Exterior Doors	
Doors, frames, sills	1250.00
Locksets, knobs, door hardware	350.00
Windows	2500.00
Garage Doors & Opener	0.00
Other:	
Other:	

Insulation & Air-Sealing	
Insulation	3000.00
Labor	1000.00
Other:	
Other:	

Interior Finish	
Interior Doors	2500.00
Cabinets	0.00
Interior Painting	4500.00
Floors, lvp w/ install	4500.00
Decorative Elements	0.00
Labor	
Other: final construction cleaning	600.00
Other:	

Bathrooms	
Bath cabinets	inc in ktn
Shower Trim	150.00
Bathtub	300.00
Mirror	75.00
Towel hangers, toilet paper holders, accessories	50.00
Toilet	280.00
Sink	100.00
Labor	300.00
Other:	
Other:	

Team 2

Project 2149 N 22nd St. Summary

Being a two-bedroom, one bathroom home, this ADU was designed for many diverse groups of people. It would be easily accessible for an elderly couple because it is on one level and has no stairs but could also be a great fit for a small family since it has two bedrooms. College students would also find it very beneficial because it is less than a mile away from Colorado Mesa University, and it's a close 20-minute bicycle ride to local shops on Main Street, making it convenient to hang out and eat downtown. There is also a commuter bus stop a short walking distance away in case the renters don't have any other means of transportation. This would also work well for a family who has disabled members because of the open layout and the fact that it does not have stairs is also a crucial factor. Being a somewhat small home, the ceilings are vaulted to add to the open concept and give a spacious feeling. There is also a linen closet to add more storage to the home. This is a universal ADU design that could be a good fit for many types of families and people. It could be rented out easily, since the ADU has alley access. By setting the ADU near the alley, this allows for ample parking, therefore making it appealing for anyone looking for a place to live. This ADU would be good for empty nesters, and retirees allowing them to reduce cost and maintenance. The homeowners also have the option to live in the ADU and rent out the main house for more income.

The construction cost of this 810 square foot ADU is roughly $200/sq ft through Mor Storage. Before constructing this structure, applying for the ADU production program adopted in March of 2023, would help reduce the cost of the process by an amount close to $25,000.00. This is very affordable for many looking to build an ADU and it is within most budgets. Affordability was a key factor in the design; keeping the number of interior walls to a minimum, keeping the plumbing to two walls, keeping the number of windows to six for lighting purposes. Maintaining the low cost and making it more affordable played an important role in the planning process of this project. It will also be xeriscape to maintain a low cost and to reduce yard waste. To get the budget as accurate as possible, most of the pricing was obtained by local licensed professionals to get an estimate of what it would cost to build this ADU.

Having this be an energy efficient and sustainable ADU was another priority in developing this project. Purchasing Energy Star compliant appliances for this ADU will help contribute to clean energy and reduce the operating costs. This may add some cost to the budget, but the appliances will pay themselves off over time and cut energy bills while also decreasing pollution. There will be three mini-split AC/Heater combos installed, one in each bedroom and one in the living area, saving money on heater and AC costs per Energy Star. With gas getting more expensive, the lot was chosen to position the ADU in a way that the pitch of the roof is declining south, making it better for positioning solar panels, which for this part of Colorado, is great for solar electricity generation. Having solar panels makes this ADU more energy independent and it will generate enough electricity to recharge electric vehicles if the renters have or decide to purchase one. Charging the electric vehicles will be easy because there will be an outlet installed for this purpose. The federal government gives a rebate in the yearly income tax for having solar panels and or electric vehicles. By installing the solar panels, income tax

Team 2

incentives will help pay for themselves and eventually the ADU will be energy efficient and/or independent by having everything powered with electricity from the panels. Since the landscaping around this ADU will mostly be gravel, adding some low maintenance shrubs or bushes will help reduce the heat that the gravel produces from the sun. Also, adding trees on the southern part will keep the ADU from getting too hot, receiving shade from the trees. The water use in the ADU will be kept low because there will be a dishwasher in place which saves water, as well as installing a high-efficiency shower head to save water while taking showers. Adding a high-efficiency toilet will save resources every- time the toilet is flushed. Aerators on the faucets will aid to minimize the flow of water by 1 gallon per minute, saving water on everyday use.

Team 2

TEAM 2
ADU

2149 N 22nd St

GRAND JUNCTION CO 81501

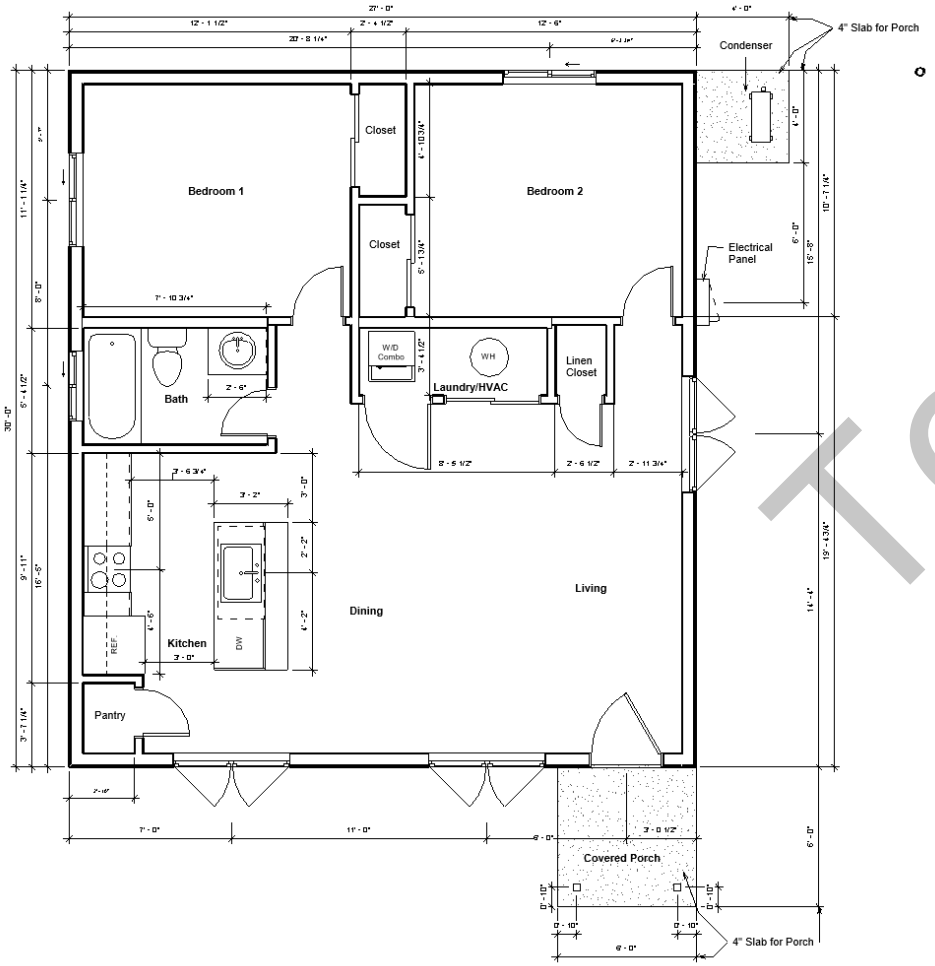
Proposed ADU on-site

Existing Site

Proposed ADU on Site

Team 2

Floor Plan & Room Square Footage



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<Room Square Footage>

A	B
Name	Area
Dining	73 SF
Bath	40 SF
Bedroom 1	115 SF
Bedroom 2	115 SF
Living	188 SF
Kitchen	121 SF
Laundry/HVAC	23 SF
Covered Porch	36 SF

- SLAB-ON-GRADE CONCRETE FOUNDATION
- GRAVEL LANDSCAPING AROUND THE HOUSE
- PAVERS THAT SPAN TO THE ALLEY
- CONCRETE SLABS FOR CONDENSER AND PORCH
- ASPHALT SHINGLES FOR THE ROOF

Team 2

Kitchen Rendering

- **Kitchen island is 3'-2"x6'-4"**
- **Island has a 14" overhang for additional seating**
- **All energy efficient appliances**
- **Walk-In pantry**

Living Room and Kitchen

- Washer and dryer stack combo
- HVAC room
- Linen closet
- Shared bathroom

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Open Living Area

- Plenty of windows for lighting and temperature control by opening windows on cool days to let fresh cool air in.
- One Mini-Split should be able to regulate the temperature for the living room/Dining/Kitchen Area.
- Open living area for many uses, including storing a bicycle for everyday commuting.

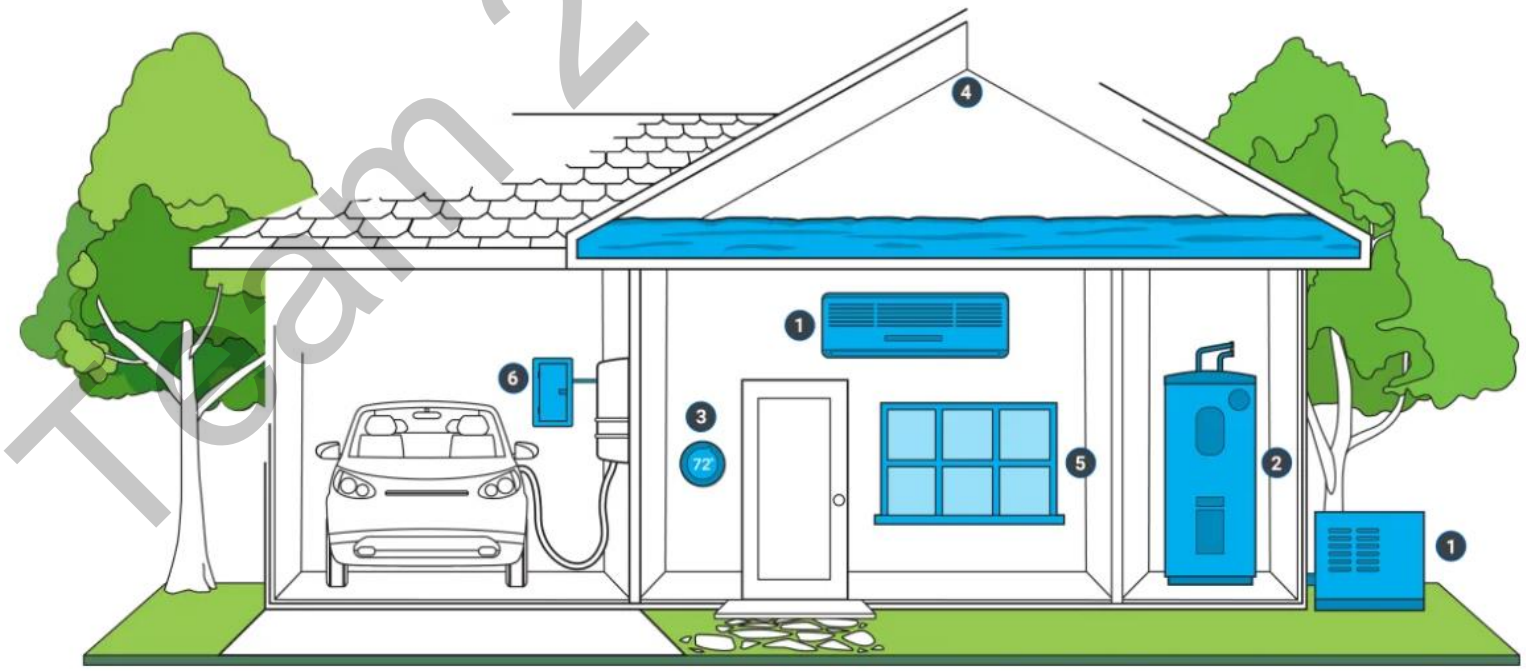
Energy Star

- For clean heating/cooling we put in mini splits
- We put in an energy star certified water heater
- Each mini split is equipped with its own thermostat for temperature control
- Well insulated
- High preforming doors and windows
- We have an electric charging port for an electric vehicle

Learn more about ENERGY STAR.

about home upgrades.

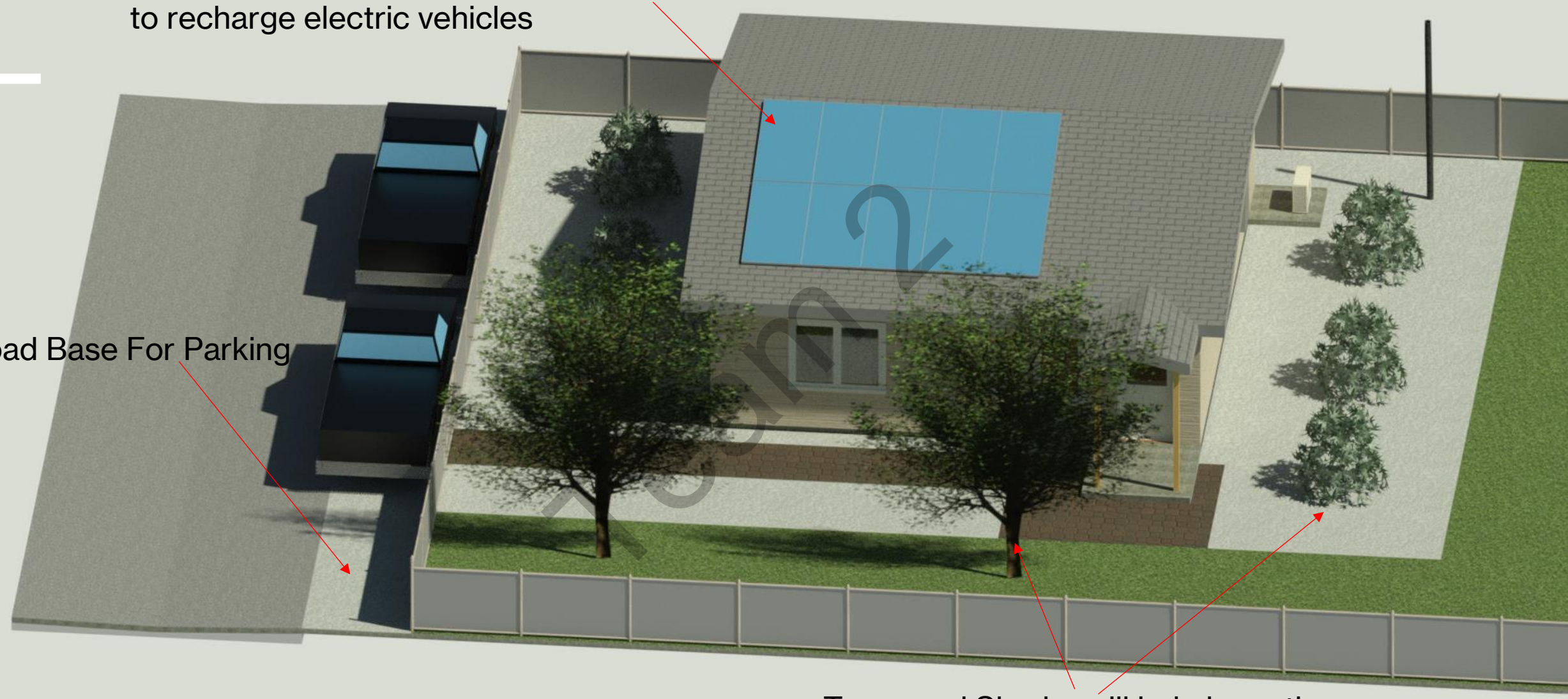
Find an organization to help you on your ENERGY STAR Home Upgrade journey, including planning for your home and coordinating installations and discounts.



The preceding image contains the six areas of a home where efficiency improvements can be made: 1. Clean Heating and Cooling, 2. Super-Efficient Water Heater, 3. Smart Thermostat, 4. Well-Insulated and Sealed Attic, 5. High Performing Windows and Storm Doors, 6. Electric Ready

Team 2

This number of electric panels will make this ADU Energy Efficient and/or Independent, producing enough electricity to recharge electric vehicles



Road Base For Parking

Trees and Shrubs will help keep the area in and around the ADU cooler.

Exterior

- House number pole so its visible from the street
- Air condenser for all three mini splits
- Five foot walking space
- Electrical box
- Mailbox

Team 2

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

PLANNING CLEARANCE

Single Family Residential and Accessory Structures

Building Address 935 Grand Ave

Parcel No. 2945-144-03-005

Subdivision Grand Jct SE Downtown

Filing ____ Block ____ Lot ✓

# of Existing Buildings: 1 SF of Existing: 1,601'

# of Proposed Buildings: 1 SF of Lot: 7,842.7'

DESCRIPTION OF WORK & INTENDED USE:

- ☐ New Single Family Home (*check type below)
- ☐ Interior Remodel
- ☐ Accessory Structure
- ☐ Other (Please specify)
- ☑ Addition
- ☑ Accessory Dwelling Unit - Review required

Applicant Information:

Name [redacted]

Mailing Address 3165 Patton Dr.

City, State, Zip Grand Junction CO, 81504

Telephone (719) 232-1040

Email [redacted]

Owner Information:

Name [redacted]

Mailing Address 2457 Thunder Mountain Drive Apartment 222

City, State, Zip Gran Junction Colorado 81505

*** TYPE OF HOME PROPOSED:**

- ☑ Site Built
- ☐ Manufactured Home (UBC)
- ☐ Manufactured Home (HUD)
- ☐ Other (Please specify) ____

Proposed Structure Information:

House 1st Fl: 891 sf 2nd Fl/Bonus Room: ____ sf

Garage: ____ sf Covered patio/Entry: ____ sf

Accessory Structure: ____ sf Basement: ____ sf

Proposed Height: ____ # of stories: 1

Notes: ____

REQUIRED: One plot plan, on 8 1/2" x 11" or 11" x 17" paper, showing all existing & proposed structure location(s), parking, setbacks to all property lines, driveway location & width, ingress/egress to the property & all easements & rights-of-way which abut the parcel.

Modifications to this Planning Clearance must be approved, in writing, by the Community Development Department. The structure authorized by this application cannot be occupied until a final inspection has been completed and a Certificate of Occupancy has been issued, if applicable, by the Building Department.

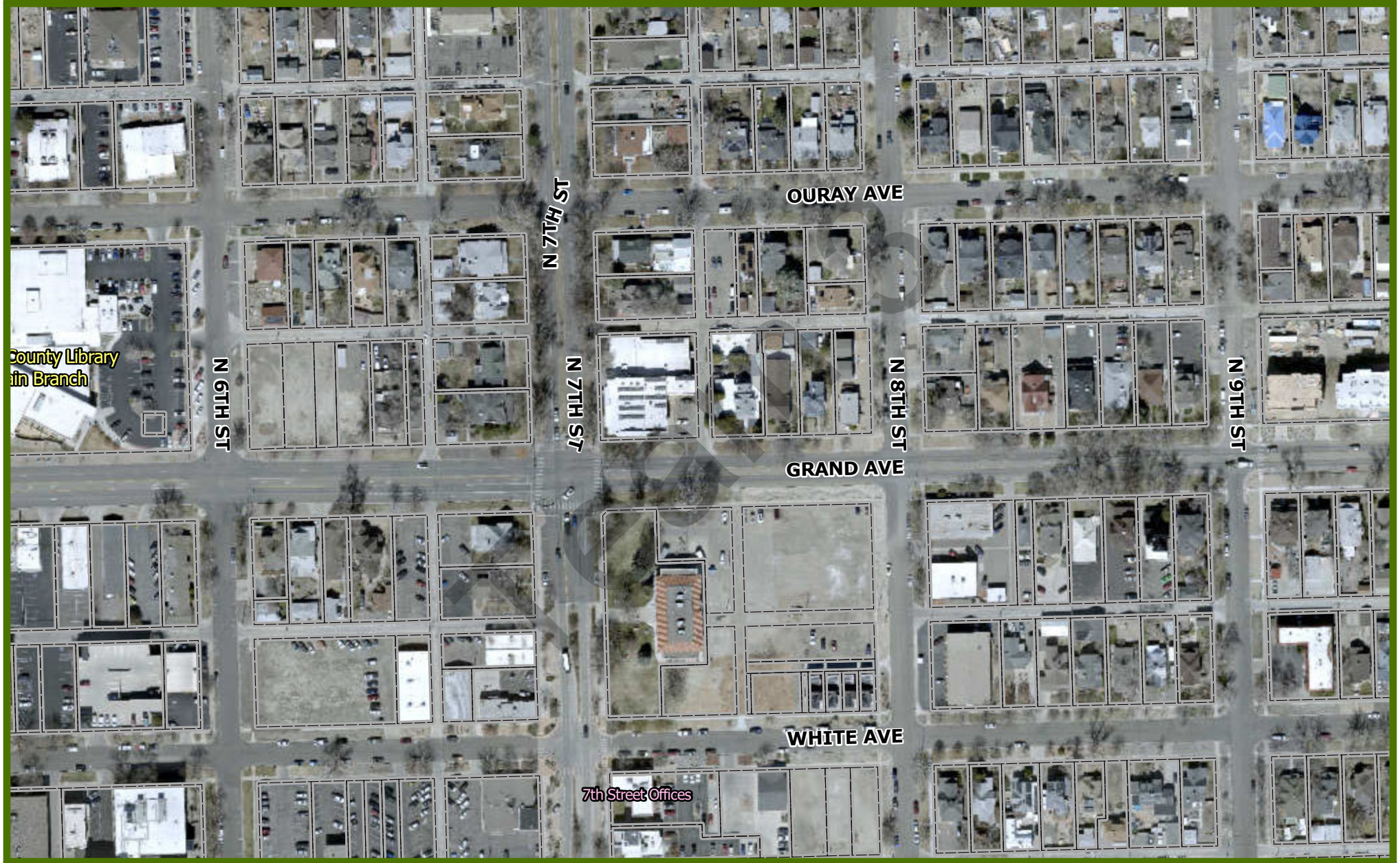
I hereby acknowledge that I have read this application and the information is correct; I agree to comply with any and all codes, ordinances, laws, regulations or restrictions which apply to the project. I understand that failure to comply shall result in legal action, which may include but not necessarily be limited to non-use of the building(s).

Applicant's Signature: [redacted] Date: October 21, 2024

VALID FOR 180 DAYS FROM DATE OF ISSUANCE (Section 21.02.070(b) Grand Junction Municipal Code)

Team 3

Team 3 Site Map



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0 0.05 0.1 mi

Printed: 11/6/2024

1 inch equals 188 feet

Scale: 1:2,257

Team 3
4 November 2024

Energy Performance & Sustainability of Materials Summary
(935 Grand Ave ADU)

Focusing on energy performance and the sustainability of the ADU is a huge focus for us as it will lower costs for construction, buying, as well as utilities cost. It will also help with the longevity of the ADU overall adding to the value.

One of the largest energy performance aspects that we will focus on would be air sealing the house. Which in turn reduces the amount of air that leaks in and out of your home and is a cost-effective way to cut heating and cooling costs, improve durability, increase comfort, and create a healthier indoor environment. Caulking and weatherstripping are two simple and effective air-sealing techniques that will for sure be focused on. Caulk is generally used for cracks and openings between stationary house components such as around door and window frames, and weatherstripping is used to seal components that move, such as doors and operable windows. This will help with the overall sustainability of the ADU and expand its lifespan. It will protect the ADU making sure there is no air or air moisture that is able to damage components of the building that are crucial to the ADU.

This leads us to the next part we focused on in energy efficiency, Structure performance. If we look at the floor plan, we notice that the Utility wall is backed by the bathroom, as well as the HVAC system in a 5 ½" partition wall, making them easier to access thus cheaper to work on. Also looking at the floor plan, you can see that the kitchen sink and dishwasher are under 13 feet away making them close and cheaper and more efficient to run plumbing to. This will help with the overall energy efficiency because the utilities used will not take as much energy to build or sustain over the life of the ADU. One more aspect of sustainability in materials that the structure plays a role is the framing and wall placement of the ADU. In the floor plan the walls are minimized as well as focusing on an advanced house framing. Advanced house framing, sometimes called optimum value engineering, refers to framing techniques designed to reduce the amount of lumber used and waste generated in the construction of a wood-framed house. These techniques boost energy efficiency by replacing lumber with insulation material while maintaining the structural integrity of the home. Advanced framing improves the whole-wall R value by reducing thermal bridging (thermal flow that occurs when materials that are poor insulators displace insulation) through the framing and maximizing the insulated wall area.

Team 3

Another aspect we took into consideration with energy performance and the sustainability of the materials would be where on the site the ADU is located. Looking at the site plan attached we can notice that the sewage collection system is only 32' 5" away from the main sewer line. This will make it cheaper to run sewer to that house, which was a crucial part for us when picking a lot.

Materials focusing on sustainability:

- Caulking and weatherstripping of cracks and openings between stationary house components & door and window frames
- 2" R8 Mineral Wool insulation because it's typically cheaper than other insulation, noncombustible, doesn't absorb moisture (immune to mold), fully recyclable, highly durable, affective thermal insulation containing or blocking heat
- Energy efficient appliances
- Possibility for solar panels on the south side of the roof or even the north because of the roof slope
- Advanced framing plan (replacing lumber with insulation material while maintaining the structural integrity of the home)

  Advanced House Framing | Department of Energy

- Opportunity for xeriscaping landscaping which will save money and add to sustainability
- Cool Roof for 10-15% energy savings

  *Roof will be lighter in color asphalt shingles & cool roof coating
  *Cool roofing products usually cost no more than comparable conventional roofing products
  *Cool Roofs | Department of Energy

Team 3

Affordable Accessory Dwelling Unit (ADU) Downtown

Our proposed Accessory Dwelling Unit (ADU) offers a unique opportunity to increase affordable housing options in the downtown area, with a design that prioritizes accessibility, sustainability, and economic efficiency. This 891-square-foot home features two bedrooms and one bathroom, with an open-concept living area and kitchen that maximizes space and creates a welcoming environment. The ADU is ideally suited for small families, or older adults seeking a downsized living arrangement that can adapt to their changing needs over time.

Location and Community Integration

The downtown location provides residents with the advantages of urban living, including access to a variety of amenities such as shops, restaurants, public parks, and cultural attractions. Being situated in a walkable area reduces the need for vehicle use, supporting a more sustainable lifestyle while also lowering transportation expenses for residents. Additionally, the ADU is located within the zoning boundaries of Chipeta Elementary School, West Middle School, and Grand Junction High School, making it an ideal choice for families who want to be close to quality educational institutions.

Having access to reputable schools is a significant advantage for families with children, as it ensures continuity in education without the need to relocate. These local schools are a draw for potential buyers or renters, enhancing the desirability of this affordable housing option.

Flexible and Universal Design

The ADU is designed with flexibility in mind, incorporating universal design principles that make it accessible for people of all ages and abilities. Including a layout that allows for easy navigation and support aging in place. The open concept living area and kitchen also enable greater adaptability in arranging furniture and organizing the space, catering to different lifestyle needs and preferences.

The bathroom is equipped with features such as grab bars and a low curb shower, which not only improve safety but also add to the home's longevity as a suitable living option for a range of ages. By prioritizing universal design, the ADU promotes inclusivity and ensures that it remains a practical housing solution as occupants' needs evolve over time.

Economic Efficiency and Cost Savings

Achieving affordability goes beyond the initial cost of purchasing or renting the ADU; it also involves minimizing ongoing expenses for residents. Our design incorporates several strategies and features aimed at reducing maintenance and utility costs, which makes the home economically sustainable in the long run:

- **Sealing and Insulation:** To optimize energy efficiency, all doors, windows, and stationary components are thoroughly caulked and weather-stripped to prevent drafts and air leakage. This simple but effective approach significantly reduces heating and cooling expenses by keeping the indoor environment stable. The addition of 2" R24 mineral wool insulation further enhances energy savings. This type of insulation, while initially more expensive than standard options, provides excellent thermal resistance, contributing to a reduction in

Team 3

heating costs. Its noncombustible nature, resistance to moisture, and recyclability make it a durable and eco-friendly choice.

- **Energy-Efficient Appliances:** The home will come equipped with energy-efficient kitchen and laundry appliances, such as an ENERGY STAR-rated refrigerator, dishwasher, and washing machine. These appliances use less water and electricity compared to conventional models, resulting in lower utility bills. This aspect of the design is especially beneficial for tenants, as they can enjoy a reduced cost of living without sacrificing comfort or convenience. These also include all the appliances being water efficient such as the dishwasher, and laundry appliances.
- **Advanced Framing Techniques:** By employing advanced framing methods including an energy heel on trusses, we have optimized the construction process to use less lumber while incorporating additional insulation. This approach not only maintains the structural integrity of the building but also enhances its thermal efficiency. The result is a home that requires less energy to heat and cool, providing long-term savings on utility expenses. Using advanced framing also reduces waste during construction, aligning with sustainable building practices.
- **Cool Roof Design:** A cool roof, featuring lighter-colored asphalt shingles and a reflective coating, is included to reduce heat absorption. This design improves energy efficiency by reflecting more sunlight and absorbing less heat, which can lower air conditioning costs by up to 15% during hot months. Cool roofing materials are priced similarly to standard roofing products, making this an economically feasible choice that offers significant energy savings. Additionally, the cool roof helps prolong the lifespan of the roofing material by reducing thermal stress.

Quality Construction and Long-Term Value

Investing in durable, high-quality materials ensures that the ADU will stand the test of time, providing a safe and comfortable living environment for years to come. The use of advanced framing techniques, and cool roofing materials not only adds to the home's initial quality but also minimizes repair and replacement costs in the future. These elements contribute to the home's long-term value, making it a wise investment for potential buyers or renters.

The careful selection of building materials and energy-efficient systems means that residents will experience fewer issues with wear and tear, reducing the need for costly repairs. This reliability is especially important in affordable housing, where the goal is to provide high-quality living at a reasonable cost.

For landscaping we will use a xeriscaping technique. This means including only native plants, as well as no rocks for lowering urban heat island affects.

Conclusion

The downtown ADU project offers a well-rounded solution to the need for affordable, sustainable housing in the community. By integrating universal design, energy efficiency, and high-quality construction, we are providing a home that is not only economically feasible but also adaptable to

Team 3

the changing needs of its residents. Its proximity to local amenities and quality schools adds to its appeal, making it a valuable addition to the housing options available in our town.

Team 3

935 Grand Ave ADU

Parcel Number: 2945-144-03-005
Location: 935 GRAND AVE UNIT B
Mailing Zip: 81501
Location Zip: 81501
Zoning: RM-8
Acres: 0.172163
City Limits Status: Inside City Limits

ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPUANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

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No.	Description	Date

935 Grand Ave ADU
Unit B

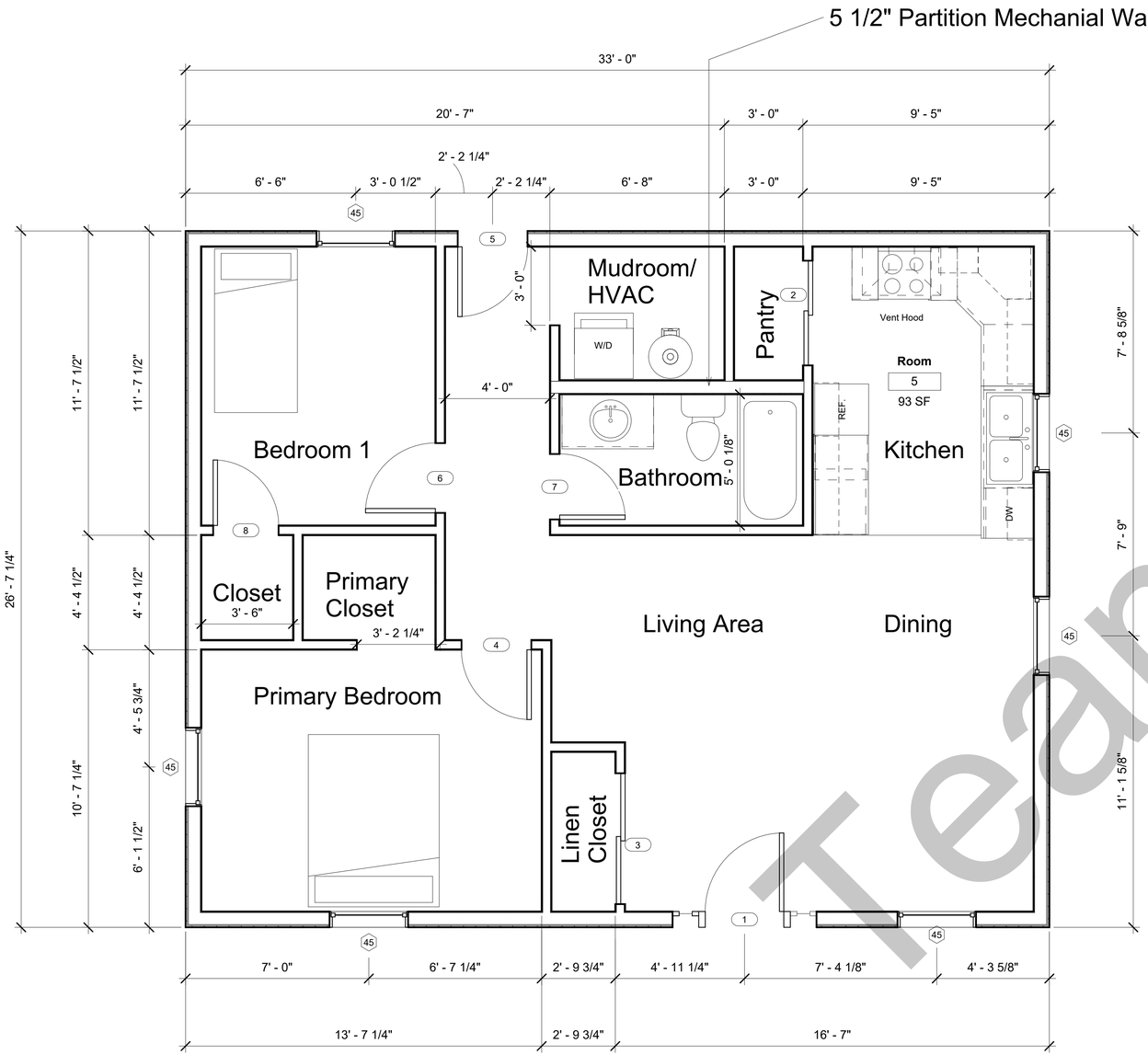
Title Sheet

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

A0

Scale

11/4/2024 2:15:00 PM



1 First Floor
3/8" = 1'-0"

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

N

- Full House Electrified

891 Sq. Ft.

Team 3

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No.	Description	Date

935 Grand Ave ADU Unit B

First Floor Plan

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

A1

Scale 3/8" = 1'-0"

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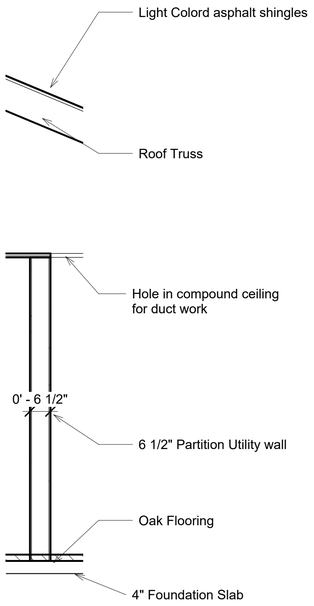
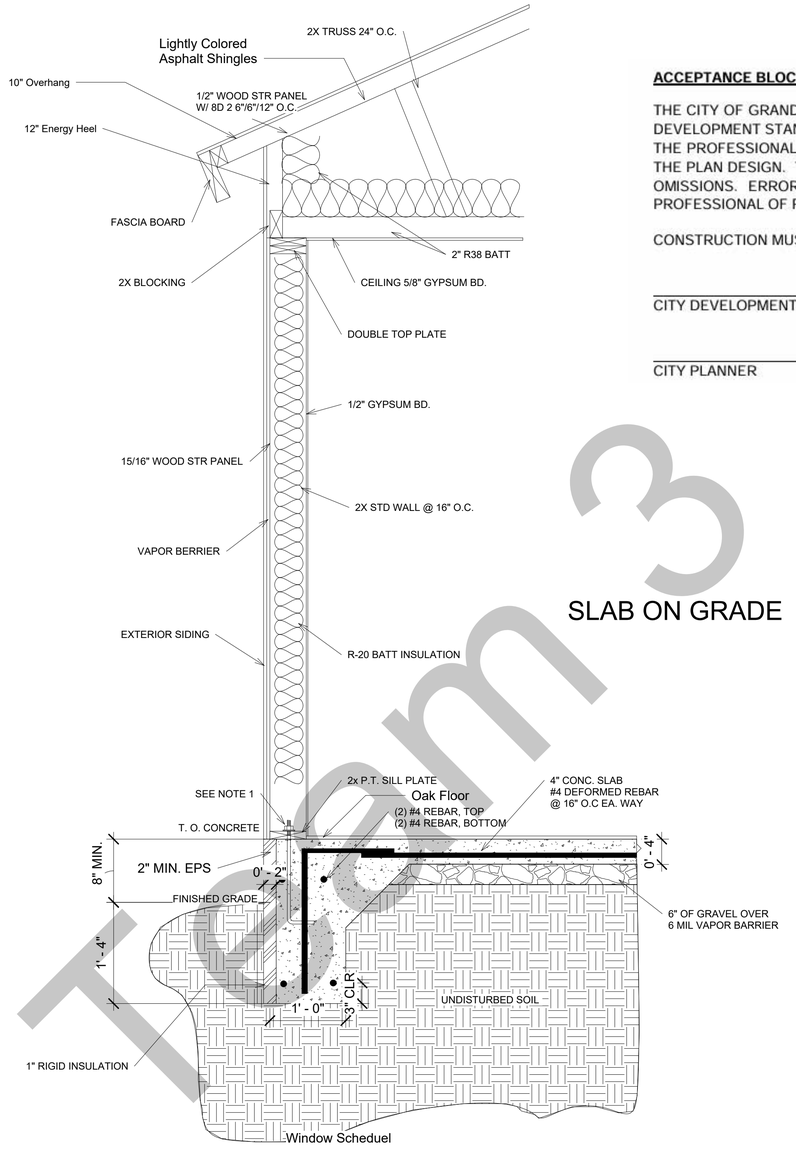


1 Utility Wall Section
1/2" = 1'-0"



Window Scheduel

NOTES:
1. Anchor Bolts 1/2" x 10", 72" O.C. with 0.229" x 3" x 3" plate washers, minmum 2 anchors per piece located not more then 12" or less then 7 bolt diameters from each end of the piece.
2. 2" Minimum EPS due to code

2 Slab On Grade
1" = 1'-0"

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

Team 3

SLAB ON GRADE

Door Schedule			
Door Number	Door Type	Door Size	Finish Comments
1	41	36" x 84"	
2	53	48" x 84"	
3	55	60" x 80"	
4	36	32" x 84"	
5	36	32" x 84"	
6	36	32" x 84"	
7	38	30" x 80"	
8	38	30" x 80"	

	Rough Opening				
Type Mark	Width	Height	Type	Head Height	Comments
45	3' - 0"	4' - 0"	Fixed with Trim	7' - 4"	

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No.	Description	Date

935 Grand Ave ADU Unit B

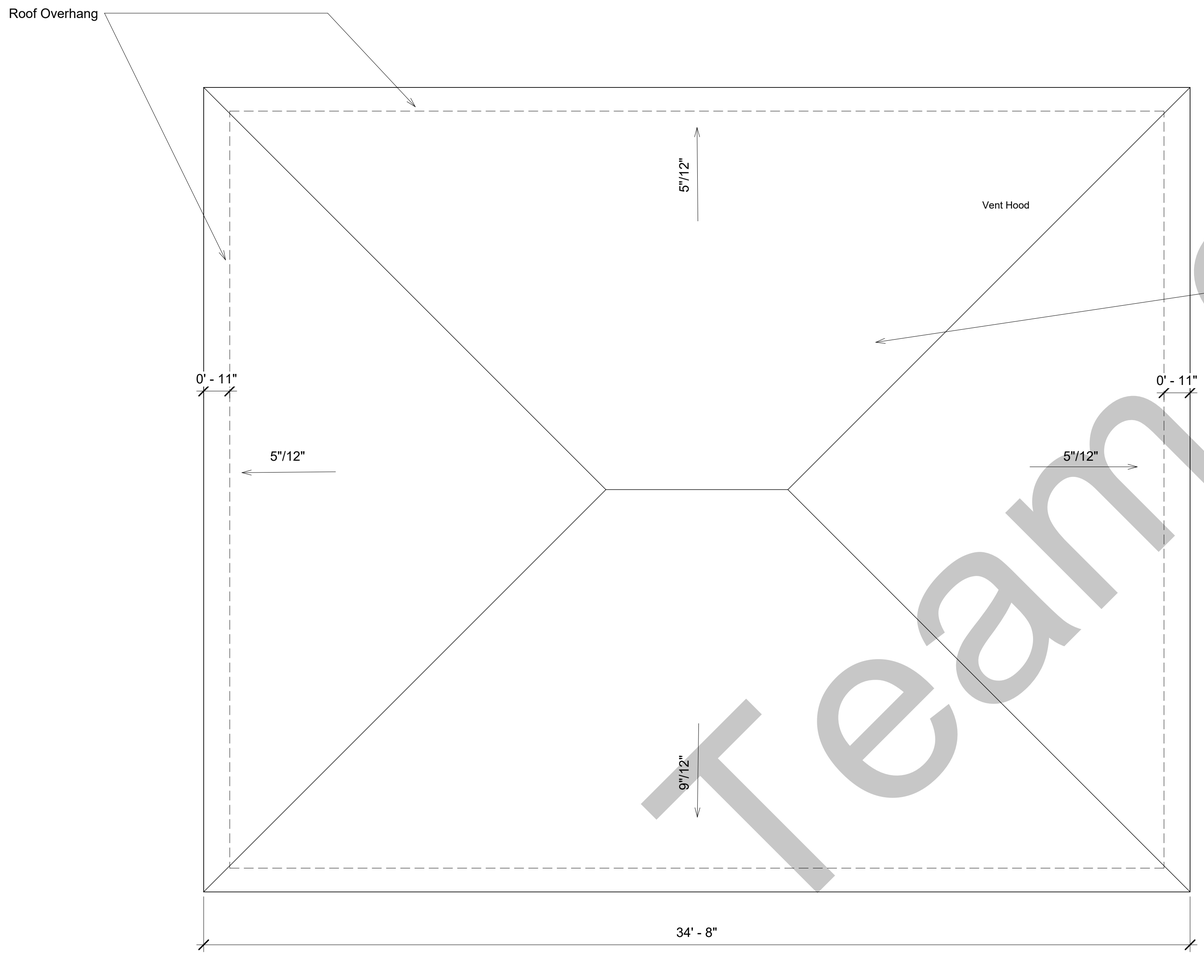
Wall Sections & Scheduels

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

A10

Scale: As indicated

11/4/2024 2:15:01 PM



- Light Colored Asphalt Shingles for cool roof

- Cool roof coating

-10" Overhang On all Sides

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

Team 3

1 Roof Plan
3/8" = 1'-0"

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No.	Description	Date

935 Grand Ave ADU Unit B

Roof Plan

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

A5

Scale 3/8" = 1'-0"

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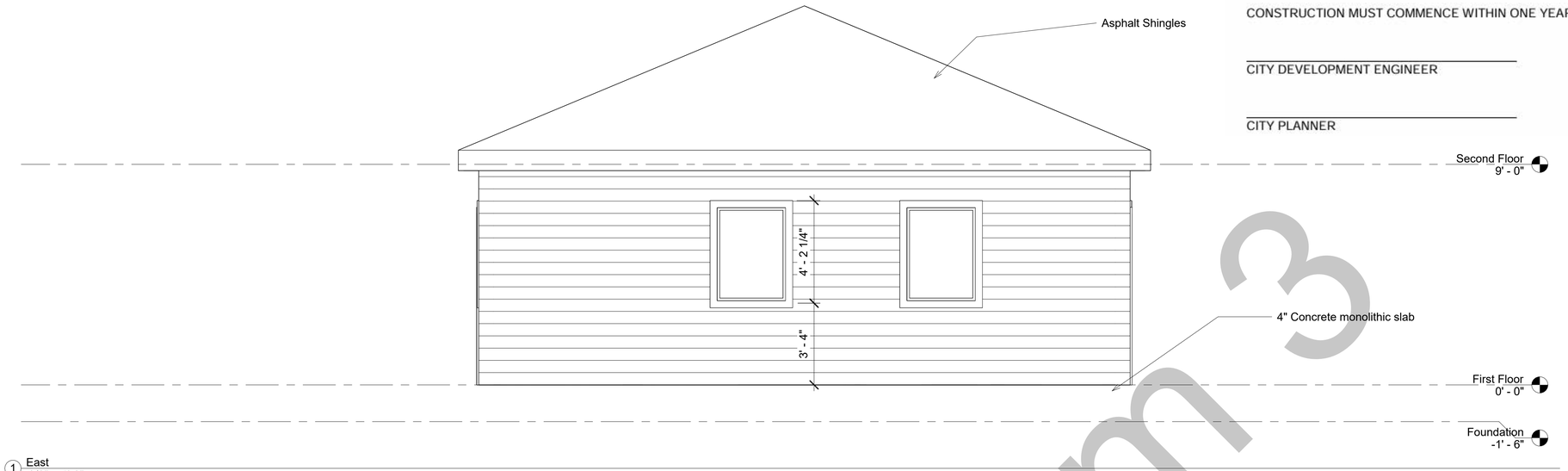
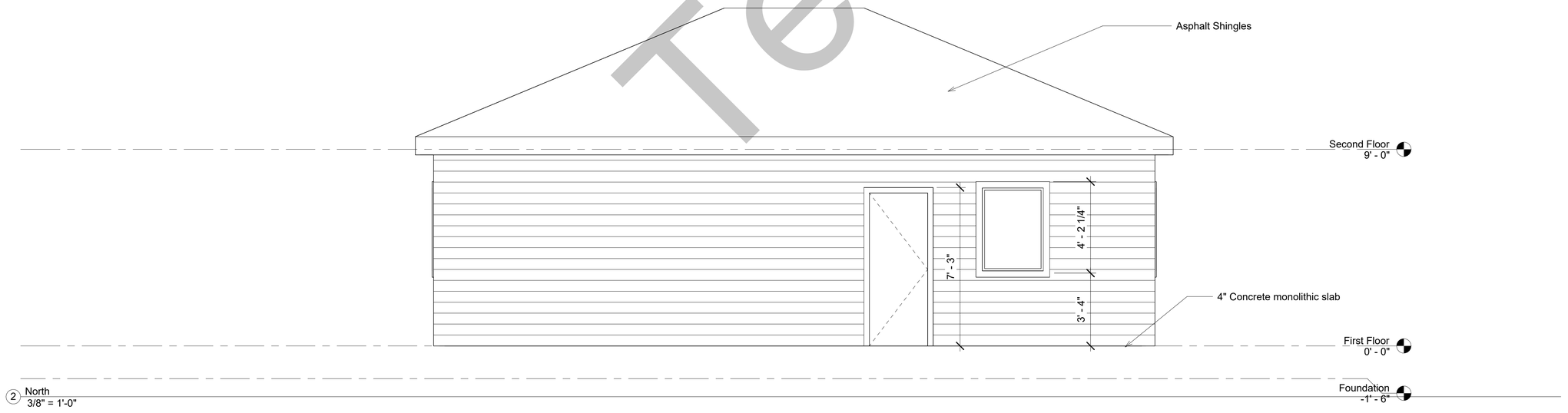
CITY PLANNER _____ DATE _____



1 East
3/8" = 1'-0"



2 North
3/8" = 1'-0"

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No.	Description	Date

935 Grand Ave ADU Unit B

Elevations

Project number	Project Number
Date	10/18/2024
Drawn by	Owen Smith
Checked by	Checker

A6

Scale 3/8" = 1'-0"

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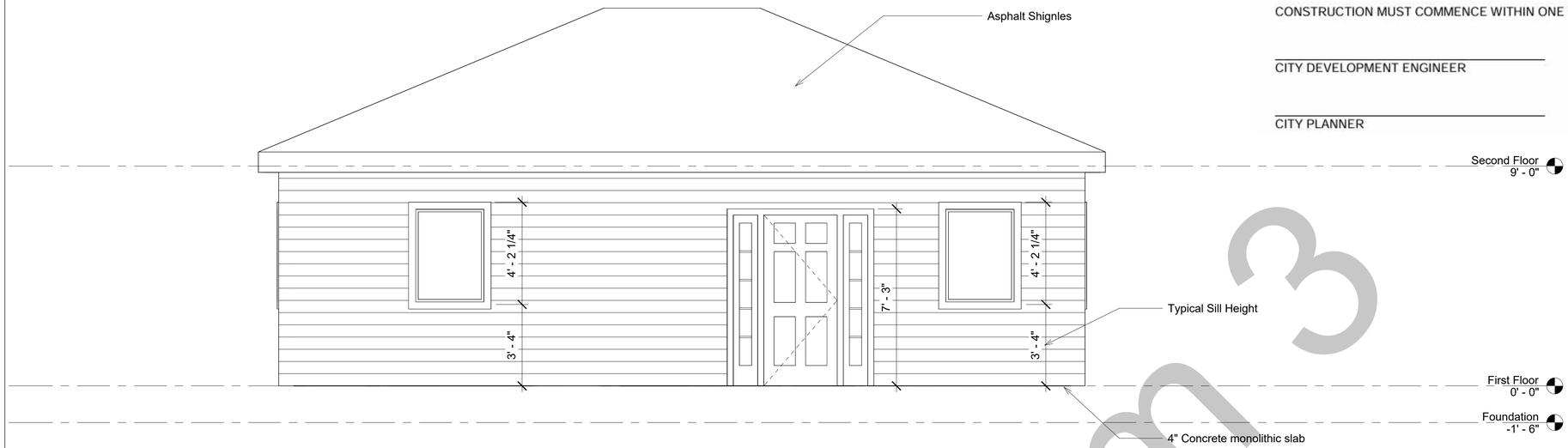
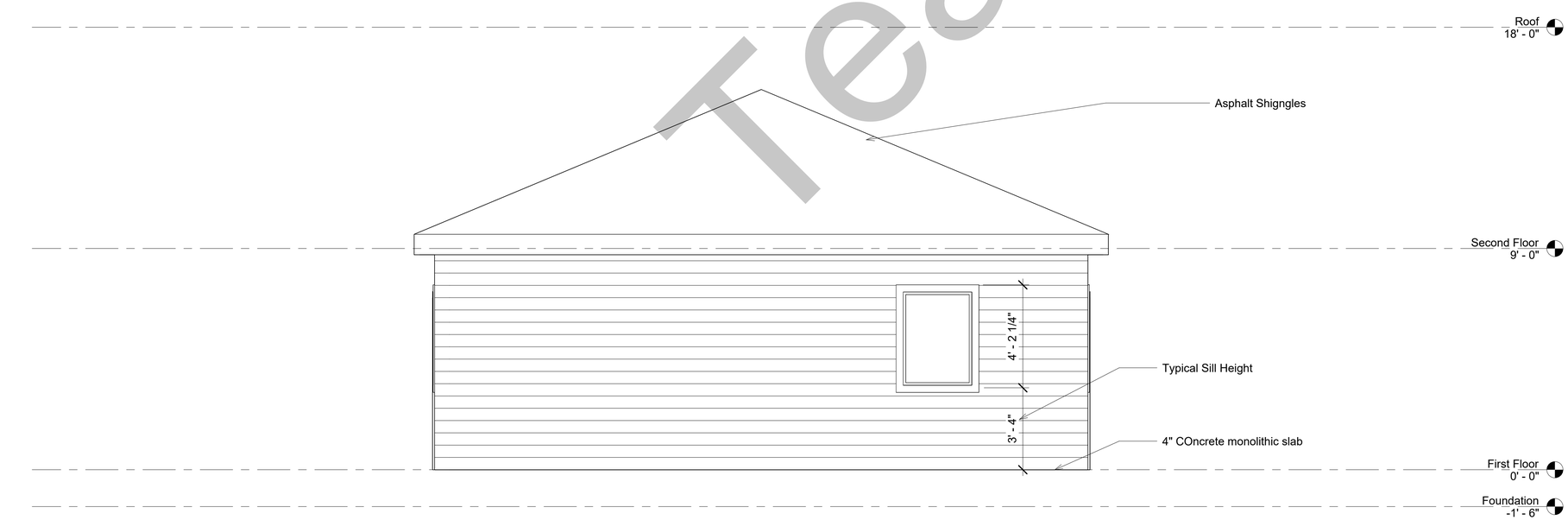
CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____



1 South
3/8" = 1'-0"



2 West
3/8" = 1'-0"

Team 3

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No.	Description	Date

935 Grand Ave ADU Unit B

Elevations

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

A7

Scale 3/8" = 1'-0"

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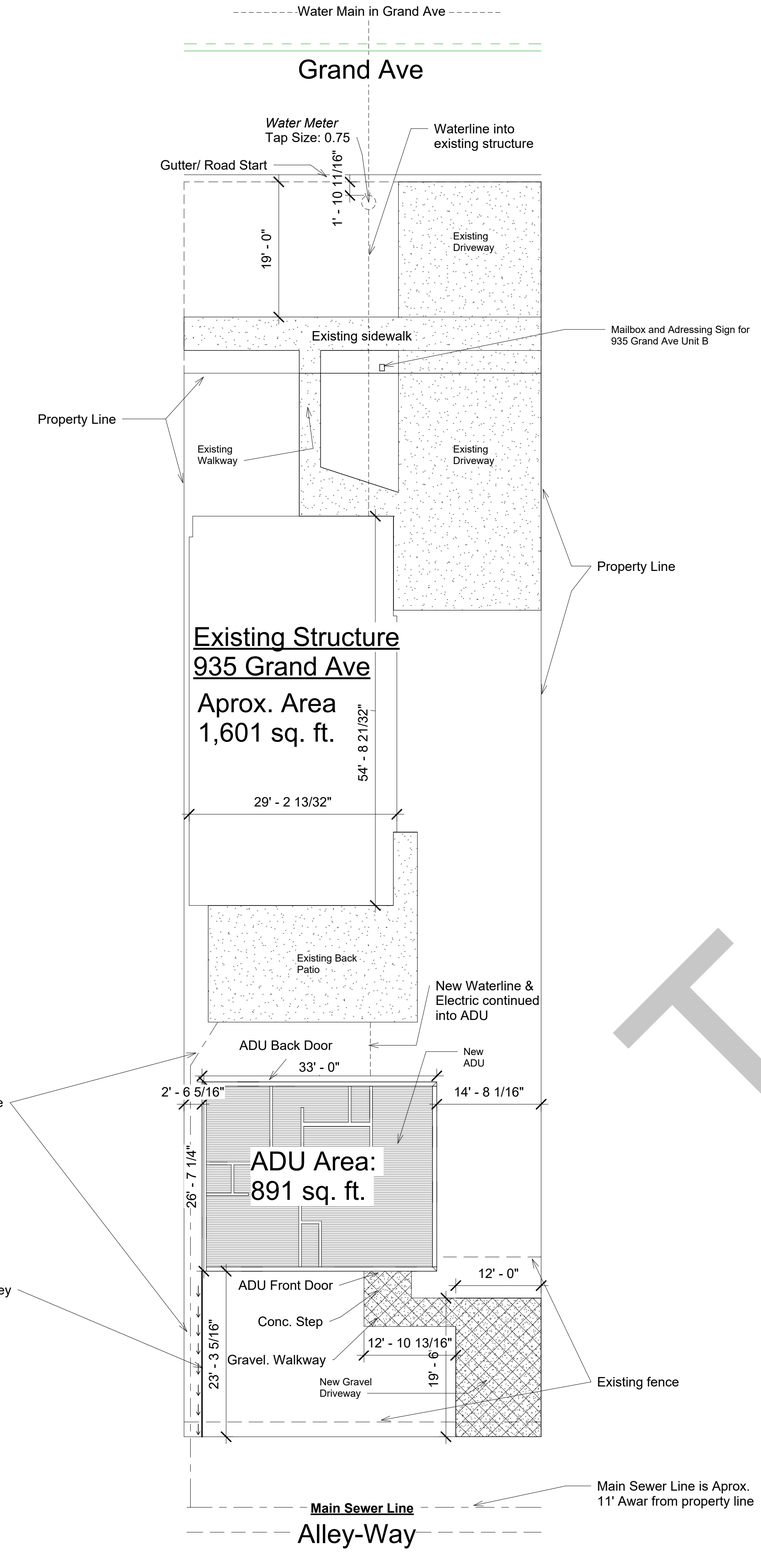

1 Site Plan
3/32" = 1'-0"

N

ACCEPTANCE BLOCK

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CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

- Water Meter Information:
- Meter Location No: D3-262-029
- Account Number: 1867
- Tap Type: Residential
- Address: 935
- Street: GRAND
- Type: AVE
- Tap Size: 0.75
- System Type: Service Line
- Service Number: 6032-935

- In Xcel Energy District (Ran Underground into existing structure)

- Existing Fence demo before the start of ADU constructuon

- Drainage of existing structure into Grand Ave

-Drainage of ADU into Aley

-Adressing Minimum of 4” tall with a minimum stroke width of ½”

-All work must be done to City Of Grand Junction Standards and Specifications

Team 3

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No.	Description	Date

935 Grand Ave ADU Unit B

Site Plan

Project number	Project Number
Date	10/18/2024
Drawn by	Team 3
Checked by	Checker

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Scale 3/32" = 1'-0"

11/4/2024 2:15:01 PM

ADU Cost Estimator Team 3

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below.

Total Estimated ADU Cost: 137418.68

Hard Costs		
Hard Cost Calculator Total	128588.00	See the second tab of this spreadsheet for a **more detailed hard cost calculator.** The total that you calculate there will appear in the **first yellow box to the left.**
Contractor Overhead		
Site Improvements		
Sewer/Water/Infrastructure Changes		
Additional Cost		
Additional Cost		

Soft Costs		
DESIGN		
Designer/Architect	0.00	The need for design services will vary - not every project will require a designer or architect.
Geotechnical Engineer		
Other		
Other		

STUDIES		
Soils Report (if on expensive or unstable soils)		Required studies vary by project. Confirm which studies your project will require by consulting City of GJ Planning Staff during your planning meetings.
Floodplain Permit Survey	0.00	
Additional Study	0.00	
Additional Study	0.00	

Impact/Planning Fees*		
ADU Planning Clearance Fee	45.00	*Fees as of January 2024. City of Grand Junction impact/planning fees are regularly adjusted for inflation. You can find the most updated planning clearance fee here: **https://egovepl-web.gjcity.org/EnerGov_prod/SelfService#/applicationAssistant?sectionName=All&showTemplates=false** And the most updated impact fees here: **https://www.gjcity.org/349/Development-Impact-Fees**
Traffic Capacity Payment (TCP)**	3075.00	
School Impact Fee		
Sewer Plant Investment Fee (PIF)	3991.68	
Parks Impact Fee	962.00	
Fire Impact Fee	530.00	**If your property is in a Redevelopment Area, you only have to pay 50% of the Traffic Capacity Payment (TCP).
Police Impact Fee	227.00	
Floodplain Elevation Certificate Fee***	0.00	***The Floodplain Elevation Certificate is only necessary if your site is on a

Water/Sewer Tap Fees		
Grand Junction Water - $0	0.00	NOTE: These fees are only required if putting in a separate meter/tap. Don't forget to contact your water provider to determine if a water "submeter" is required (and associated costs), and to get updated fees.
Clifton Water - $6100	0.00	
Ute Water - $8000	0.00	
Sewer Tap Fees	0.00	

Team 3

Estimated Hard Cost Calculator*

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below.

Total Estimated Hard Cost: 128588.00

Site Prep	
Demolition	0.00
Dumpster & Removal	200.00
Clear Lot	0.00
Tool/Equipment Rental	
Other:	
Other:	

Utilities	Column1
Gas: Permit, Connection Fee, Installation	561.00
Electrical: Permit, Connection Fee, Installation	
Water/Sewer: Tap Fees & Hookup	
Telecom (Internet, Cable) Hookup	
Other:	
Other:	

Rough Framing	
Exterior & Interior Walls	14256.00
Floor Framing	17820.00
Nails, Screw, Fasteners	100.00
Prep for Plaster, Drywall	
Roof Framing/Trusses	7990.00
Roof Framing/Trusses Labor	2950.00
Other:	
Other:	

Plumbing	
Drain/Waste/Vent	
Water Supply Piping	
Gas Piping	
Water Treatment	
Water Heater	
Fixtures: Toilets, Tubs, Sinks, Showers	
Faucets, Mixing Values, Shower Heads	
Disposal	
Other:	Total Plumbing
Other:	19179.00

HVAC	
Furnace/Heat Pump	5000.00
Central AC	5000.00
Ductwork	3500.00
Labor	6000.00
Hot Water Tank	
Other:	
Other:	

Porches & Decks	
Porch/Deck	0.00
Other Outdoor Structures	0.00
Labor	0.00
Other:	0.00
Other:	0.00

Excavation & Earthwork	
Retaining Wall	
Topsoil	
Site Drainage	
Seeding/Sod	
Other:	
Other:	

Foundation	Column1
Slabs - Foundation, Basement, Garage	632.00
Sump Pump	1600.00
Crawlspace	0.00
Exterior Foundation Insulation	168.00
Other:	
Other:	

Exterior	
Exterior Labor	
Siding/Veneer	
Paint/Stain/Caulk	
Trim	
Other:	Stucco including labor
Other:	6237.00

Electrical	
Lighting	
Wiring	
Smoke/CO2 Alarms	
Panels	
Devices: Outlets, switches, dimmers	
Labor	
Other:	Electrical Total Including Labor:
Other:	8019.00

Drywall/Plaster	
Labor	Labor Included
Walls	0.00
Ceilings	
Other:	Materials Included
Other:	Drywall Total: 2527

Kitchen	
Cabinets	2560.00
Sink	79.00
Countertops	
Labor	2000.00
Other:	
Other:	

Appliances	
Refrigerator	1100.00
Stove, Range, Cooktop	670.00
Dishwasher	700.00
Washer/Dryer	1500.00
Microwave	420.00
Other:	
Other:	

On-Site Water/Sewer	
Plumbing Installation, Tie In	
Plumbing/Water/Sewer Permits	
Other:	
Other:	

Other Masonry/Paving	
Patios	0.00
Exterior Stairs	0.00
Masonry Chimneys	0.00
Fireplaces/Hearths	0.00
Driveway	
Walkways	2500.00
Other:	
Other:	

Windows/Exterior Doors	
Doors, frames, sills	1082.00
Locksets, knobs, door hardware	42.00
Windows	3030.00
Garage Doors & Opener	0.00
Other:	
Other:	

Insulation & Air-Sealing	
Insulation	1931.00
Labor	1337.00
Other:	
Other:	

Interior Finish	
Interior Doors	Included in exterior doors
Cabinets	
Interior Painting	3200.00
Floors	
Decorative Elements	
Labor	
Other:	
Other:	

Bathrooms	
Bath cabinets	200.00
Shower	707.00
Bathtub	0.00
Mirror	50.00
Towel hangers, toilet paper holders, accessories	30.00
Toilet	150.00
Sink	88.00
Labor	6000.00
Other:	
Other:	

Team 8

Group 3: ADU 935 Grand Ave Unit B

Item 3

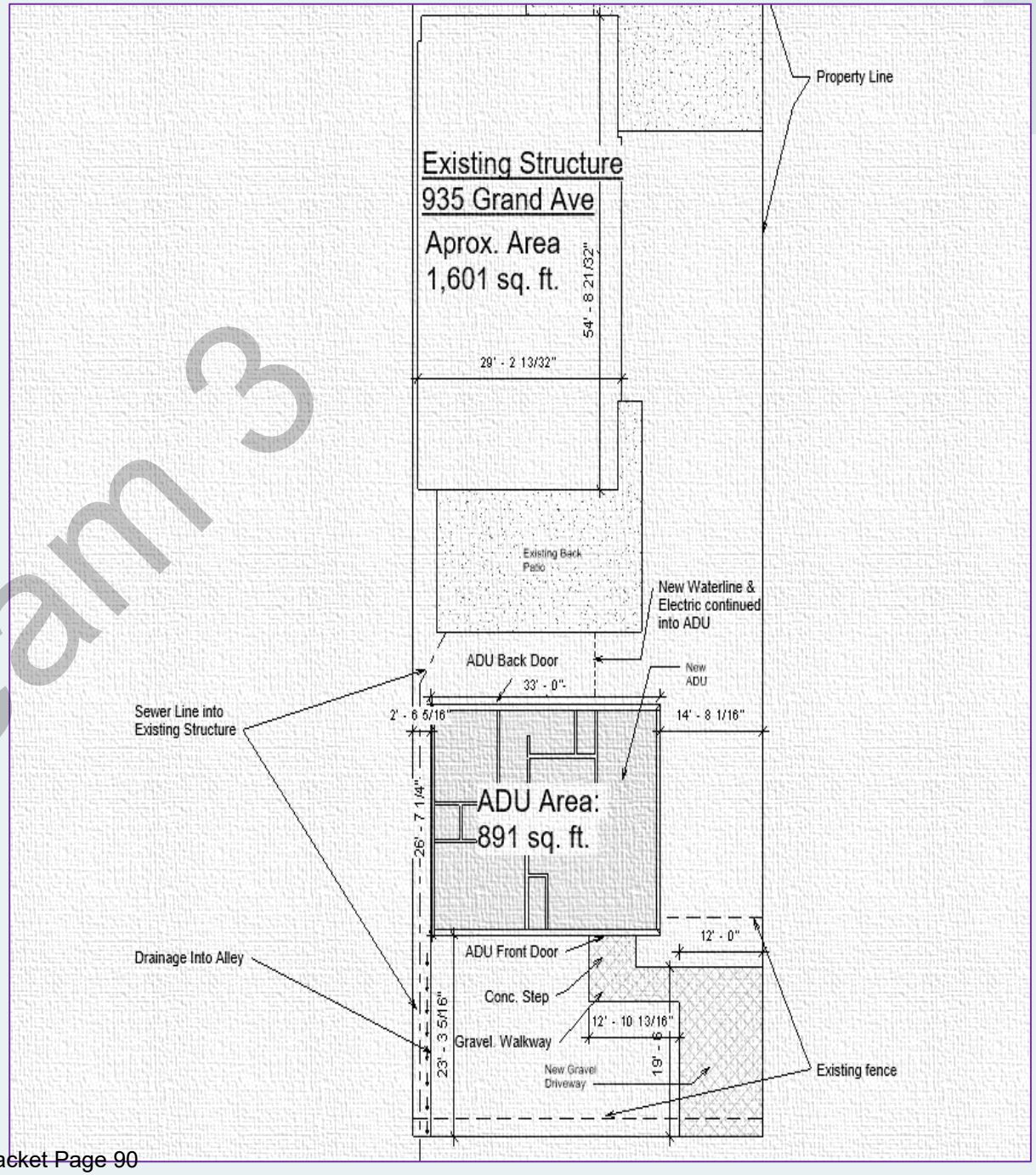
Team 3

- Location: 935 Grand Ave Unit B
- 891 sq. ft.
- 2 bed, 1 bath

  - Located downtown Grand Junction between Grand Ave and N. 10th Street

  - Quick access to restaurants, shopping

  - Options for schools of choice for families (Universal design)



Team 3

Easily accessible

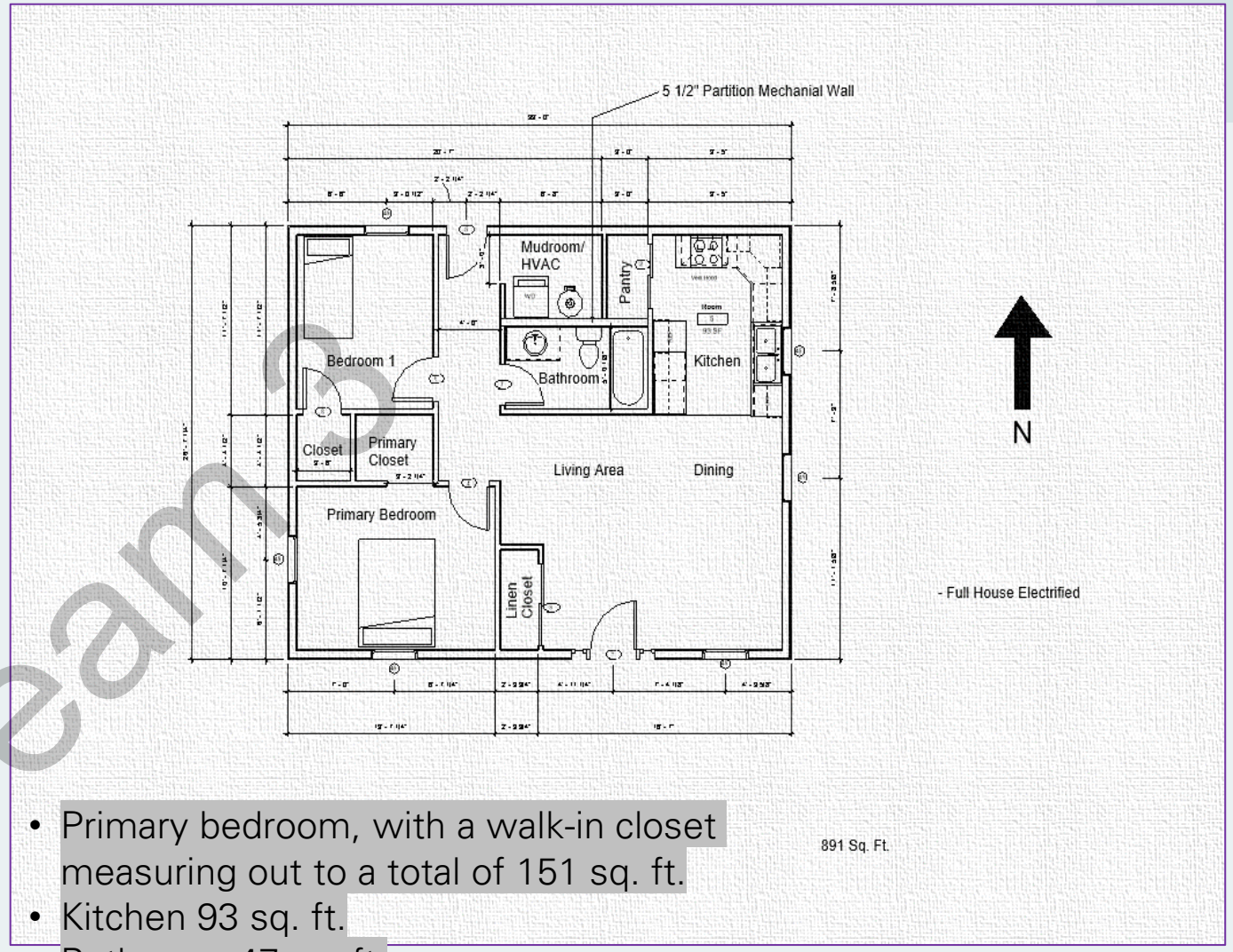
- Slab foundation for easy access for those with special needs (Gentle slope sidewalk to front door)

Universal Design

- Purposed focusing on small family but it can be used for handicap or Elderly (Based on storage, supporting flexible living arrangements, as well as longevity being fully filled with Utility access made cheaper based on Floor plan)

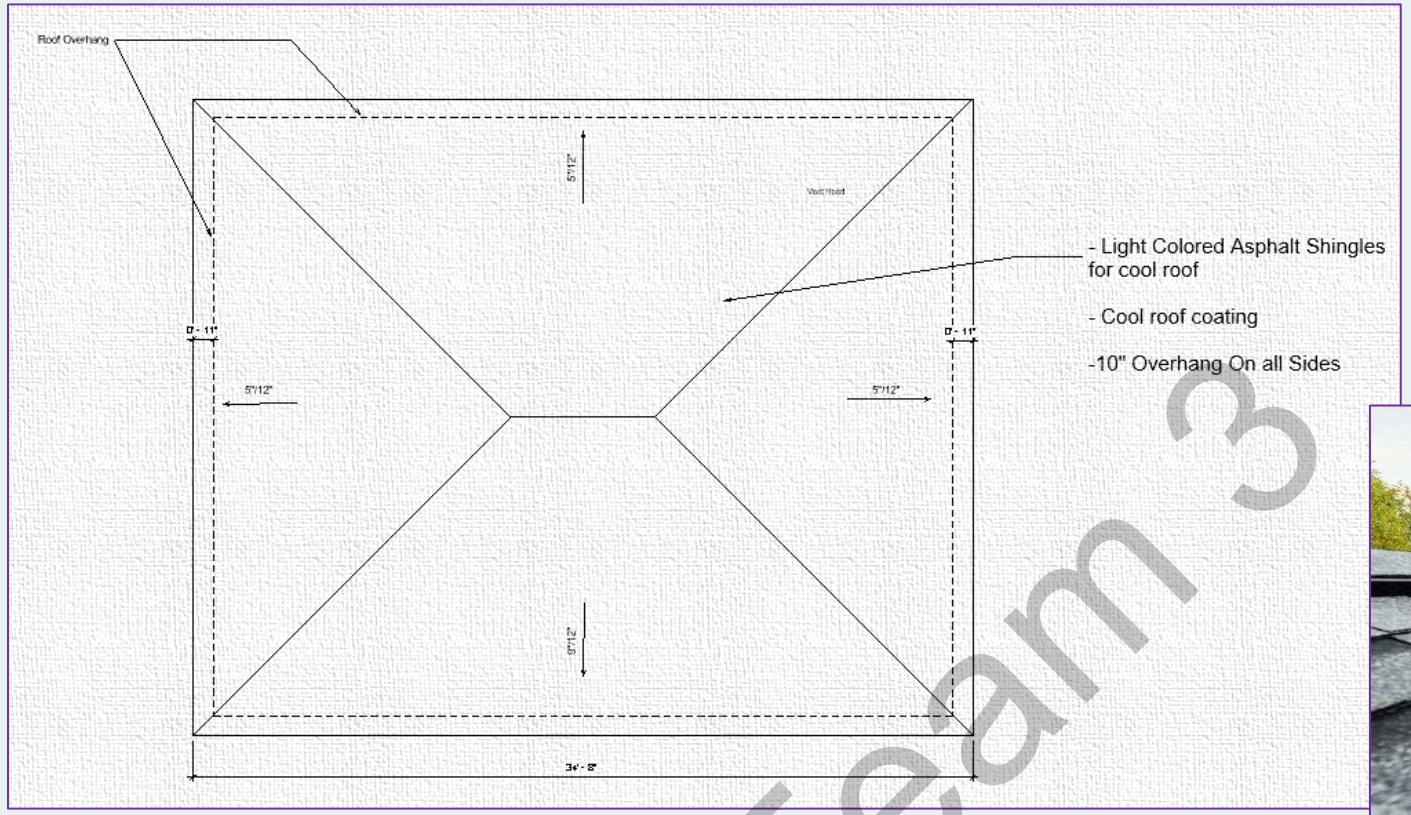
Affordability

- Limiting walls for cheaper construction as well as more open Concept
- Utilities close together for cheaper installation and waterline



- Primary bedroom, with a walk-in closet measuring out to a total of 151 sq. ft.
- Kitchen 93 sq. ft.
- Bathroom 47 sq. ft.
- Mudroom 40 sq ft.
- Living area 300 sq ft.
- Linen Closet 15 sq. ft.
- Secondary bedroom, with walk-in closet measuring out to a total of 109 sq. ft.

Team 3

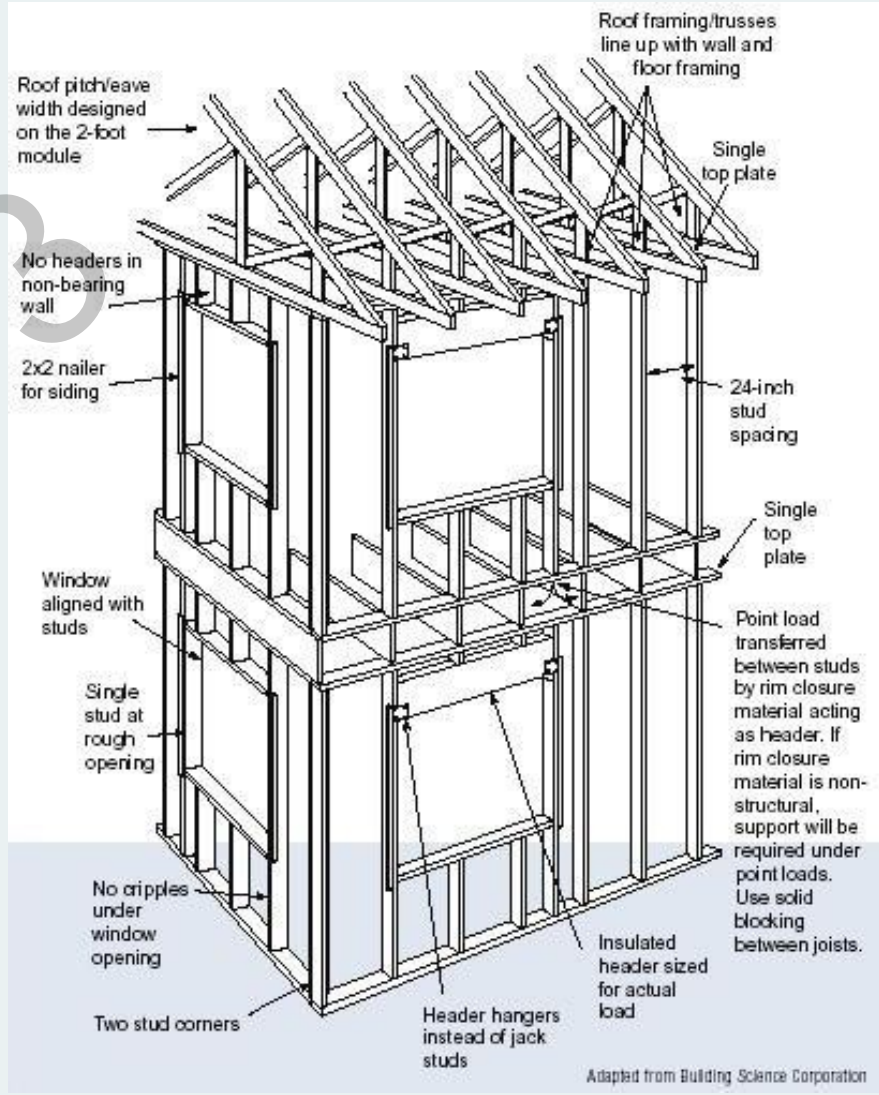


Team 3

• Cool Roof Design: A cool roof, featuring lighter-colored asphalt shingles and a reflective coating, is included to reduce heat absorption. This design improves energy efficiency by reflecting more sunlight and absorbing less heat, which can lower air conditioning costs by up to 15% during hot months. Cool roofing materials are priced similarly to standard roofing products, making this an economically feasible choice that offers significant energy savings. Additionally, the cool roof helps prolong the lifespan of the roofing material by reducing thermal stress.

Advanced Framing Technique
Optimum Value Engineering

Referring to framing techniques designed to reduce the amount of lumber used and waste generated in the construction of a wood-framed house. These techniques boost energy efficiency by replacing lumber with insulation material while maintaining the structural integrity of the home. Advanced framing improves the whole-wall R-value by reducing thermal bridging (thermal flow that occurs when materials that are poor insulators displace insulation) through the framing and maximizing the insulated wall area.



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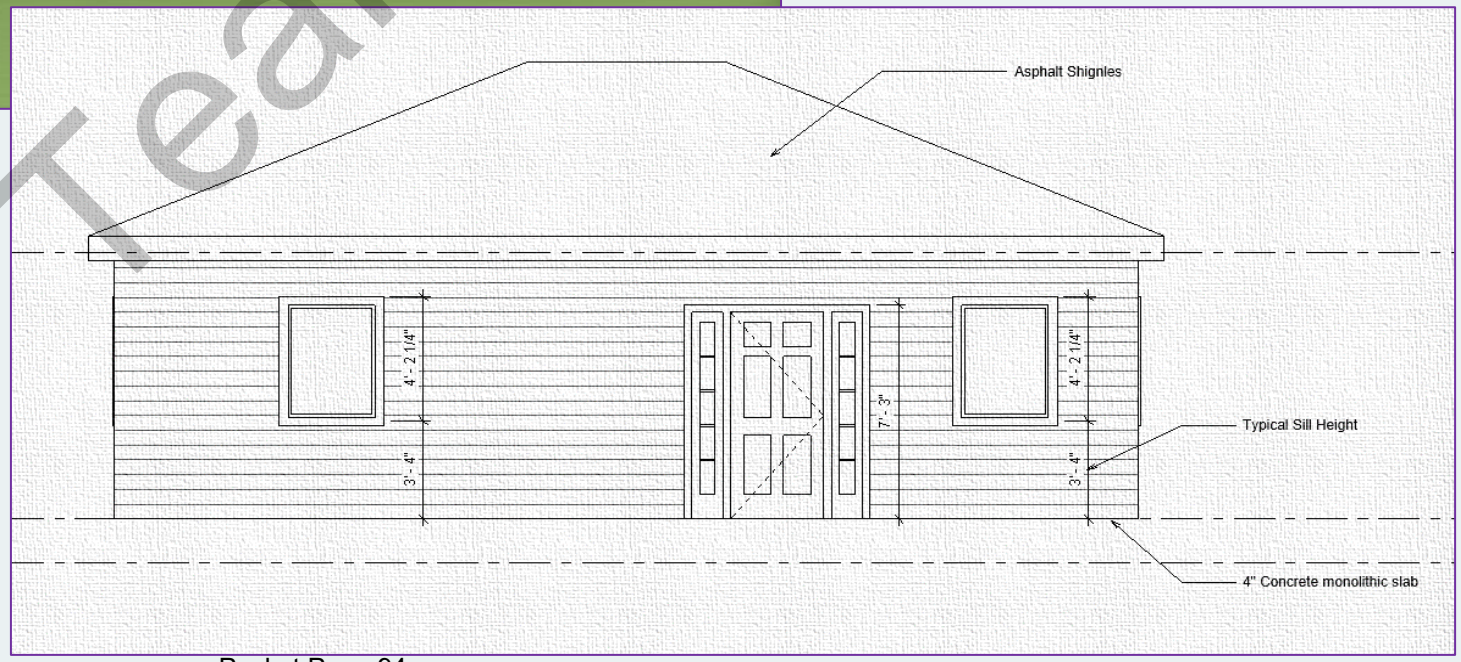
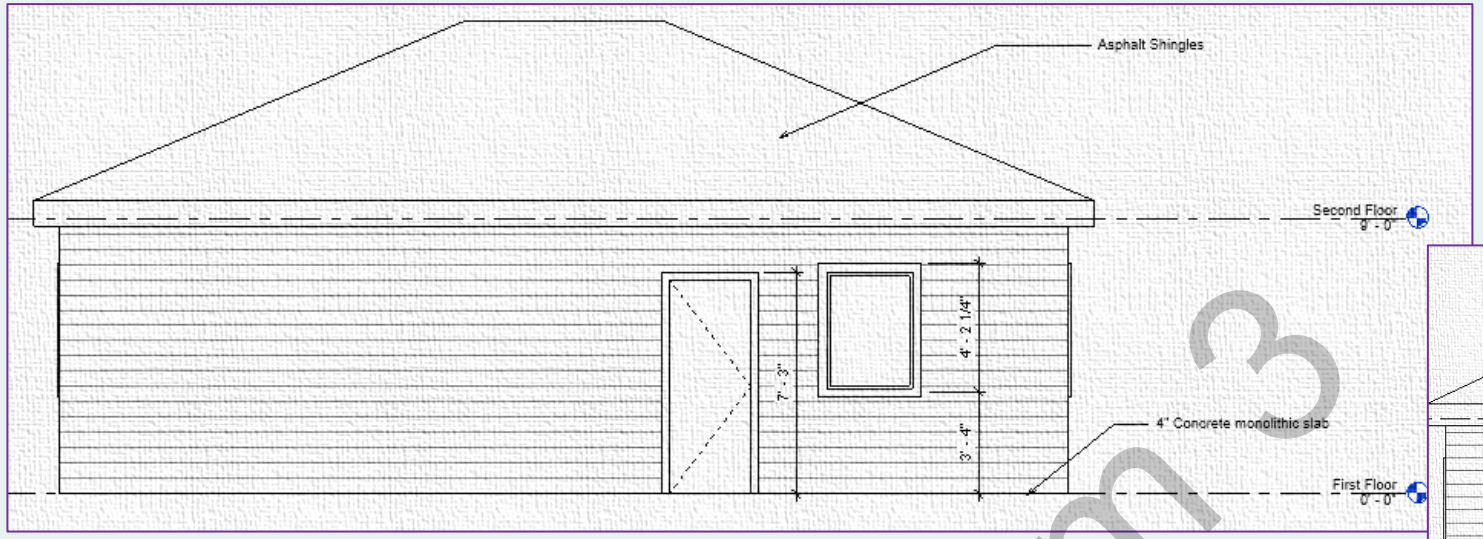


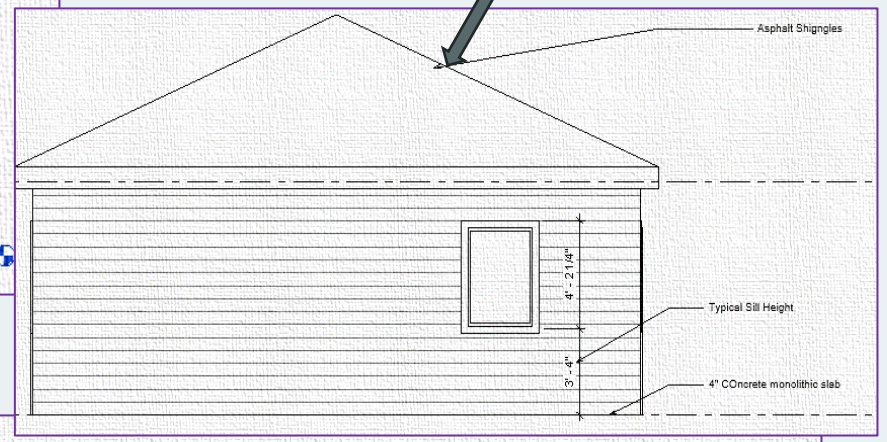
- This view shows the front of our ADU

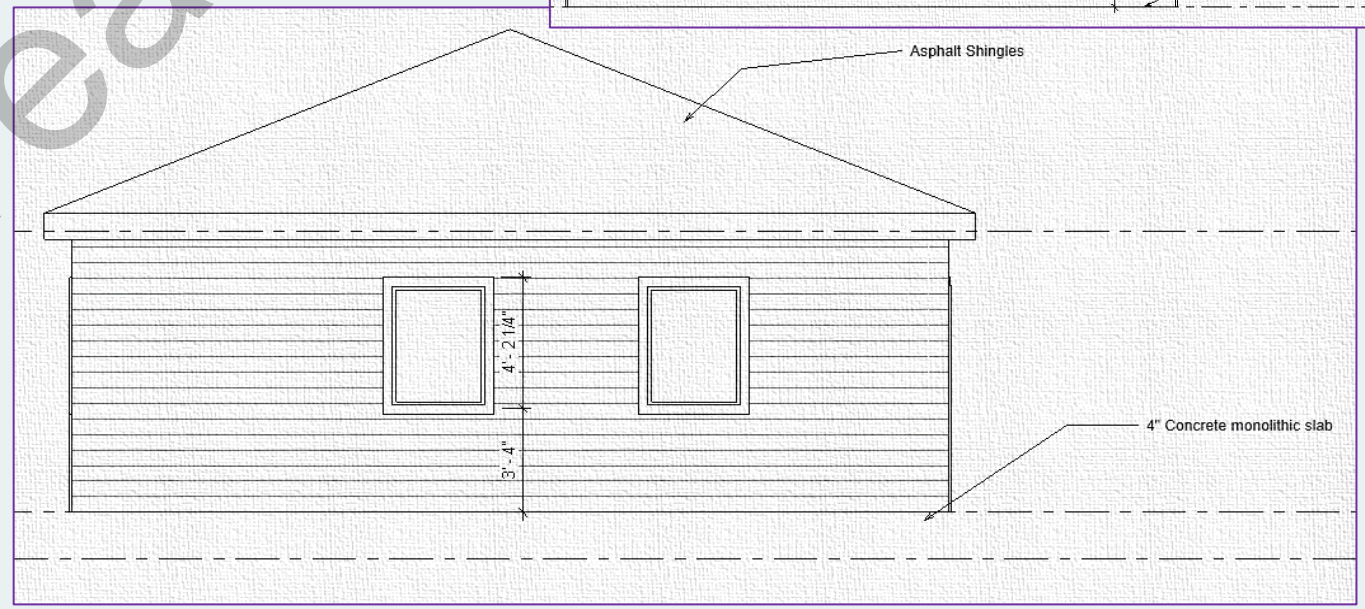
Team 3



Back

West





East

- These views show the back and sides of our ADU

Team 3

Kitchen View

- Food Storage provided adding to universal design
- Hood vent over stove for rendering purposes only
- Optional hood vent or energy efficient microwave with ventilation
- Everything accounted for in price estimation

Team 3

Cost affective Appliances & Xeriscaping Landscaping

- Cost affective appliances will Help with aging in place making the house cheaper to sustain

- Xeriscaping means including only native plants, as well as no rocks for lowering urban heat island affects

(Xeriscaping adding to sustainability and resilience, aesthetics, cost effectiveness, and aging in place

- Opportunity for Solar Pannels

Team

Thank you

Team 3

Team 3

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

PLANNING CLEARANCE

Single Family Residential and Accessory Structures

Building Address 535 N. 12th St. # of Existing Buildings: 3 SF of Existing: 1124

Parcel No. 2945-141-31-009 # of Proposed Buildings: 1 SF of Lot: 6250sf

Subdivision NA

Filing ____ Block ____ Lot ____

DESCRIPTION OF WORK & INTENDED USE:

- ☐ New Single Family Home (*check type below)
- ☐ Interior Remodel
- ☐ Accessory Structure
- ☐ Other (Please specify)
- ☐ Addition
- ☑ Accessory Dwelling Unit - Review required

Applicant Information:

Name [redacted]

Mailing Address 2984 Westland Ave

City, State, Zip GJ CO 81504

Telephone (970) 712-2011

Email [redacted]

*** TYPE OF HOME PROPOSED:**

- ☑ Site Built
- ☐ Manufactured Home (UBC)
- ☐ Manufactured Home (HUD)
- ☐ Other (Please specify)

Owner Information:

Name [redacted]

Mailing Address 535 N. 12th

City, State, Zip GJ CO 81502

Proposed Structure Information:

House 1st Fl: 803 sf 2nd Fl/Bonus Room: ____ sf

Garage: ____ sf Covered patio/Entry: ____ sf

Accessory Structure: ____ sf Basement: ____ sf

Proposed Height: 21'0½" / 17'5⅞" # of stories: 1

Notes: ____

Team 4

REQUIRED: One plot plan, on 8 1/2" x 11" or 11" x 17" paper, showing all existing & proposed structure location(s), parking, setbacks to all property lines, driveway location & width, ingress/egress to the property & all easements & rights-of-way which abut the parcel.

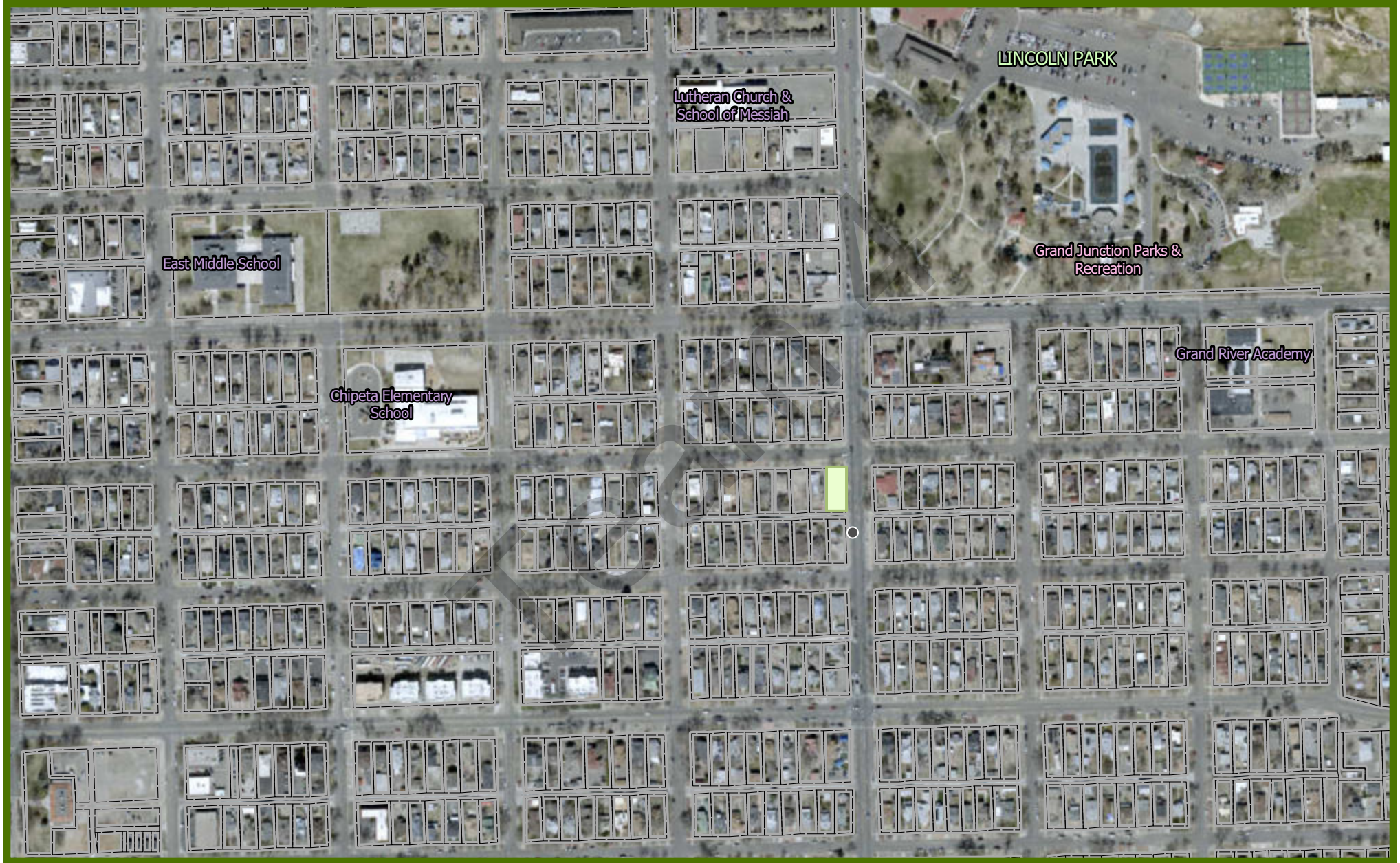
Modifications to this Planning Clearance must be approved, in writing, by the Community Development Department. The structure authorized by this application cannot be occupied until a final inspection has been completed and a Certificate of Occupancy has been issued, if applicable, by the Building Department.

I hereby acknowledge that I have read this application and the information is correct; I agree to comply with any and all codes, ordinances, laws, regulations or restrictions which apply to the project. I understand that failure to comply shall result in legal action, which may include but not necessarily be limited to non-use of the building(s).

Applicant's Signature: [redacted] Date: 10/23/24

VALID FOR 180 DAYS FROM DATE OF ISSUANCE (Section 21.02.070(b) Grand Junction Municipal Code)

Team 4 site map



N

0 0.13 0.25 mi

Printed: 11/6/2024

1 inch equals 376 feet

Scale: 1:4,514

ADU FINAL DOCUMENT SUBMITTAL

535 North 12th street

Grand Junction, CO 81505

Main Floor Living (both designs) – 803sf

**Bonus Loft/Flex Space – 263sf

Exterior Storage – 61sf

Preliminary Estimate of Construction - $$215,000 - $$225,673

Expected monthly income generated - $1,400 - $1,750.

The ADU comes with two, design option. Both design option is within the same footprint, exterior designs however are easily interchangeable. This allows for the homeowner to pick a design that would fit their customer bias, or area.

Our ADU is all-electric, energy efficient ADU with no Gas tap. Every appliance in the ADU will be electric. This will limit routine maintenance necessary with some equipment. This will allow the ADU to be cheaper to afford for the homeowner when no one is staying in the ADU. Adding on to the ADU being energy efficient, both options will provide a Centrally Located Utility Room. This Utility room brings the water heater, into the conditioned space to increase efficiency while also offering room for additional storage. Adding onto the storage efficiency of the ADU, there is multiple built-in storage units. Providing character and solutions to students and others that may be new to independent living,

The ADU will also have a rooftop patio/outdoor space. The outdoor patio will have a wooden deck that is able to drain water onto the sloped roof below for drainage. To access the roof-top patio, there will be a spiral staircase from the 1st floor up. Adding onto this option, we will also be offering an ADA option. This option does not have a roof-top deck and is all on 1 – Level. The ADU, for both options, will offer Exterior storage. This Exterior Storage is large enough to hold biked, or any other outdoor equipment.

The ADU will have thoughtful placement of windows allows for fewer while providing ample light to the middle of the home. This will grant room for the homeowner to upgrade to more efficient windows that help meet expected A.C.H. 50 of 20 or less. For the ADA option, it will include 34 – inch doors allowing for aging in the home, and general accessibility.

Team 4

DESIGN HIGHLIGHTS

535 North 12th Street
Grand Junction, CO 81501

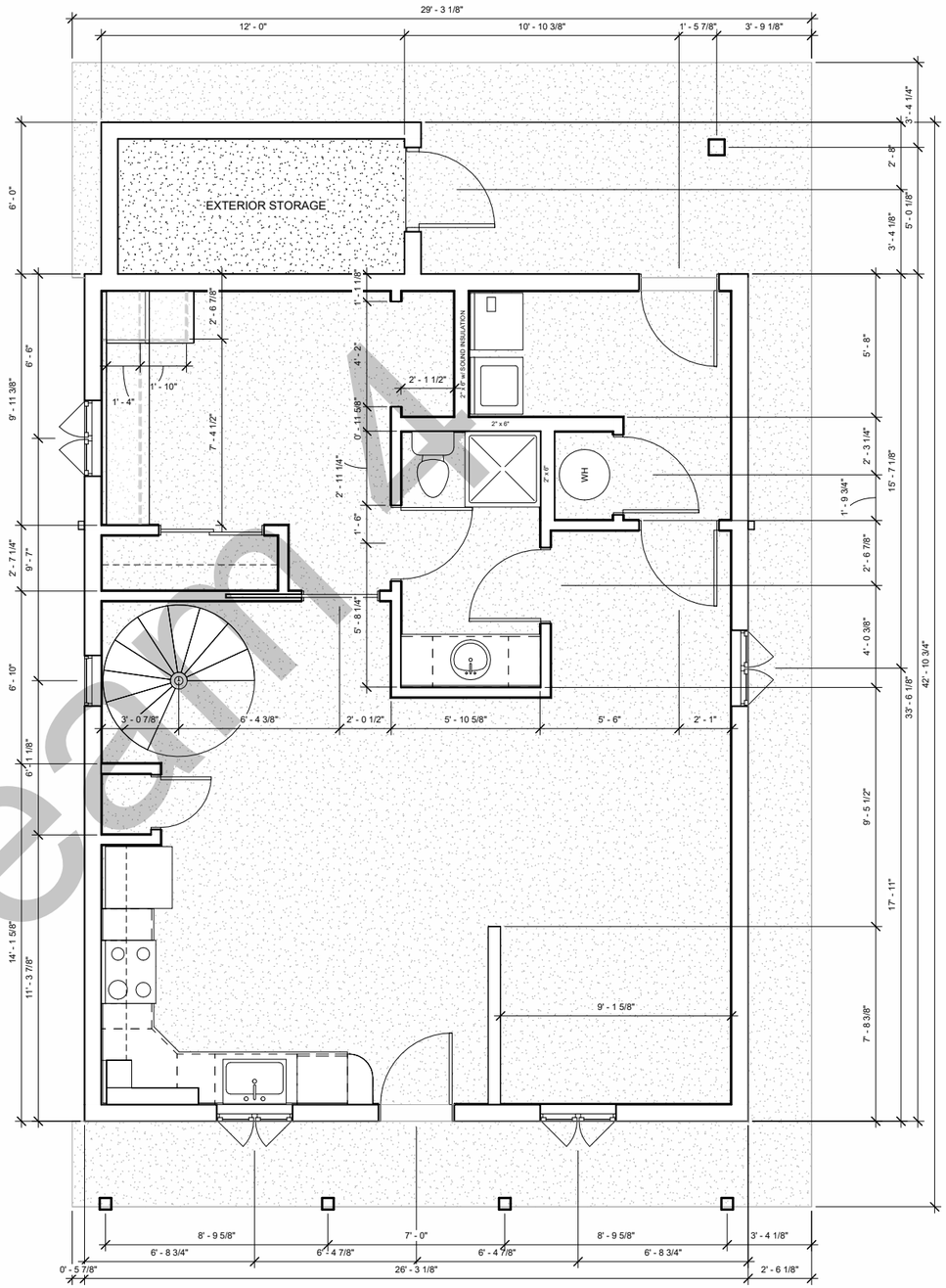
Main Floor Living (both designs) – 806sf
Exterior Storage – 61sf

Estimate of Construction – $215,000 - $235,000
Expected monthly income generated – $1,400 - $1,750

- **Multiple floorplans within the same footprint, exterior designs are easily interchangeable**
  Different design considerations were implemented to allow the ADU to conform to existing structures while allowing the homeowner to target different markets (student, single parent, retired, special needs), offering a custom feel from a pre-approved plan set.
- **34-inch doors allow for aging in place and general accessibility**
  This design focuses on tenant comfort and accessibility which leads to long-term income stability for the homeowner.
- **Unique layout with spiral stairs and elevated patio**
  This option is an economical way of increasing usable square footage without affecting the overall footprint of the home and offers a 320sf elevated patio that provides outdoor living space within tight building envelopes.
- **Second room option**
  Depending on the homeowner's target clientele, we offer the option of a second bedroom/office making a more affordable and flexible home for the tenant and homeowner.
- **ADA/ Added Accessibility option**
  This option is designed using ADA criteria for the bedroom, bathroom and kitchen areas. It also opens the home to many people who may be ready to downsize.
- **On-site laundry included with all designs**
  Full size residential washer and dryer space, which is not always available in small floor plan living.
- **Open-floor plans = efficient use of space**
  By limiting the ceiling height and eliminating unused hallway space the designs decrease the square footage of interior walls and thereby reducing the overall cost of construction.
- **Centrally located utility room**
  A large utility room brings the water heater into the conditioned space to increase efficiency while also offering room for additional storage. The concentrated utilities limit interior walls and the mechanical, electrical and plumbing necessary which accelerates construction and reduces cost.
- **Large south facing roof or parapet that hides solar panels**
  Either design is solar ready and can easily be added during or after initial construction as budget allows.
- **Purposed energy efficient electric mini split HVAC and 80gal electric water heater**
  The use of high efficiency, industry proven utilities allow a properly sized solar energy system to offset utility expenses while also limiting routine maintenance necessary with some equipment.
- **Multiple built-in storage units**
  The addition of custom crafted storage, unique to the homes design, provides character and solutions to students and others that are new to independent living with minimal furniture, this in turn increases the value to the homeowner.
- **Slab-on-grade foundation and SIPS (structurally insulated panels) construction**
  Combining these efficient building techniques will substantially shorten the overall construction time, reduce building material waste and increase the building's energy efficiency
- **Casement windows included**
  Thoughtful placement of windows allows for fewer while providing ample light to the middle of the home. This grants room in the budget to upgrade to more efficient windows that will help meet an expected A.C.H. 50 of 2.0 or less.
- **Exterior Storage**
  Big enough for bikes and outdoor equipment, perfect for downtown living.

Team 4

1 3D Exterior - Elevated Patio



2 First Floor - Elevated Patio
3/8" = 1'-0"

Test

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CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNITURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

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City of GJ

City of GJ - ADU

Cover- Loft with Elevated Patio

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

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Scale	3/8" = 1'-0"

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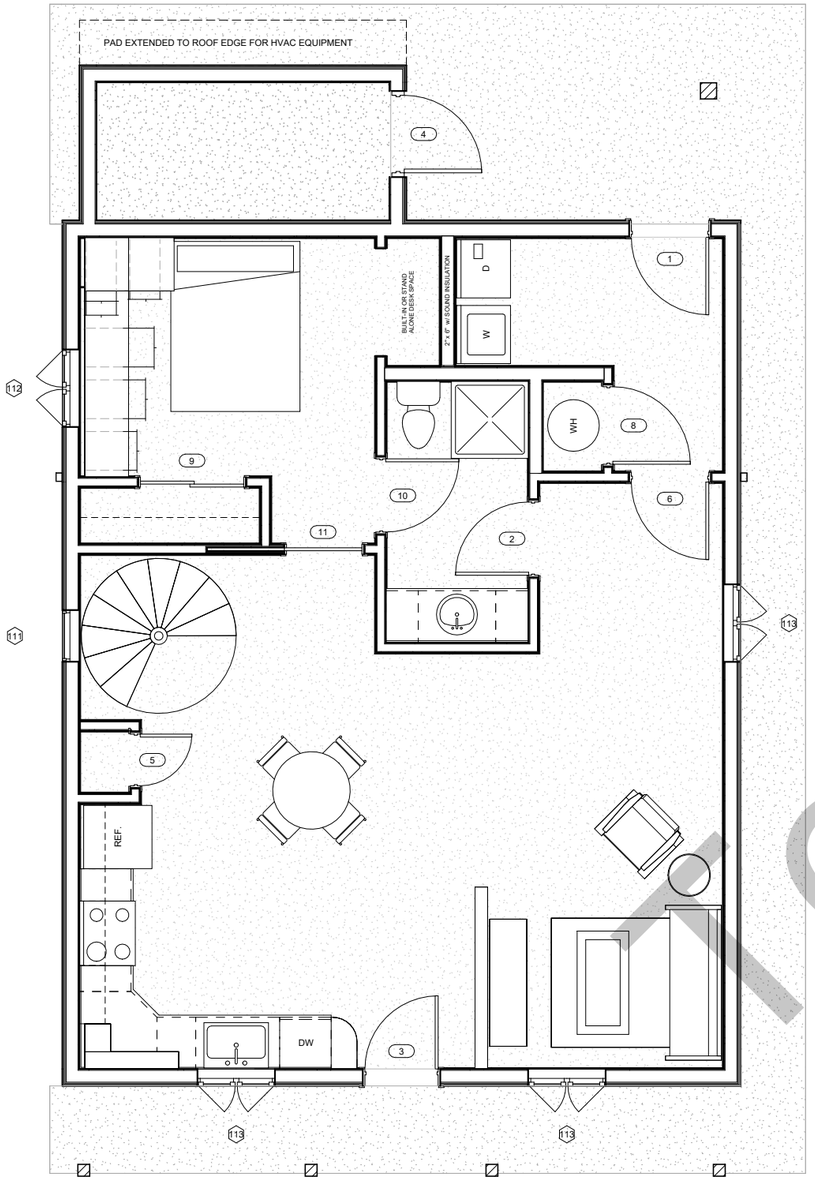

First Floor Layout - Lower Level Seating Option
1 3/8" = 1'-0"

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CITY PLANNER _____ DATE _____

Door Schedule

Door Number	Door Type	Door Size	Comments
1	63	36" x 80"	L.H. INSWING, HALF GLASS ENTRY
2	118	34" x 80"	L.H. INSWING
3	59	34" x 80"	R.H. INSWING, HALF GLASS ENTRY
4	102	36" x 80"	R.H. OUTSWING, EXTERIOR
5	115	24" x 80"	L.H. OUTSWING
6	110	36" x 80"	L.H. INSWING
7	63	36" x 80"	R.H. OUTSWING, HALF GLASS ENTRY
8	110	36" x 80"	R.H. OUTSWING, MECHANICAL w/ VENT IF HEATPUMP OR GAS WATER HEATER IS USED
9	121	48" x 80"	BYPASS CLOSET
10	118	34" x 80"	L.H. INSWING
11	87	36" x 80"	POCKET DOOR

Window Schedule

Type Mark	Rough Opening Width	Rough Opening Height	Type	Head Height	Comments
109	3' - 2"	2' - 0"	Window-Fixed	3' - 5"	
111	2' - 0"	8' - 0"	Window-Fixed	10' - 2 1/4"	DIFFUSED LIGHT - GLASS BLOCK
112	3' - 0"	5' - 0"	Window-Casement-Double	8' - 6"	
113	3' - 0"	4' - 0"	Window-Casement-Double	7' - 6"	

Year 2024

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City of GJ

City of GJ - ADU

First Floor Plan

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

A1

Scale 3/8" = 1'-0"

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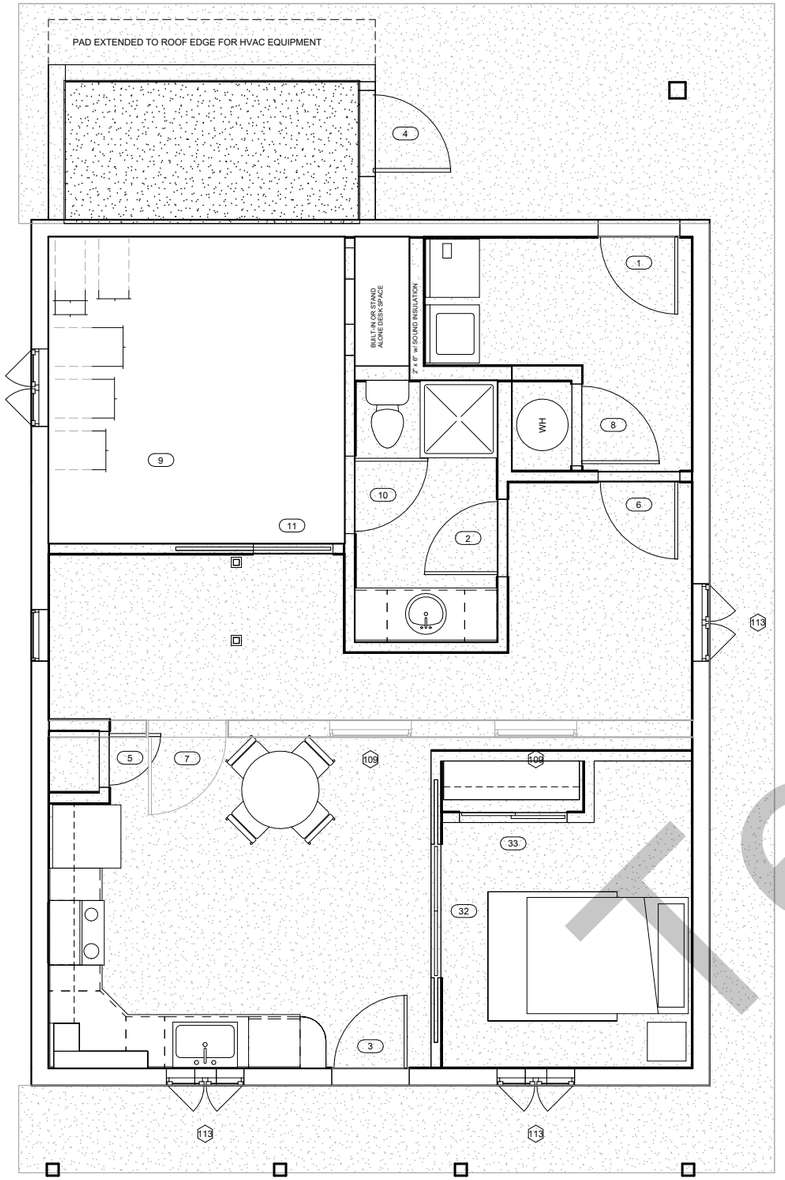
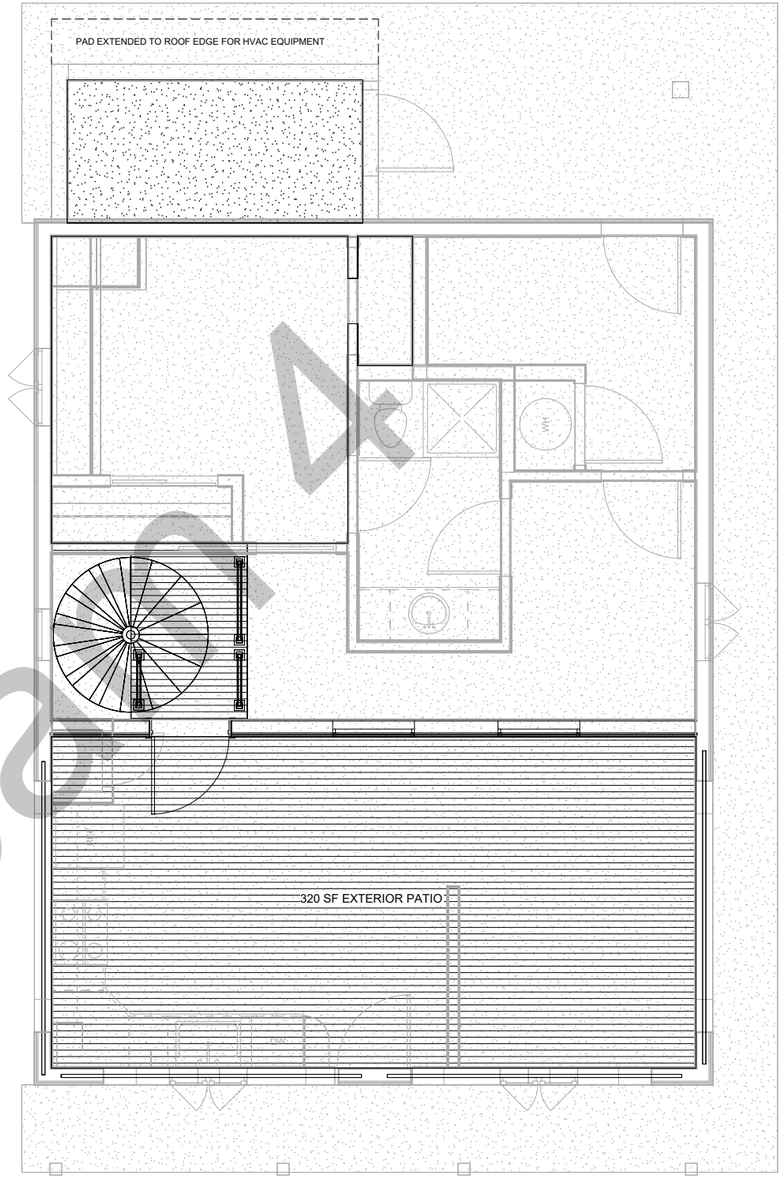


2 First Floor Layout - Bedroom/Office Option
3/8" = 1'-0"



1 Loft/Mezzanine
3/8" = 1'-0"

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No.	Description	Date

City of GJ
City of GJ - ADU
Floor Plan Options

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker
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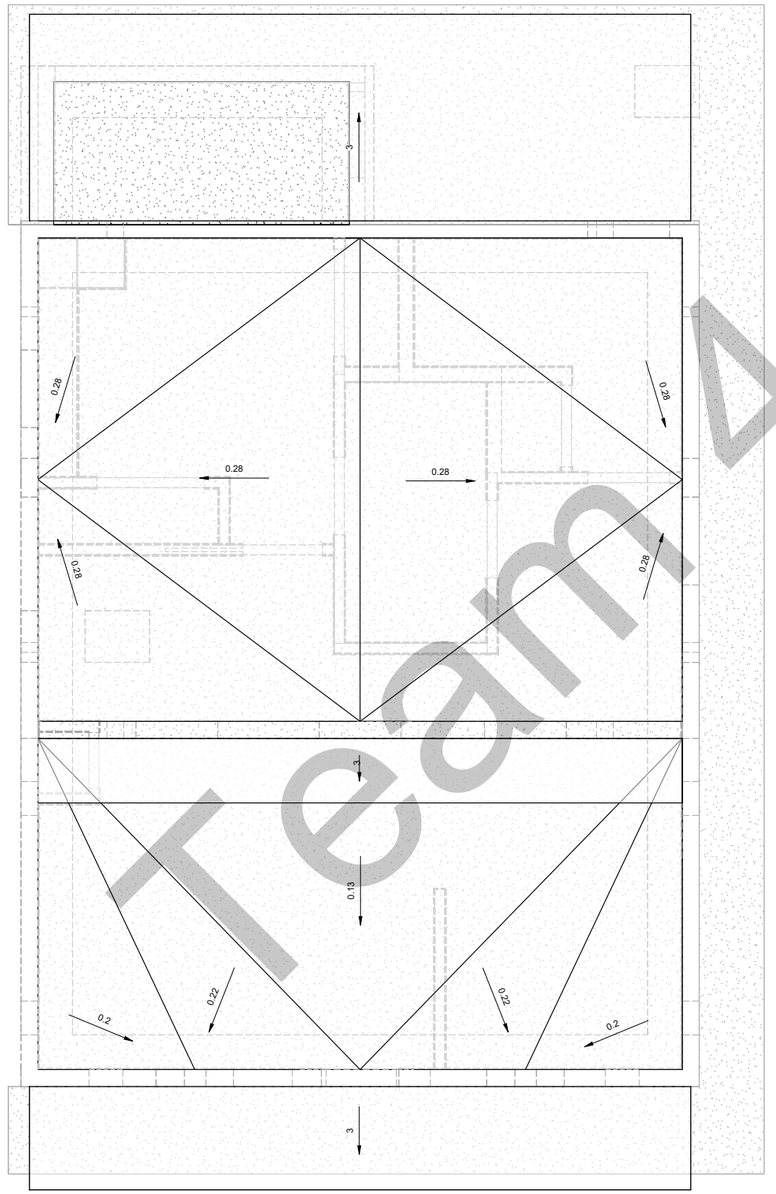

Team 4

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City of GJ

City of GJ - ADU

Roof Plan - Loft w/ Elevated Patio

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

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Scale 3/8" = 1'-0"

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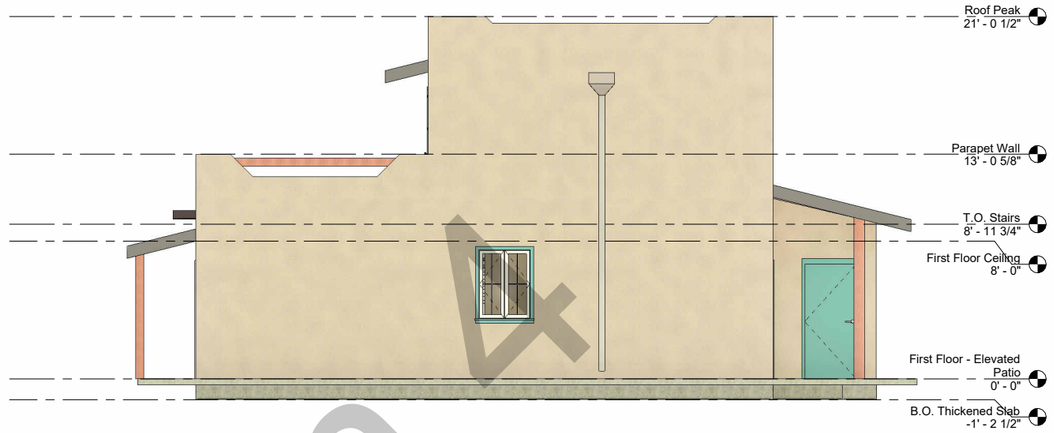
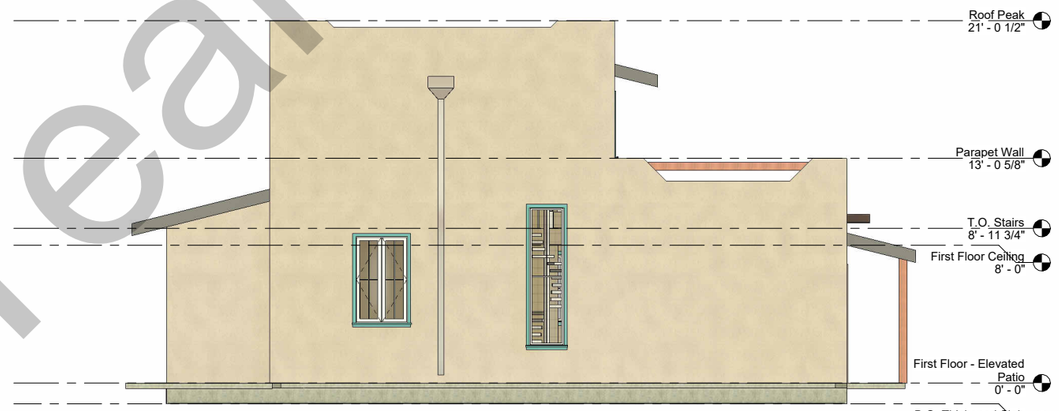
② Exterior North
1/4" = 1'-0"



③ Exterior East
1/4" = 1'-0"

① Exterior South
1/4" = 1'-0"



④ Exterior West
1/4" = 1'-0"

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Elevations

Project number	0001
Date	9/25/24
Drawn by	Team 4
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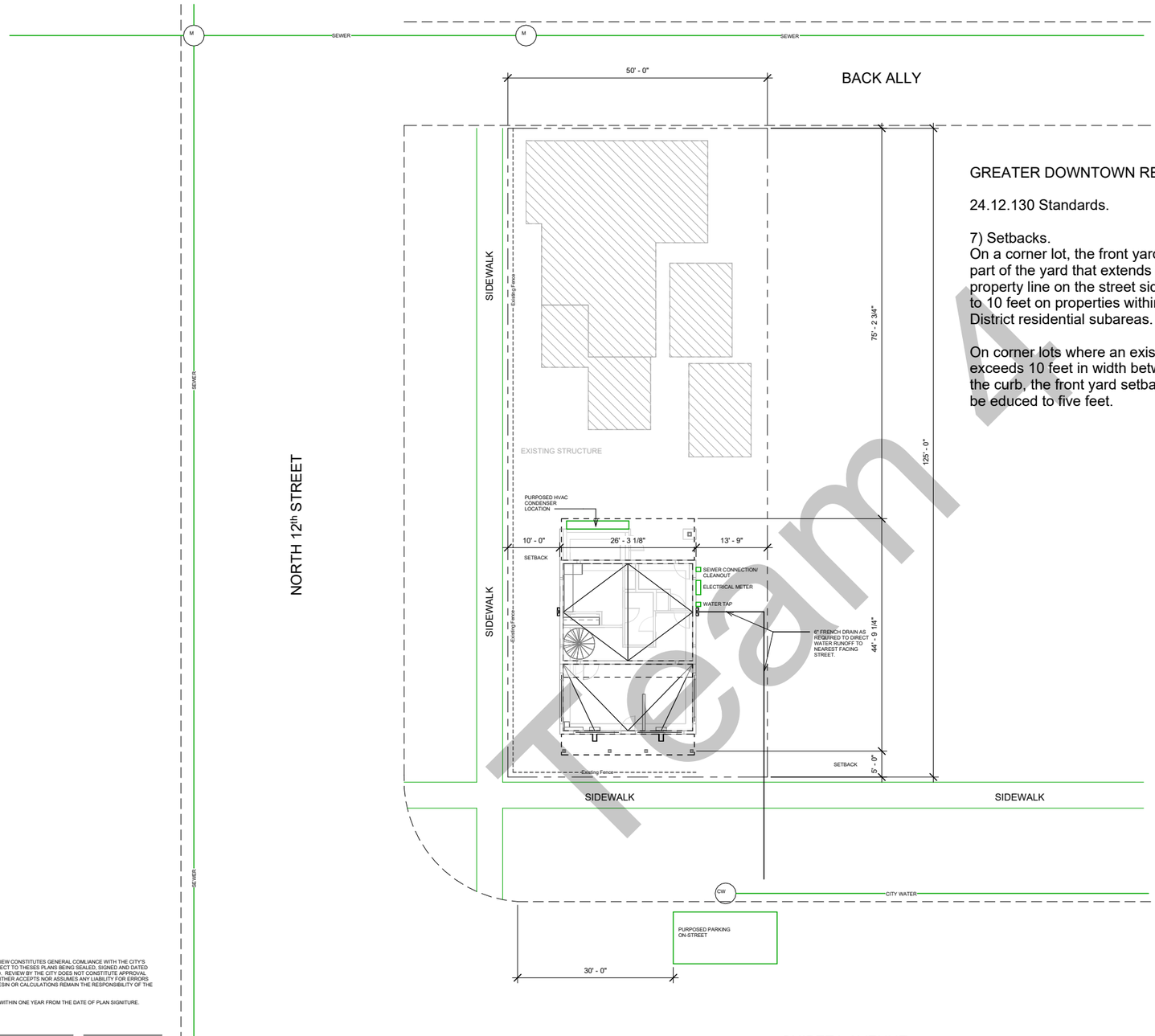

GREATER DOWNTOWN RESIDENTIAL OVERLAY

24.12.130 Standards.

7) Setbacks.
On a corner lot, the front yard setback for that part of the yard that extends to and along the side property line on the street side may be reduced to 10 feet on properties within the Downtown District residential subareas.

On corner lots where an existing parkway strip exceeds 10 feet in width between a sidewalk and the curb, the front yard setback on a side street may be educed to five feet.

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1 Site Plan
3/32" = 1'-0"

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City of GJ

City of GJ - ADU

Site Plan

Project number	0001
Date	9/25/24
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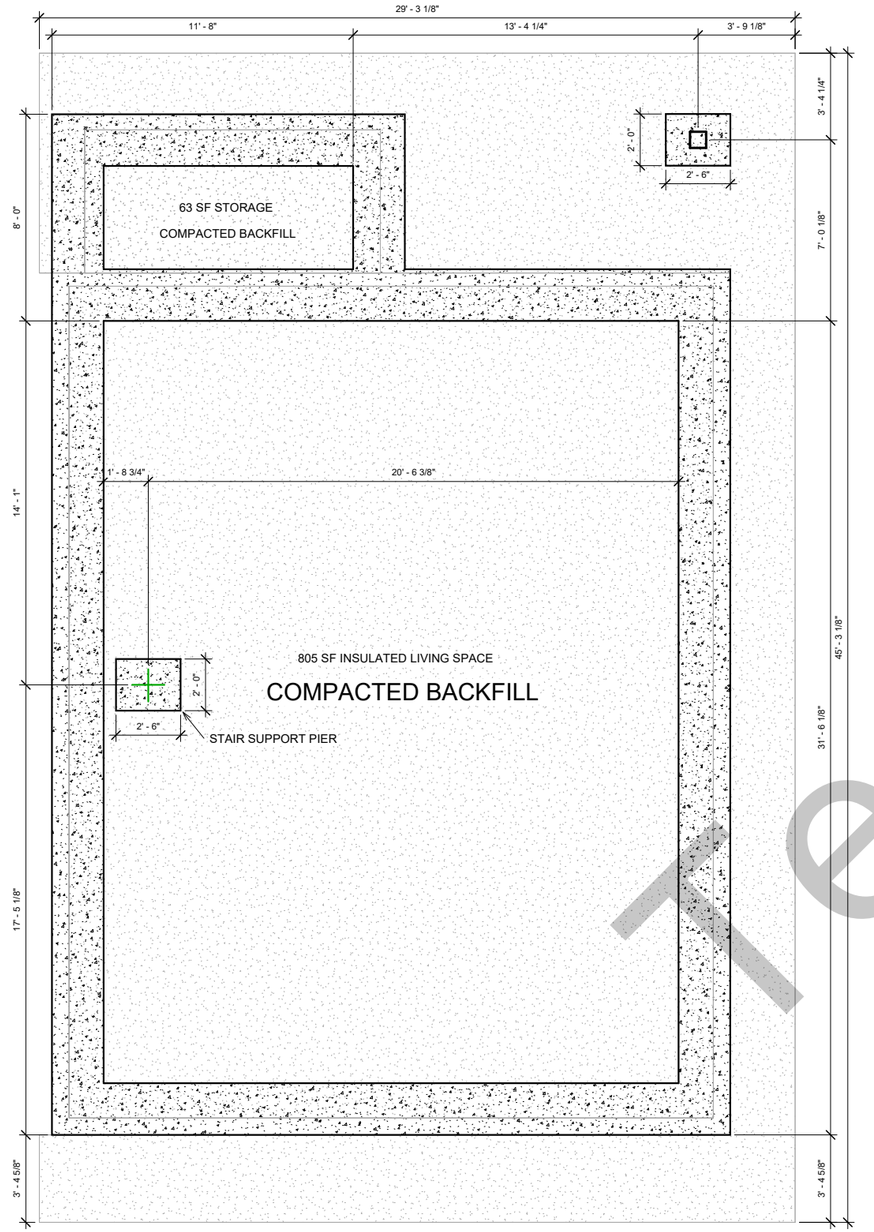
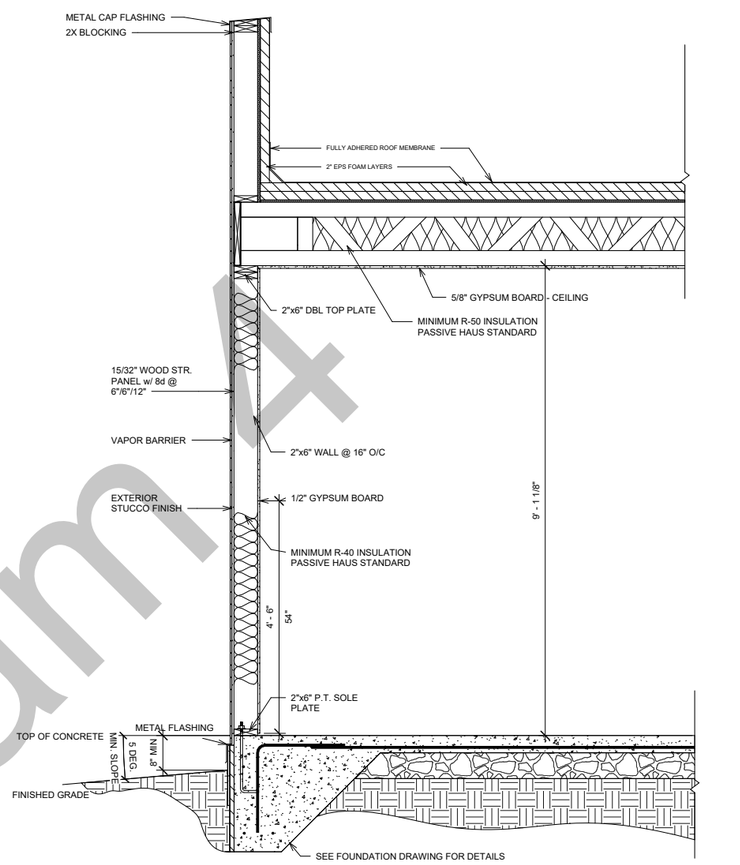
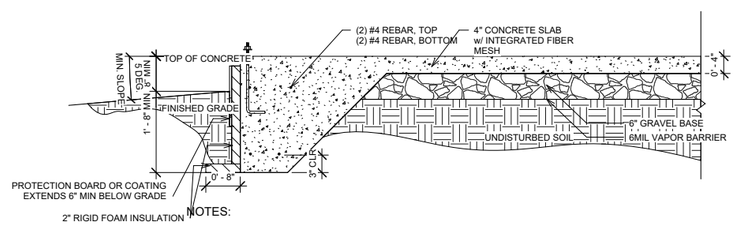
Year 4



1 B.O. Thickened Slab
3/8" = 1'-0"



2 SOG - Wall Detail
3/4" = 1'-0"



NOTES:
1 - Anchor bolts 1/2" by 10" embedded 7" spaced @ 6' max w/ 3"x3" - .229" plate washer.
Minimum 2 anchors per plate, located not more then 12" not less then 7 bolt diameters (3.5") from ends.

3 SOG Foundation
3/4" = 1'-0"

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CITY DEVELOPMENT ENGINEER DATE

CITY PLANNER DATE

Year 4

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No.	Description	Date

City of GJ

City of GJ - ADU

Foundation Plan

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker
Scale	As indicated

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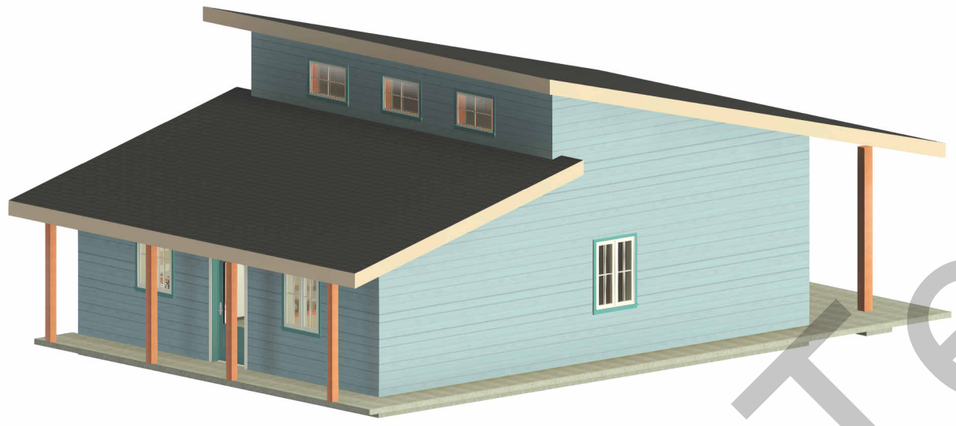
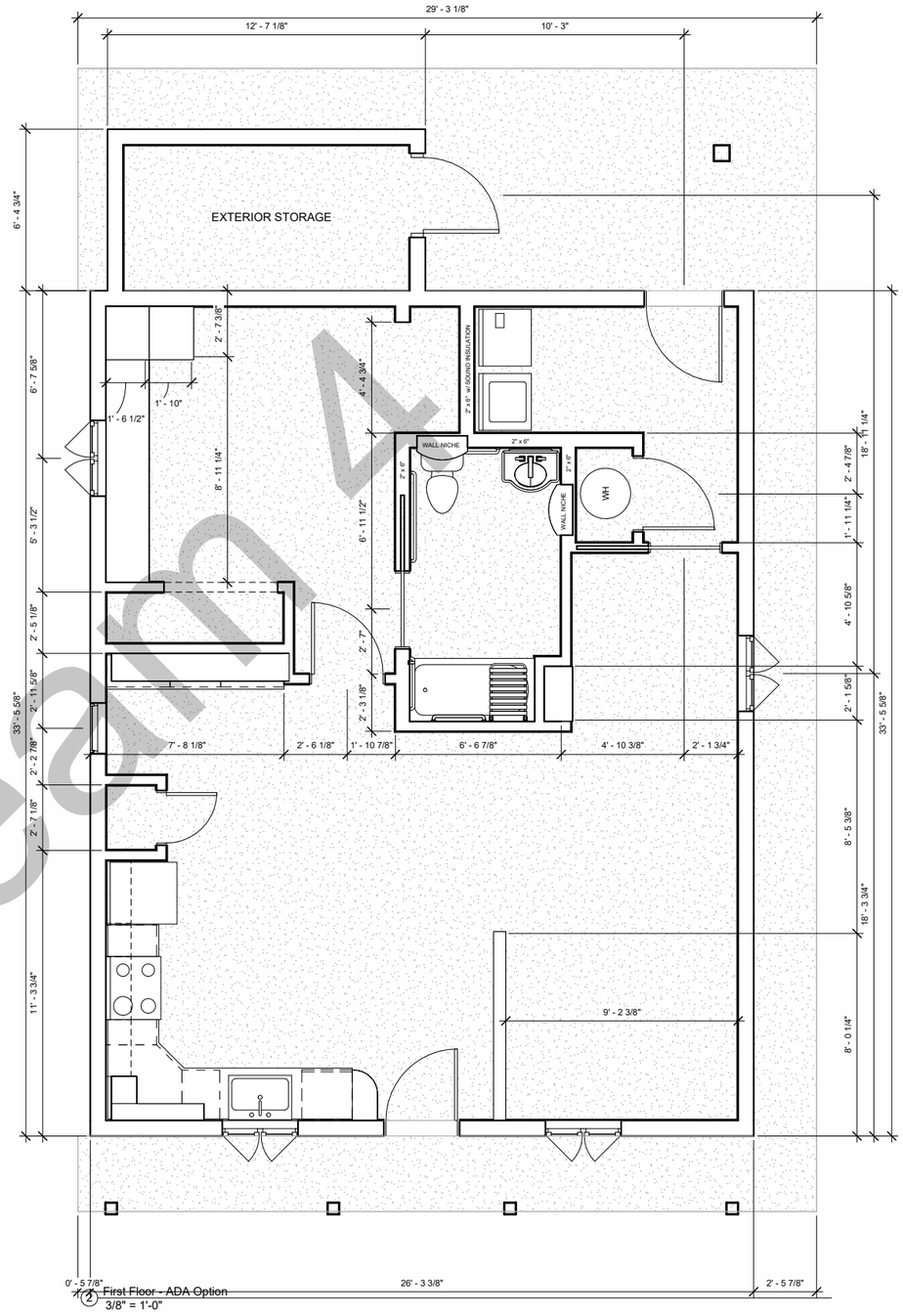


1 Exterior - ADA Option



2 First Floor - ADA Option
3/8" = 1'-0"

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESES PLANS BEING SEALED, SIGNED AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNITURE.

CITY DEVELOPMENT ENGINEER _____ DATE _____

CITY PLANNER _____ DATE _____

Team 4

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No.	Description	Date

City of GJ

City of GJ - ADU

Cover - ADA & Accessible Option

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

A0 - ADA

Scale 3/8" = 1'-0"

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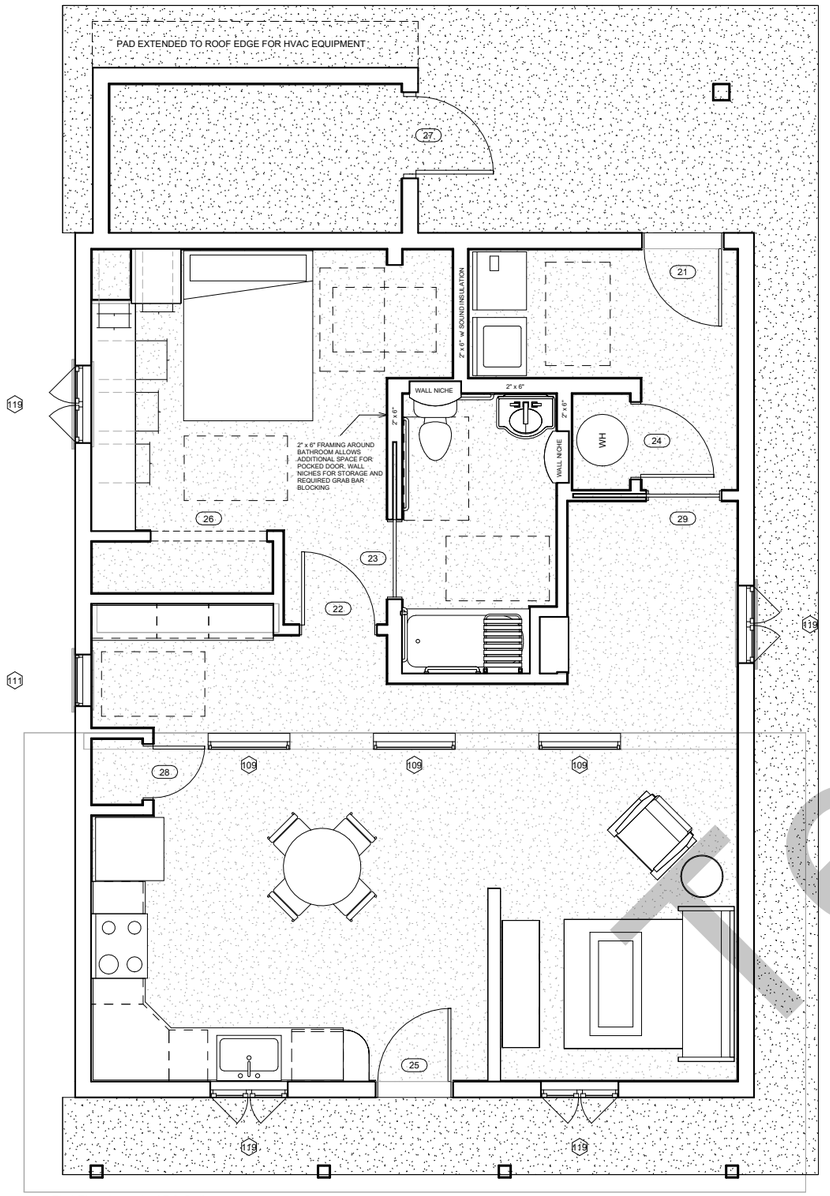

1 First Floor Layout - ADA Option
3/8" = 1'-0"

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CITY DEVELOPMENT ENGINEER DATE

CITY PLANNER DATE

Door Schedule

Door Number	Door Type	Door Size	Finish / Comments
21	63	36" x 80"	L.H. INSWING, HALF GLASS ENTRY
22	80	34" x 80"	L.H. INSWING
23	87	36" x 80"	POCKET DOOR
24	80	34" x 80"	R.H. OUTSWING, MECHANICAL w/ VENT IF HEATPUMP OR GAS WATER HEATER IS USED
25	59	34" x 80"	R.H. INSWING, HALF GLASS ENTRY
26	95	54" x 84"	FRAMED OPENING - NO DOOR
27	102	36" x 80"	R.H. OUTSWING
28	75	24" x 80"	L.H. OUTSWING
29	86	34" x 80"	POCKET DOOR

Window Schedule

Type Mark	Rough Opening Width	Rough Opening Height	Type	Head Height	Comments
109	3' - 2"	2' - 0"	Window-Fixed	7' - 2"	
111	2' - 0"	8' - 0"	Window-Fixed	10' - 2 1/4"	DIFFUSED LIGHT - GLASS BLOCK
117	2' - 0"	3' - 8"	Arched_Wall_Niche_11234	7' - 2"	
119	3' - 0"	4' - 0"	Window-Casement-Double	<varies>	

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No.	Description	Date

City of GJ

City of GJ - ADU

First Floor Plan - ADA & Accessible Option

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

A1 - ADA

Scale 3/8" = 1'-0"

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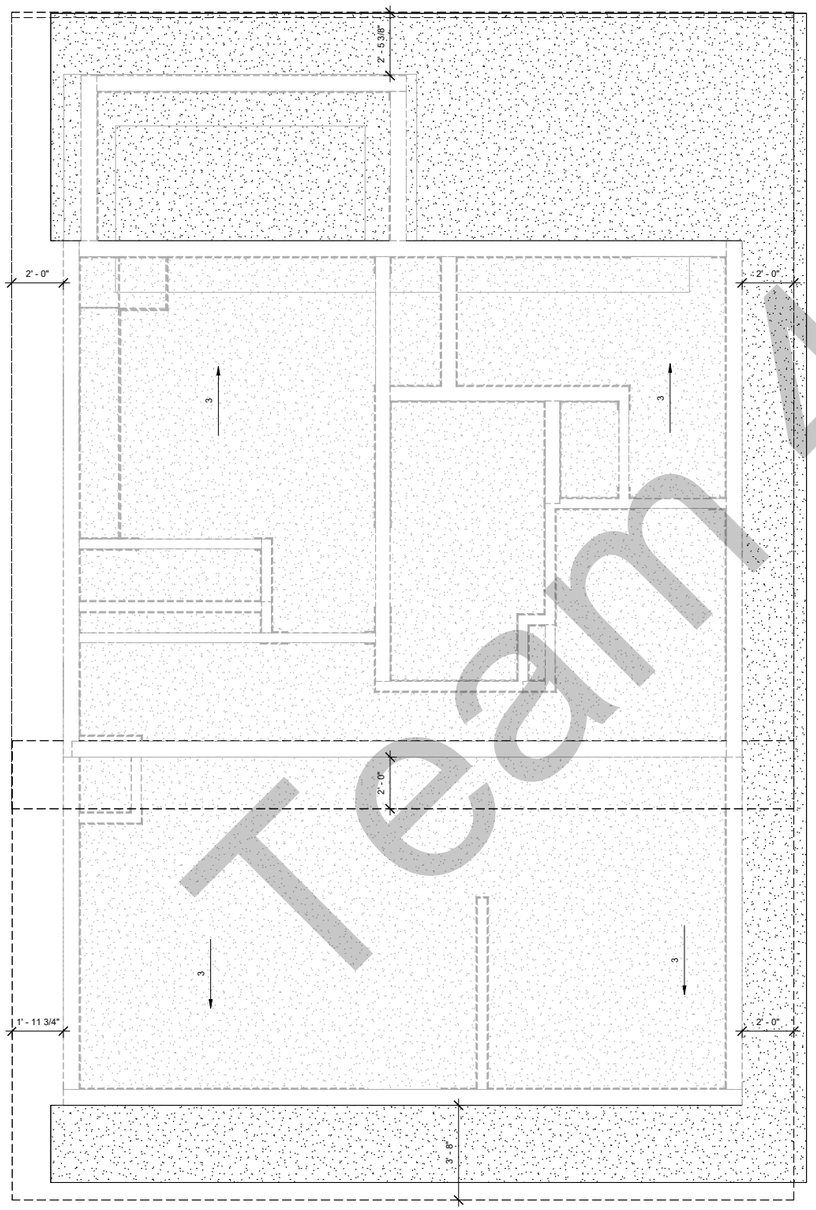

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No.	Description	Date

City of GJ

City of GJ - ADU

Roof Plan - ADA & Accessible Option

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

A5 - ADA

Scale 3/8" = 1'-0"

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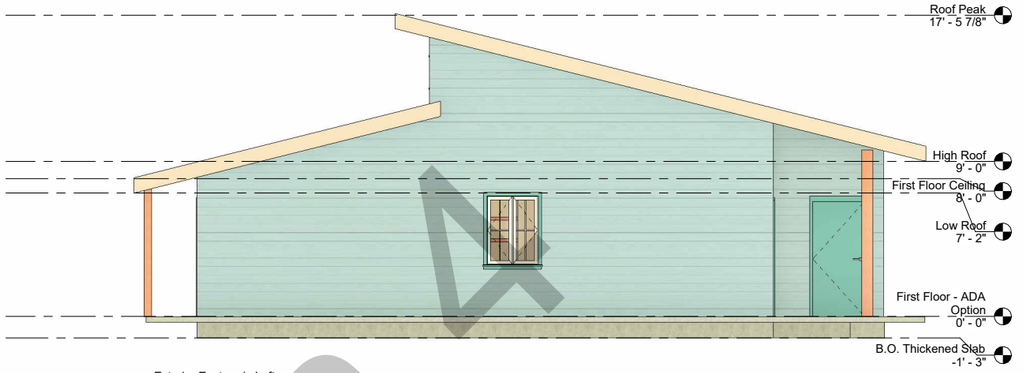
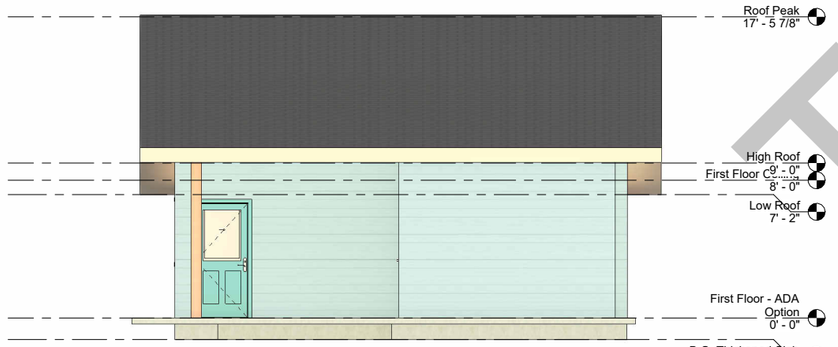
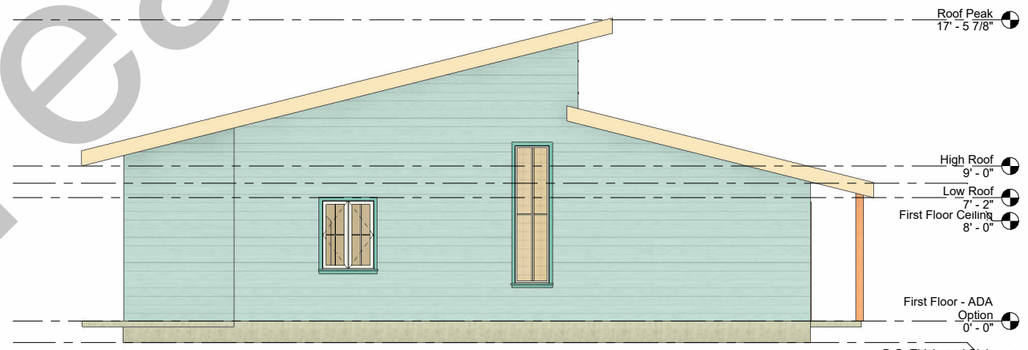
2 Exterior North - w/o Loft
1/4" = 1'-0"



3 Exterior East - w/o Loft
1/4" = 1'-0"



1 Exterior South - w/o Loft
1/4" = 1'-0"



4 Exterior West - w/o Loft
1/4" = 1'-0"

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CITY DEVELOPMENT ENGINEER DATE

CITY PLANNER DATE

Team 4

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No.	Description	Date

City of GJ

City of GJ - ADU

Elevations - ADA & Accessible Option

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

A6 - ADA

Scale 1/4" = 1'-0"

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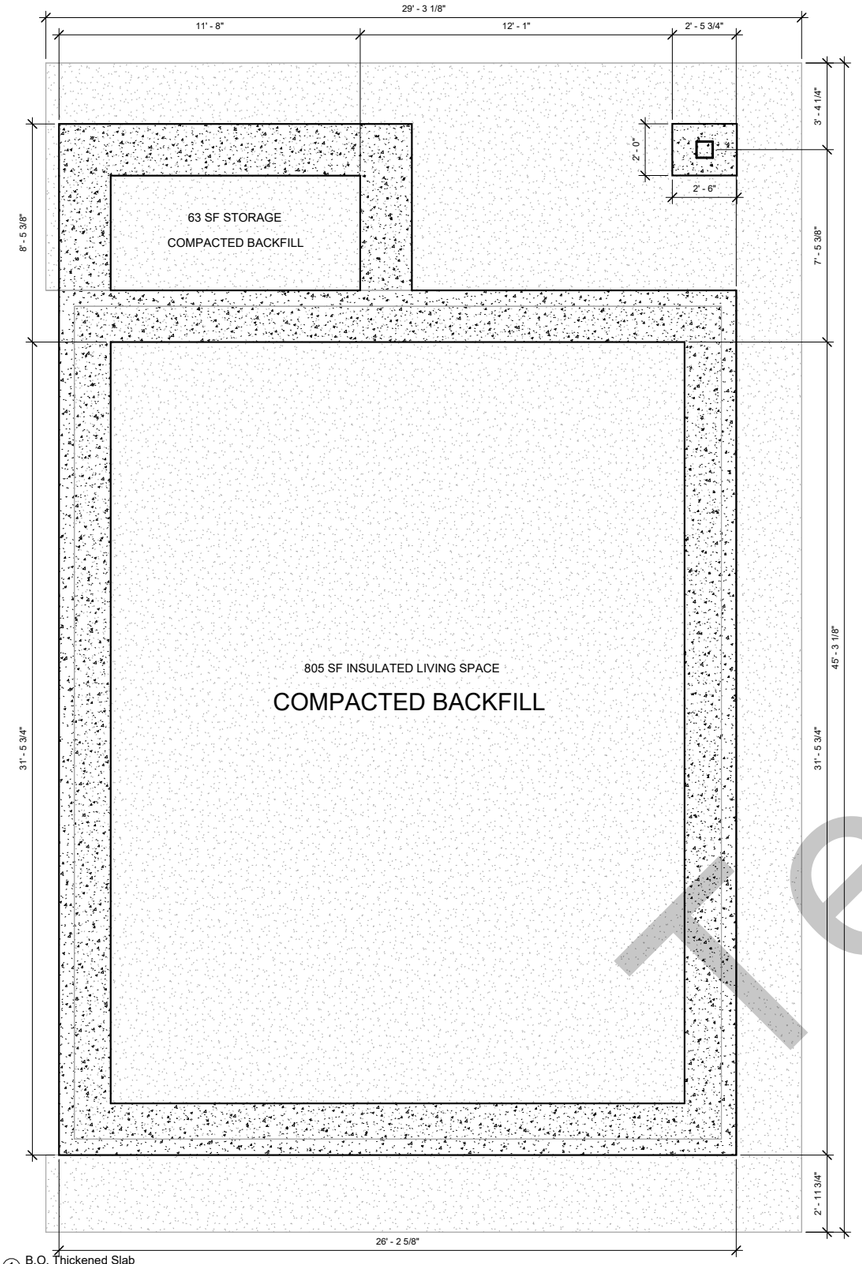
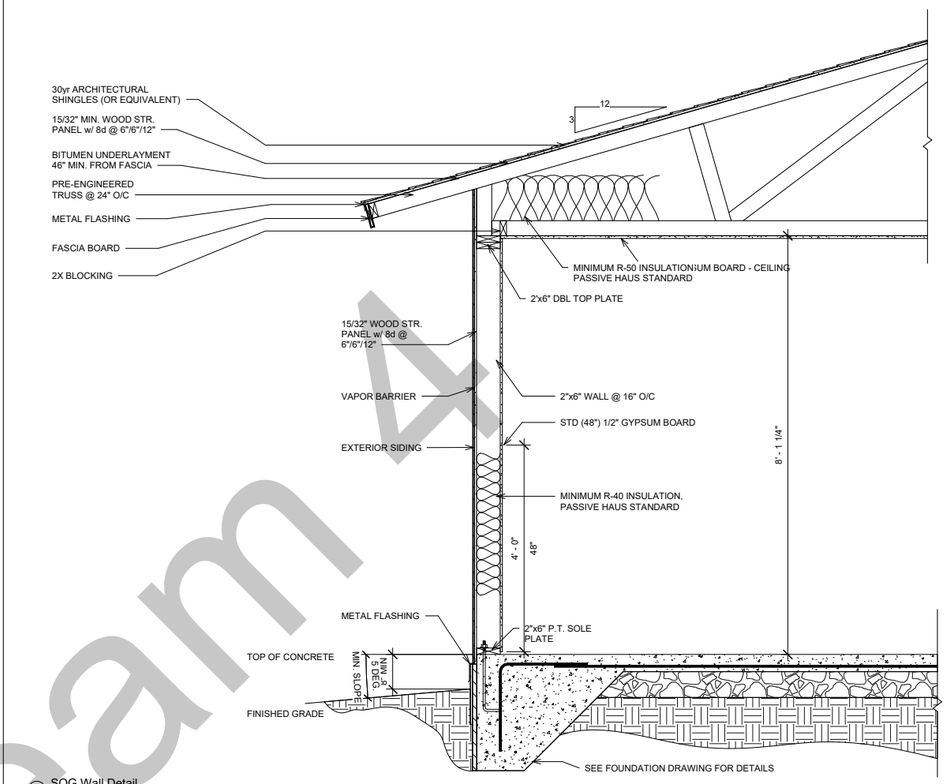
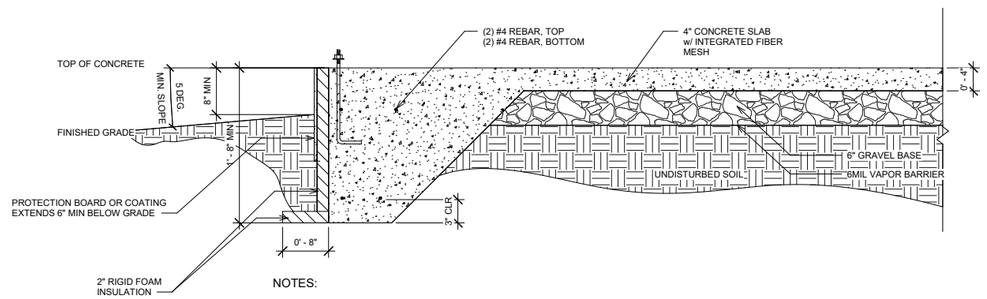


1 B.O. Thickened Slab
3/8" = 1'-0"



2 SOG Wall Detail
3/4" = 1'-0"



NOTES:

1 - Anchor bolts 1/2" by 10" embedded 7" spaced @ 6' max w/ 3"x3" - .229" plate washer.
Minimum 2 anchors per plate, located not more then 12" not less then 7 bolt diameters (3.5") from ends.

3 SOG Foundation Detail
1" = 1'-0"

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CITY PLANNER DATE

Team 4

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No.	Description	Date

City of GJ

City of GJ - ADU

Foundation Plan

Project number	0001
Date	9/25/24
Drawn by	Team 4
Checked by	Checker

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Scale: As indicated

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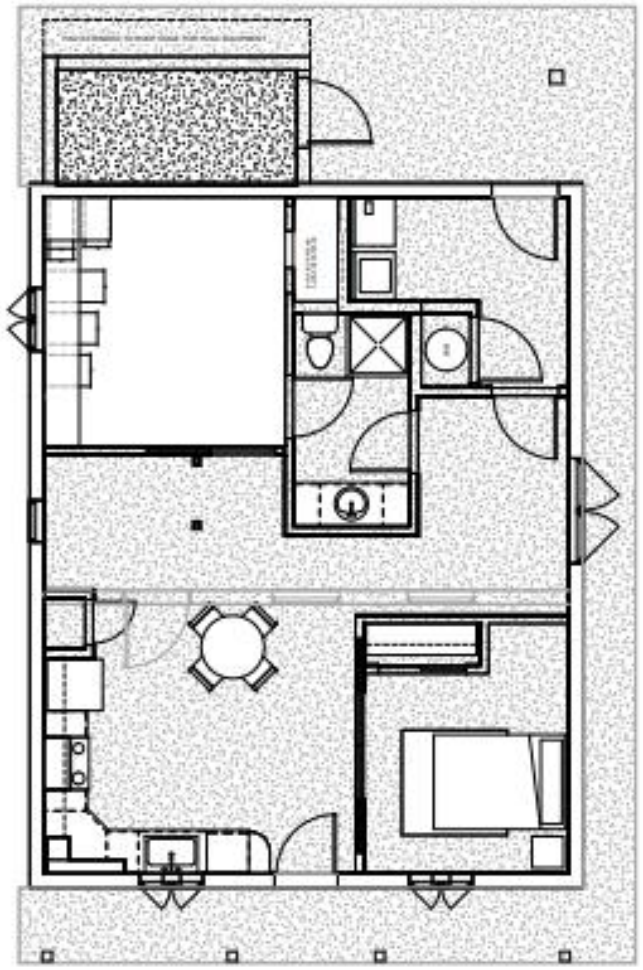
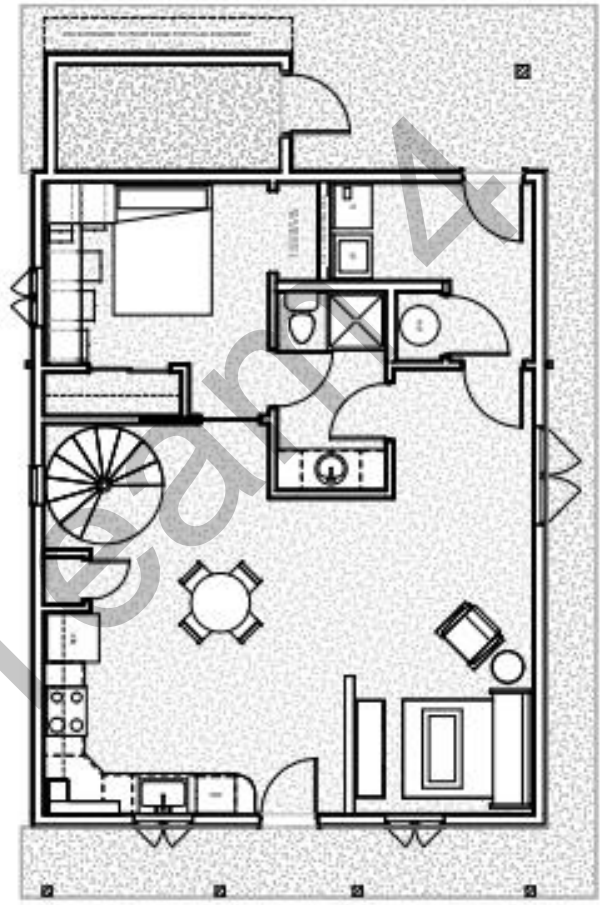
535 North 12th St. Option 1

Team 4

Team 4

ADU Rendering





Site Plan:

Team 4

Design Criteria:

- ADU Size is 805sf.
- ADU Region/Type is Downtown 1 – Single Level
- ADU Location 535 North 12th street Grand Junction CO, 81505

Team 4

Energy Performance & Sustainability of materials:

- ADU is all – electric
- Solar Panels on south facing roof
- Centralized utility room (Water Heater)

Team 4

Cost of Construction:

- The total cost of construction will be less then $$225,673.

Team 4

535 North 12th Street Option 2

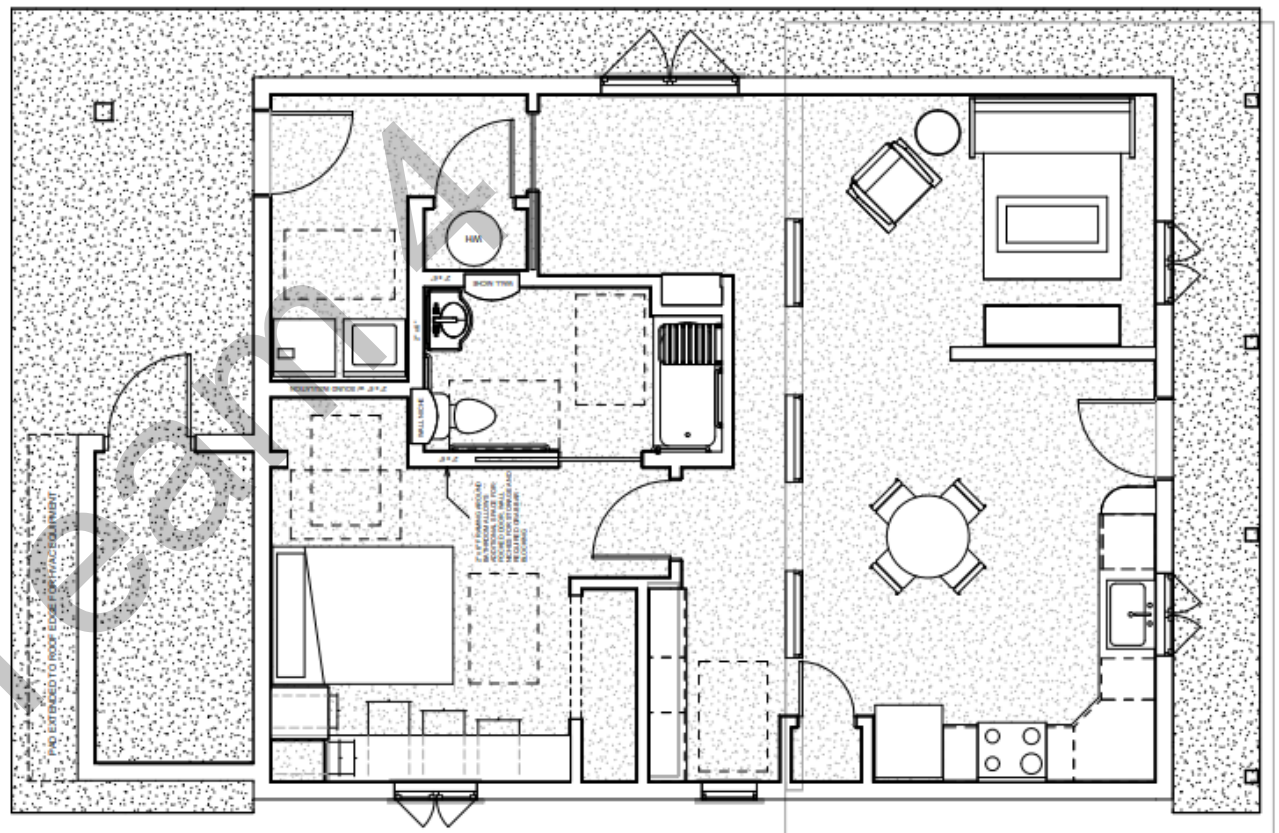
Team 4

Team 4

ADU Rendering:

Team 4

Site Plan: ADA Option



Design Criteria:

- ADU Size is 805sf.
- ADU Region is Downtown 1 – Single Level
- ADU Location 534 North 12th Street Grand Junction CO, 81505

Team 4

Energy Performance & Sustainability of materials:

- ADU is all electric
- Solar Panels on south facing roof
- Centralized utility room (Water Heater)

Team 4

Cost of Construction:

- The total cost of construction will be less then $$225,673

Team 4

ADU Cost Estimator

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below.

Total Estimated ADU Cost: 225673.56

Hard Costs		
Hard Cost Calculator Total	215351.88	See the second tab of this spreadsheet for a **more detailed hard cost calculator.** The total that you calculate there will appear in the **first yellow box to the left.**
Contractor Overhead		
Site Improvements		
Sewer/Water/Infrastructure Changes		
Additional Cost - Building Permit	571.00	
Additional Cost		

Soft Costs		
DESIGN		
Designer/Architect		The need for design services will vary - not every project will require a designer or architect.
Geotechnical Engineer		
Other		
Other		

STUDIES		
Soils Report (if on expensive or unstable soils)		Required studies vary by project. Confirm which studies your project will require by consulting City of GJ Planning Staff during your planning meetings.
Floodplain Permit Survey		
Additional Study		
Additional Study		

Impact/Planning Fees*		
ADU Planning Clearance Fee	45.00	*Fees as of January 2024. City of Grand Junction impact/planning fees are regularly adjusted for inflation. You can find the most updated planning clearance fee here: **https://egovepl-web.gjcity.org/EnerGov_prod/SelfService#/applicationAssistant?sectionName=All&showTemplates=false** And the most updated impact fees here: **https://www.gjcity.org/349/Development-Impact-Fees**
Traffic Capacity Payment (TCP)**	3075.00	
School Impact Fee	920.00	
Sewer Plant Investment Fee (PIF)	3991.68	
Parks Impact Fee	962.00	
Fire Impact Fee	530.00	**If your property is in a Redevelopment Area, you only have to pay 50% of the Traffic Capacity Payment (TCP).
Police Impact Fee	227.00	
Floodplain Elevation Certificate Fee***	N/A	***The Floodplain Elevation Certificate is only necessary if your site is on a

Water/Sewer Tap Fees		
Grand Junction Water - $0		NOTE: These fees are only required if putting in a separate meter/tap. Don't forget to contact your water provider to determine if a water "submeter" is required (and associated costs), and to get updated fees.
Clifton Water - $6100		
Ute Water - $8000		
Sewer Tap Fees		

Item 4

Estimated Hard Cost Calculator*

Instructions: Enter costs in the yellow boxes. The total estimated ADU cost will appear in the green box below

Total Estimated Hard Cost: 215351.88

Site Prep	
Demolition	N/A
Dumpster & Removal	1100.00
Clear Lot	N/A
Tool/Equipment Rental	1550.00
Other:	500.00
Other:	

Utilities	Column1
Gas: Permit, Connection Fee, Installation	N/A
Electrical: Permit, Connection Fee, Installation	571.00
Water/Sewer: Tap Fees & Hookup	5509.88
Telecom (Internet, Cable) Hookup	75.00
Other:	
Other:	

Rough Framing	
Exterior & Interior Walls	
Floor Framing	
Nails, Screw, Fasteners	
Prep for Plaster, Drywall	
Roof Framing/Trusses	
Roof Framing/Trusses Labor	
Other: Phoenix Haus (SIPs) 140-150/sf	42650.00
Other:	

Plumbing	
Drain/Waste/Vent	
Water Supply Piping	
Gas Piping	
Water Treatment	
Water Heater	3000.00
Fixtures: Toilets, Tubs, Sinks, Showers	
Faucets, Mixing Values, Shower Heads	
Disposal	
Other: Coper Smith 9.50/sf	8100.00
Other: Coper Smith Fixture Budget	2600.00

HVAC	
Furnace/Heat Pump	
Central AC	
Ductwork	
Labor	
Hot Water Tank	
Other: Coper Smith Mini-Split (2-Unit)	12000.00
Other:	

Porches & Decks	
Porch/Deck - Nat. Avg. 45/sf	14500.00
Other Outdoor Structures	
Labor	
Other:	
Other:	

Excavation & Earthwork	Column1
Retaining Wall	N/A
Topsoil	N/A
Site Drainage	5000.00
Seeding/Sod/Gravel	15000.00
Other: Landscape trees/shrubs	5000.00
Other:	

Foundation	Column1
Slabs - Foundation, Basement, Garage	
Sump Pump	
Crawlspace	
Exterior Foundation Insulation	
Other: Natl. Avg. 7-10/sf (10/sf)	8500.00
Other:	

Exterior	
Exterior Labor	
Siding/Veneer	
Paint/Stain/Caulk	
Trim	
Other: Stucco Natl. Avg. 6-9/sf (9/sf, 2300sf)	22000.00
Other: Flat Roof Natl. Avg. 4-13/sf (10/sf, 1200sf)	12000.00

Electrical	
Lighting	
Wiring	
Smoke/CO2 Alarms	
Panels	
Devices: Outlets, switches, dimmers	
Labor	
Other: White Star 10/sf w/200amp service	8500.00
Other:	

Drywall/Plaster	
Labor	
Walls	
Ceilings	
Other: Nat. Avg. 1-3/sf (2.00/sf)	1700.00
Other:	

Kitchen	
Cabinets - See Interior Finis (Inclueded)	
Sink	3000.00
Countertops - Natl. Avg. 50-150/sf (100/sf, 60sf)	6000.00
Labor	
Other:	
Other:	

Appliances	
Refrigerator - Home Depot	1779.00
Stove, Range, Cooktop - Home Depot	268.00
Dishwasher - Home Depot	998.00
Washer/Dryer - Home Deot	553.00
Microwave - Home Depot	498.00
Other:	
Other:	

On-Site Water/Sewer	
Plumbing Installation, Tie In	
Plumbing/Water/Sewer Permits	
Other:	
Other:	

Other Masonry/Paving	
Patios - Natl. Avg. 7-10/sf (8/sf)	3500.00
Exterior Stairs	
Masonry Chimneys	
Fireplaces/Hearths	
Driveway	
Walkways	
Other:	
Other:	

Windows/Exterior Doors	
Doors, frames, sills - Included w/ SIP's	
Doors, door hardware - Inclueded w/ SIP's	
Windows - Included Included w/ SIP's	
Garage Doors & Opener	N/A
Other:	
Other:	

Insulation & Air-Sealing	
Insulation - Included w/ SIP's	
Labor	
Other:	
Other:	

Interior Finish	
Interior Doors - Natl. Avg. 200-400/Door (400/dr)	4400.00
Cabinets - Natl. Avg. 50/sf Basic Solid Wood)	3000.00
Interior Painting - Natl. Avg. 2-6/sf (4/sf)	3500.00
Floors - Natl. Avg. Hardwood w/ Install 6.40/sf	7000.00
Decorative Elements	
Labor	
Other:	
Other:	

Bathrooms	
Bath cabinets - See Interior Finish (Included)	
Shower	
Bathtub	
Mirror	
Towel hangers, toilet paper holders, accessories	
Toilet	
Sink	
Labor	
Other: 2000/fixture	8000.00
Other: Misc. Items Budget	3000.00

Team 4

ACCESSORY DWELLING UNIT (ADU) competition guidelines

OVERVIEW

ADUs (Accessory Dwelling Units) play a crucial role in addressing housing shortages by providing affordable and flexible living spaces, increasing housing options within existing neighborhoods. The City of Grand Junction has been actively promoting ADUs as part of its housing strategy and is partnering with CMU to encourage ADU construction through an innovative design competition. This initiative aims to boost ADU development and offer pre-approved plans to simplify the process for homeowners.

The goals for the competition are to:

- **Promote Innovation:** Encourage students to develop creative solutions that promote housing diversity.
- **Foster Sustainable and Affordable Design:** The competition emphasizes sustainability and affordability, addressing two of the biggest challenges in today's housing market.
- **Provide Learning Opportunities:** Students will gain hands-on experience in the planning process, site plan creation, and navigating the permitting process to bring their designs to completion.

The ADU designs will be featured on the City of Grand Junction website, and will be available for future use by local developers and homeowners.

AWARD

The winners of the competition will be announced at the City Council Meeting on November 20, 2024 and will receive a team scholarship amount. Awards will be decided by the Planning Commission on November 7, 2024.

Teams will be awarded:

1. First Place - $2500 ($500 each)
2. Second Place - $1250 ($250 each)
3. Third Place - $500 ($100 each)

TIMELINE

Competition Launch - **Planning Presentation - Sept. 25: 1-2:20 pm**
Students will gain insight into the overall city planning process, discuss the competition and its expectations, and explore the city's ADU planning clearance process along with important considerations.
Jessica Johnsen, City Planner | Ashley Chambers, City Housing Manager | Madeline Robinson, City Planning Technician

Initial Submissions Due - Friday, October 23, 2024 by 10 pm
All documents need to be submitted for review to the Review Committee.

Submittal Review Period - October 23-November 4, 2024 at 6 pm
During the submittal review period, the review committee will assess the submissions, provide feedback, and recommend adjustments that need to be completed and resubmitted for final ADU approval. Suggested changes should be submitted within 24-48 hours to allow for final comments and review.

FINAL Documents & Submissions DUE, November 4, 2024 at 10 pm
All final documents and presentations must be submitted by 6 pm to ensure they are ready for the Planning Commission Scoring on November 7th.

Planning Commission Presentations/Scoring - November 7, 2024, 12:00-2:00 pm
Teams will present their final ADU design to the Planning Commissioners for scoring of their design. Planning Commissioners can ask questions, provide additional feedback, etc.

City Council AWARD presentation - November 20, 2024, 5:30 pm
City Council will present the final scholarships to ADU challenge teams.

SUBMISSION INSTRUCTIONS

All submissions (Initial, Review & Final) must be submitted to housing@gjcity.org.

See information in proposal submittal requirements.

Submittals received before October 23 will have a longer review timeline, allowing for more opportunities for changes, feedback, and adjustments.

PROPOSAL SUBMITTAL REQUIREMENTS

For Initial & Subsequent Submittals:

- **Planning Clearance Form Completed**
- **11x17 Site Plan (1-3 pages) that include:**
  - ADU rendering
  - Site Plan that meets Planning Guidelines
  - Floor Plan
  - Any orientation
  - PDF or jpeg format
- **Narrative:**
  - 1250 words max
  - Project Title
  - Summary of energy performance & sustainability of materials
  - Estimated cost of construction (max: $200-250/sq ft up to $250,000)
  - Attach a budget (excel) document; not included in word count
- **For Presentation:** (FINAL document submittal)
  - Up to 15 slides
  - 15 min max
  - Project Title Page
  - Powerpoint format
- **Summary Overview** (FINAL document submittal only)
  - 2-3 paragraphs max of overall project to be utilized in staff reports for Planning Commission & City Council

SITE CONDITIONS

Utilize the following resources (provided as attachments) to find the applicable site conditions:

- Accessing Zoning & Development Code
- Using the Development & Utility Maps (GIS Maps)
- ADU toolkit & Resources including:
  - Budget spreadsheet
  - Site Plan Checklist
- Fire Checklist (Additional Resources Section)
- Engineering Checklist (Additional Resources Section)
- Other things to consider:
  - Utility location (sewer, gas, electric, telephone line)
  - Complementary Design to region of the City
  - Construction Materials
  - Lot Coverage
  - Parking

DESIGN REQUIREMENTS

The ADU design must be detached and have the following elements:

Kitchen: Includes food storage, food prep space, sink with running water, and cooktop. Oven is optional.

Bathroom: Includes toilet, sink, and shower with running water

Sleeping area: minimum of one sleeping area (including studio designs)

Separate means of Egress & Ingress

All Electric Requirement:
include electric heating/cooling, hot water equipment, and other in-unit appliances, ovens or ranges.

Proposal should meet all building and planning code requirements and receive approval from Planning & Building

DESIGN CRITERIA	REQUIREMENTS
ADU Size	Choose: Small- 400-600 sq ft Medium - 600-750 sq ft Large - 750-900 sq ft
ADU Region/Type	Choose - one per group Downtown 1 - Single Level Downtown 2- 2nd story above garage Riverside - Single Level
ADU Location **Must be located within City of Grand Junction limits.**	Each team will need to pick a street, address, and parcel to utilize as your actual location for the proposed project. Choose something broad that could be easily applied to other homes in the area.

SCORING CRITERIA

The following scoring criteria will be used to evaluate design submissions in a way that reflects our community goals and values. All proposals and Submissions should be "pre-approved" through planning & building to be considered for scoring from the Planning Commission.

Universal Design & Aging in Place (30%):
Submissions must encompass ADU designs that prioritize accessibilty and inclusivity, incorporating universal design principles to ensure usability and adaptability for all individuals, including those with special needs and/or disabilities. We strongly encourage designs that support flexible living arrangements, meeting the changing needs of people as they age, and allow people to continue to live in their home as long as they wish.

Affordability & Cost Effectiveness (30%):
Submissions should be economically viable and efficient, considering factors such as construction costs, ongoing maintenance, and operational expenses. We are seeking inventive and cost-effective approaches that minimize costs and promote affordability. **Max budget: $200-250/sq ft and/or up to $250,000.**

Sustainability & Resilience (30%):
Submissions must include feature designs that place a strong emphasis on sustainability and energy efficiency. These designs should incorporate key elements of energy performance, water efficiency measures, and resilience against potential hazards. Designs should also consider the use of sustainable materials, waste reduction strategies, and overall ecological footprint reduction.

Innovative & Creativity/Aesthetics (15%):
Submissions should showcase ADU designs that are visually captivating, consider scale, exemplify innovation, creativity, and distinctive design solutions. Designs should include thoughtful and creative considerations that support modern living needs for everyone, now and long into the future; and incorporate imaginative utilization of space, creative storage solutions, and original concepts that push the limits of creativity. Don't forget about landscaping!

REVIEW TEAM

The review team consists of professionals from various fields involved in the ADU approval process. The goal of the competition is to create plans that are pre-approved, with some known changes, that can be replicated by local homeowners and developers in our community. The review team will ensure that the plans successfully navigate the planning process and receive final approval. They will provide feedback and give comments for needed changes. You are welcome to contact them regarding questions you may have in regards to their subject matter expertise. Please cc: housing@gjcity.org for any inquiries made.

Ashley Chambers
Housing Manager
City of Grand Junction
ashleyc@gjcity.org

Jessica Johnsen
Zoning Supervisor
City of Grand Junction
jessicaj@gjcity.org

Jesse Girafalco
Development Review Engineer
City of Grand Junction
jessg@gjcity.org

Madeline Robinson
Planning Technician
City of Grand Junction
madeliner@gjcity.org

Michael Mossburg
Chief Building Official
City of Fruita
mmossburg@fruita.org

Matt Sewalson
Fire Prevention Specialist
City of Grand Junction
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Chad Schneiter
ADU Construction
Mor Storage
Sales@morstorage.com

Henry Hemphill
City Planner
City of Fruita
hhemphill@fruita.org

Jennifer Wooten
Building Inspector/
Senior Electrical Inspector
City of Fruita
jwooten@fruita.org

Shannon Power
Architecture &
Historic Preservation Board
spower@bgco.com

ADDITIONAL RESOURCES

Engineering Considerations:

These are generic review notes applying to construction of a new Accessory Dwelling Unit or conversion of an existing structure (typically a garage) into an ADU. If specific questions arise that aren't answered please reach out to **Jesse Giralfco, the Engineer on the Review Committee.**

Development Regulations, Manuals, and Standards: They are now codified and available at the following link. Always refer to this version for the latest document. For clarity they are referred to by their common name in these notes. See http://www.codepublishing.com/co/grandjunction/.

Streets/Traffic/Site notes:

1. **Transportation Engineering Design Standards (TEDS)**
   a. See TEDS chapter 29.16 for access design and site circulation.
   b. See TEDS section 29.12.040 for specific parking requirements related to alleys.
   c. See the Zoning and Development Code, chapter 21.06.090 for dimensional parking requirements.
2. The new parking does not require paving. It is required, at a minimum, to have a durable gravel surface. See code for minimum parking requirements.
3. **Traffic Capacity Payment (TCP)** - See the Zoning and Development Code in the Grand Junction Municipal Code (GJMC) Section 21.06.010(b)(2).
   a. TCP applies at time of building permit planning clearance at rates in effect at the time of clearance request. The current rate for multi-family (applies to ADUs) as of January 1, 2024 is $3,075. This is a one-time fee. If the project is in the Redevelopment Area, the TCP is half this amount.
4. **If the alley doesn't meet current standards,** must provide a signed Power of Attorney committing the property to participation in any future Alley Improvement District, unless such a POA has already been provided.
5. **If the street doesn't meet current standards,** must provide a signed Power of Attorney committing the property to participation in any future Street Improvement District, unless such a POA has already been provided.

Drainage notes: (repeated in Site Sketch checklist)

1. ADUs do not typically cause consequential change to existing drainage patterns or runoff volumes. No drainage fee is charged.
2. All drainage from the proposed buildings and hard surfaces must be conveyed to adjacent public rights-of-way or other appropriate drainage facilities.Runoff cannot be discharged onto neighboring private property. Demonstrate this on the site plan/grading plan.
3. ADU sites typically disturb less than 1.0 acres and don't need construction or permanent water quality permits or agreements. While permits aren't necessary, City ordinance still requires mud to be kept off streets and sediment can't be released from the site.Therefore, BMPs will be necessary during construction to ensure mud is not tracked on the streets and sediment not released offsite.
4. Show all irrigation and tail water facilities affecting or potentially affecting drainage on this site on the Site Plan and Utility Composite.
5. Flood plain: Depends on the location. If the site is within a floodplain as shown on a Flood Insurance Rate Map (FIRM) or other applicable study, a Floodplain Permit including Floodplain Elevation Certificate (FEC) is required.

Engineering Considerations Cont.:

Utility notes:

1. Water distribution:
   a. City of Grand Junction. Contact City Customer Service (970-244-1520) regarding fees.
   b. Ute Water. Contact Ute Water at 970-242-7491 regarding fees.
   c. Clifton Water. Contact Clifton Water at 970-434-7328 regarding fees.
   d. An Accessory Dwelling Unit (ADU) served by City water may share water service from the meter serving the primary residence.This work is included in the tap fee.Contact Ute or Clifton Water for their policy.
2. Sewage collection system:
   a. Sewer service supplied by City of Grand Junction. Contact City Customer Service (970-244-1520) regarding tap fees and Sewer Plant Investment Fees.
   b. Depending on the design and type of dwelling units, it may be necessary to provide individual 4" sewer services to each unit. Plant investment fees are required. When installing a new tap, it is the applicant's responsibility to hire a contractor to connect to the main and install the service. This includes all street repair.
   c. If the property is in a Sewer Improvement District or subject to a reimbursement agreement, contact City Customer Service (970-244-1520) regarding fees.
3. Permits and inspections are required for all utility cuts and connections and other work in the City right-of-way. Contact Public Works at 970-244-1555.

Fire Considerations:

1. All sides of the proposed ADU shall be within 200 feet of an approved fire department access road, as measured by an approved route that simulates deployed fire hose.
2. All sides of the proposed ADU shall be within 600 feet of a fire hydrant, as measured by an approved route that simulates deployed fire hose.
3. Any fence constructed on the property requires a permit from the City of Grand Junction Community Development. Access gates with a minimum width of 3 feet shall be provided if the fence creates a barrier between the ADU and the street/road fronting the property. Any existing fence shall comply with these requirements.
4. A 3-foot clear path shall be provided to the ADU from the fronting road.
5. Address identification for the proposed ADU shall be visible from the street/road fronting the property. Address numbers shall be a minimum of 4" tall with a minimum stroke width of ½". If the ADU cannot be viewed from the street/road fronting the property, a pole or sign identifying the ADU shall be used.
6. If the private driveway exceeds 150 feet in length from an approved fire department access road shall meet the following fire department access standards:
   a. The private driveway shall be capable of supporting the imposed load of a fire apparatus with a GVW of 80,000 lbs.
   b. Have a minimum width of 12 feet and be finished by the application of all-weather driving surface of hot mix asphalt or concrete. Alternative materials must be reviewed and approved by the fire code official.
   c. The finished grade shall be less than 8%.
   d. An approved fire department turn-around shall be provided. Grades on turnarounds shall not exceed 4%. Additional information including approved turn-around designs can be found at,

General ADU Requirements

Instructions: Please use the following checklist(s) to make sure your application meets the minimum ADU performance standards and submittal document requirements.

Performance Standards:

- [ ] The design of the ADU is subordinate to the principal structure. (In other words, the ADU should be smaller than your primary dwelling space.)
- [ ] The ADU meets all requirements of building and fire codes.
- [ ] One parking space is provided for the ADU. On-street parking within 100 feet of the lot may serve as the required parking.
- [ ] The ADU does not exceed 900 square feet of habitable space.
- [ ] The ADU is not located in front of the principal structure.
- [ ] The design and construction material of the ADU is complementary to those of the principal structure.

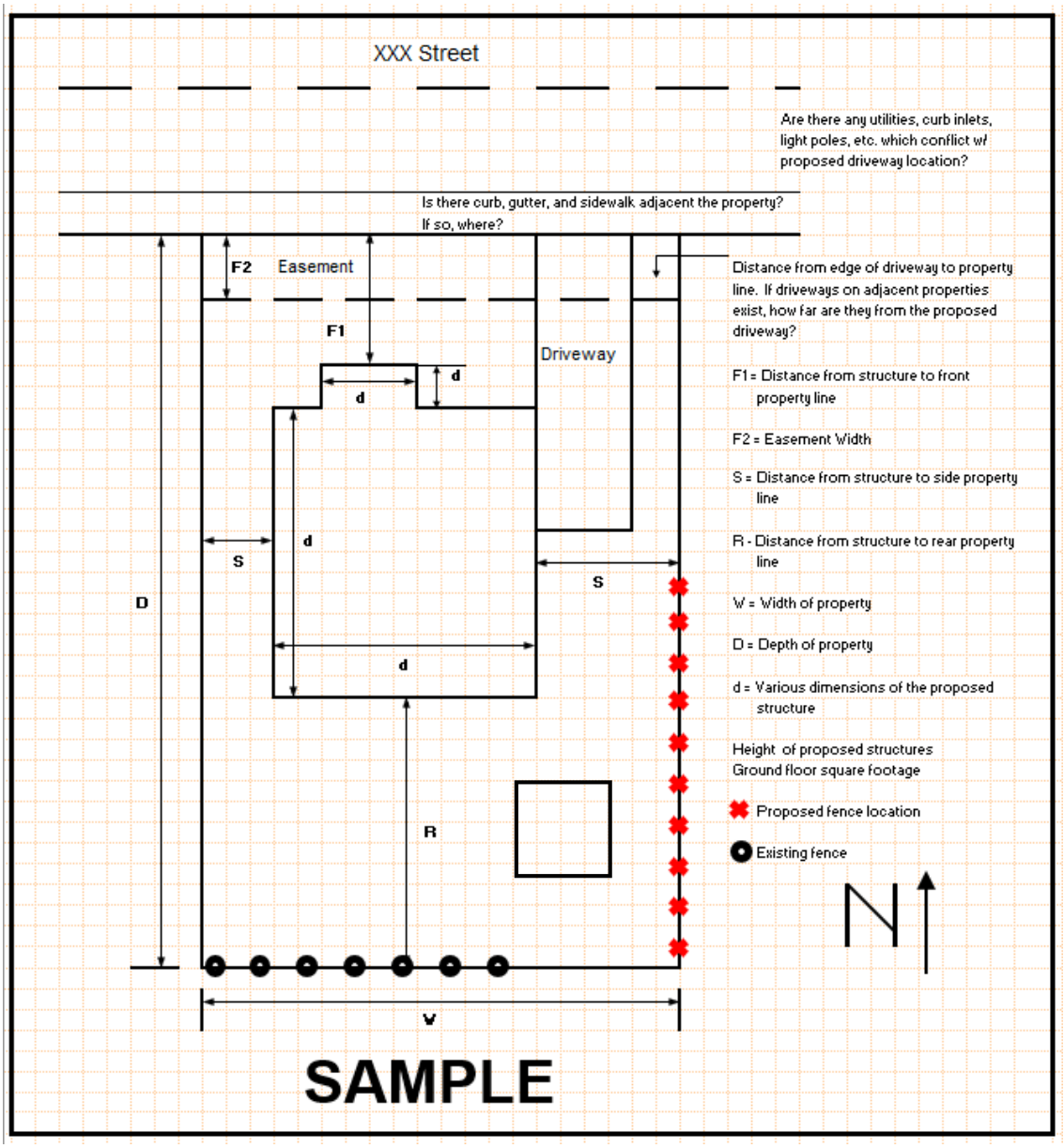
Submittal Materials:

- [ ] Planning Clearance Application* - Fee is adjusted annually.
- [ ] Site Sketch, **drawn to scale and with dimensions**, which should include:
  - Drainage patterns
  - Parking
  - Utilities (water, sewer, electric, gas, etc.)
  - Floor Plan (for new ADU)
- [ ] If site sketch is done or printed on paper, the paper dimensions should be 8.5" x 11" OR 11" x 17".
- [ ] Building Elevations (show all sides - front, side, rear)
- [ ] All other necessary City fees paid. Contact Community Development for most updated fees if you have any questions.

***Planning Clearances can be obtained & submitted at the Community Development counter at 250 N. 5th St, Grand Junction, CO, online HERE, or at the QR Code to the right.**

Site Sketch Worksheet

Instructions: Use the following example site sketch and checklist to help your site sketch meet minimum submittal standards. Some planning terminology is defined on the following page. NOTE: **Your site sketch should be to-scale and include dimensions. If done on paper, paper dimensions should be 8.5" x 11" or 11" x 17".**



- ☐ Lot
- ☐ Streets
- ☐ Alleys
- ☐ Existing structures
- ☐ Existing easements*
- ☐ Setbacks**
- ☐ ADU Floor Plan
- ☐ Required ADU parking space / street parking.
- ☐ Required separate entrance.
- ☐ Water and sewer main in street and alleys
- ☐ Utility services (water, sewer, electric, gas) to existing structures
- ☐ How services will connect to ADU
- ☐ Any new utility services (water, sewer, electric, gas)
- ☐ Describe any planned demolitions
- ☐ Drainage patterns draining to street/alley***

Site Sketch Worksheet (cont'd)

Planning Terminology:

***Easements -** Allows one party the right to use another's property for a specific purpose. If there is an easement on your property, its terms are usually clearly defined in the property deed (though there are exceptions).

****Setbacks -** The minimum distance at which a building or other structure must be set back from a street or road or any other place which is deemed to need protection. Minimum setback requirements differ depending on zoning district. **You can find the setbacks of each residential zoning district at this link:** https://bit.ly/GJResidentialSetbacks**.**

*****Drainage Patterns -** How water drains off property and buildings. Please read the notes below to get more information on what you should consider when evaluating drainage patterns on your site.

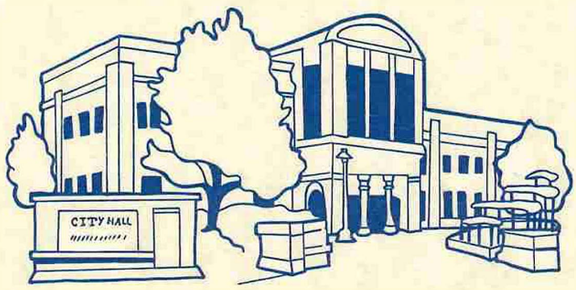
Notes on Drainage:

Storm water runoff CANNOT flow onto your neighbor's property; all drainage from the ADU and other impermeable surfaces must be directed to adjacent public right-of-ways or other established drainage areas (such as a storm drain). Make sure to indicate how/where storm water will flow on your site sketch.

By City ordinance, sediment cannot be released from the site of your ADU, and mud must be kept off streets. ADU sites usually disturb only a small area and therefore do not typically require construction or permanent water quality permits/agreements.

On your site sketch, be sure to show how any irrigation or tail water facilities may affect or potentially affect drainage on the site.

If your site is located within a floodplain, a Floodplain Elevation Certificate (FEC) is required. Reach out to the City of Grand Junction Community Development Department if you need help determining if your site is within a floodplain and/or to get more information on how to obtain this certificate.



City of Grand Junction, State of Colorado

Proclamation

Whereas, the government of Grand Junction, Colorado celebrates our local small businesses and the contributions they make to our local economy and community; and

Whereas, according to the United States Small Business Administration, there are 34.7 million small businesses in the United States, small businesses represent 99.7% of firms with paid employees, small businesses are responsible for 61.1% of net new jobs created since 1995, and small businesses employ 45.9% of the employees in the private sector in the United States, and

Whereas, 68 cents of every dollar spent at a small business in the U.S. stays in the local community and every dollar spent at small businesses creates an additional 48 cents in local business activity as a result of employees and local businesses purchasing local goods and services; and

Whereas, 59% of U.S. consumers aware of Small Business Saturday shopped or ate at a small, independently owned retailer or restaurant on Small Business Saturday 2023; and

Whereas, the City of Grand Junction, Colorado supports our local businesses that create jobs, boost our local economy and preserve our communities; and

Whereas, advocacy groups, as well as public and private organizations, across the country have endorsed the Saturday after Thanksgiving as Small Business Saturday.

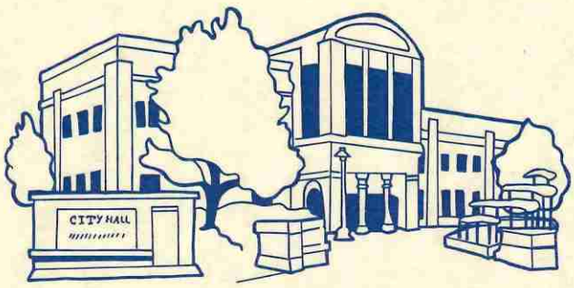
NOW, THEREFORE, I, Abram Herman, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim November 30, 2024, as

"Small Business Saturday"

and urge the residents of our community, and communities across the country, to support small businesses and merchants on Small Business Saturday – celebrating its 15th year in 2024 - and Shop Small throughout the year.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 20th day of November 2024.

Mayor



City of Grand Junction, State of Colorado

Proclamation

Whereas, the City Council honors and respects all religious beliefs, cultures, creeds and races and every person's right to believe, or not believe, so long as actions taken in support of those beliefs or creeds do not infringe upon the rights of others; and

Whereas, Grand Valley Interfaith Network, is an organization in Grand Junction and Mesa County that offers varied programs, projects and initiatives designed to bring faith groups together to discuss and better practice peace, harmony, cooperation and understanding among all people; and

Whereas, the members of Grand Valley Interfaith Network have been working together to support the interfaith programs and initiatives in Mesa County since 1977; and

Whereas, freedom of religion or belief (FoRB) is recognized internationally as a human right, and observances like Interfaith Awareness Week seek to promote and support that right for all individuals; and

Whereas, the annual ThanksGVIN community interfaith service on November 26, which is the capstone of Interfaith Awareness Week, demonstrates that diverse religious perspectives are committed to learning and loving; and

Whereas, the ongoing activities of harmony among a diversity of faiths is a vital goal for all people throughout Grand Junction, North America, and the world;

NOW, THEREFORE, I, Abram Herman, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim November 20 - 26, 2024 as

"Interfaith Awareness Week"

in the City of Grand Junction and urge all the citizens of the City to be open minded and respect all religions, beliefs, cultures, creeds and races.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 20th day of November 2024.

Mayor

Grand Junction City Council

Regular Session

Item #

Meeting Date: November 20, 2024

Presented By: Selestina Sandoval, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Commission on Arts and Culture

RECOMMENDATION:

To appoint/reappoint the interview committee's recommendation to the Commission on Arts and Culture.

EXECUTIVE SUMMARY:

There are five full-term vacancies and one partial-term vacancy on the Commission of Arts and Culture.

BACKGROUND OR DETAILED INFORMATION:

Kelley Raymond, Matthew Janson, Ron Cloyd, Robbie Helm, and Hank Braxton have terms expiring February 28, 2025. Mark Oldham resigned effective March 26, 2024. Applications were received from Hank Braxton, Kristin Mercer, Nora Hughs, Amy Gibson, Libby Early, and Dora Fang.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to reappoint/not reappoint and appoint/not appoint the interview committee's recommendation to the Commission on Arts and Culture.

Attachments

None

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE SPECIAL MEETING

Fire Administration Training Room

October 21, 2024

Call to Order

Council President Herman called the Special Meeting of the Grand Junction City Council to order at 5:31 p.m. on the 21st day of October 2024.

Those present were Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Council President Pro Tem Randall Reitz (via phone), Dennis Simpson, Anna Stout and Council President Abram Herman. Fire Battalion Chief Brian Lurvey, EMS Chief Mark McIntire and Police Chief Matt Smith were also present.

Executive Session

Councilmember Kennedy moved and Councilmember Nguyen seconded to convene into ***EXECUTIVE SESSION TO DISCUSS MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS PURSUANT TO COLORADO'S OPEN MEETINGS LAW, C.R.S. 24-6-402(4)(e)(I), RELATIVE TO POSSIBLE CITY FINANCIAL PARTICIPATION TO FACILITATE AN AFFILIATION BETWEEN LARKIN COMMUNITY HOSPITAL FOUNDATION INC. AND COLORADO WEST INC. D/B/A MIND SPRINGS, INC.***

It was a unanimous vote to convene into Executive Session for the purpose stated.

Upon completion of the Executive Session, Councilmember Kennedy moved, and Councilmember Nguyen seconded to return to open session in the Fire Administration Training Room. The motion passed 7-0.

Council President Herman reconvened the Special Meeting at 6:36 p.m.

Consideration of UNITA Railway Amicus Brief

- The council reviewed and adopted a resolution supporting the city's participation in an amicus brief regarding the UNITA Railway project.
    - The brief focuses on ensuring that federal procedures are followed under NEPA (National Environmental Policy Act) for assessing environmental and community impacts.
    - Councilmembers emphasized that this support was purely procedural and does not reflect a stance on energy production or environmental concerns.

- Safety concerns related to increased rail traffic through Grand Junction were discussed, including potential impacts on transportation and safety at railroad crossings.

- Councilmember Stout moved, and Councilmember Nguyen seconded to adopt Resolution 77-24, a Resolution joining the *amicus* brief in the United States Supreme Court case of Seven County Infrastructure v. Eagle County, Colorado *et al.* The resolution passed unanimously (7-0).

Adjournment of the Special Meeting

There being no further business, the special meeting adjourned at 6:51 p.m.

Call to Order Council Workshop

The City Council Workshop was called to order at 6:51 p.m.

a. Resource Center Discussion

- Current State of the Resource Center:
  - Increased use has overwhelmed the Resource Center, leading to operational challenges, including:
    - Insufficient staff-to-client ratios.
    - Safety concerns for staff and users due to reports of drug use and altercations.
    - Significant impacts on surrounding businesses, especially in the hospitality sector.
  - High staff turnover and lack of training were noted as concerns.
- Financial Overview and Requests:
  - Homeward Bound requested $135,000 in emergency funding to hire:
    - Two additional staff members to assist during operating hours.
    - A community navigator to connect users with needed services.
  - Current operational costs are estimated at $415,000 annually.
- Key Discussion Points:
  - Council debated immediate and long-term strategies to address concerns:
    - Temporary closure for retraining and operational review.
    - Exploring relocation to reduce neighborhood impacts.

        - Adjusting hours of operation and setting client limits to improve safety.
        - Enhancing partnerships with organizations like United Way to improve service delivery and oversight.

- Council Decisions and Direction:
    - Staff was directed to:
        - Expedite the search for alternative locations.
        - Collaborate with service providers to create a comprehensive plan addressing staffing, safety, and operational concerns.
    - A progress report and potential budget considerations will be presented at a future workshop.

b. City Recycling

- Background:
    - General Services has paused the roll-out of additional phases of the curbside recycling program due to the inability to accept, store, sort, and process the amount of recyclables at the City Shops location.
    - Staff has been studying the City's needs, analyzing future tonnage, capacity, sizing of the facility, and options to scale up the robotics/sorting equipment to avoid overbuilding the facility, and ensuring a financial model to cover costs.
    - A Materials Recovery Facility appears to be a logical next step in the evolution of the City's recycling program.
    - A Request for Proposals was issued by the City, which received three responses, with very different possible solutions given by the respondents.
    - Staff is seeking consensus from Council on the next steps and recommends that Council create a committee of three Councilmembers to work with staff on a solution that can be brought forth as a recommended pathway for the city.
- Next Steps:
    - Council agreed to form a three-member committee to oversee the RFP process, ensuring:
        - Transparency through open meetings.
        - Clear communication of council expectations and criteria for applicants.

Other Business

There was none.

The meeting adjourned at 9:10 p.m.

_____

Selestina Sandoval, CMC

City Clerk

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE SPECIAL MEETING

Fire Administration Training Room

October 28, 2024

Call to Order

Council President Herman called the Special Meeting of the Grand Junction City Council to order at 4:02 p.m. on the 28th day of October 2024.

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

Executive Session

Councilmember Stout moved and Councilmember Kennedy seconded to convene into ***EXECUTIVE SESSION TO DISCUSS MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS PURSUANT TO C.R.S. SECTIONS 24-6-402(4)(e)(I) AND 24-6-402(4)(a) OF COLORADO'S OPEN MEETINGS LAW RELATIVE TO A POSSIBLE CONDEMNATION ACTION BY THE STATE OF COLORADO AND THE CITY AGAINST AMDM, LLC REGARDING THE PROPERTY LOCATED 123 UTE AVENUE, 317 SOUTH SECOND STREET, AND 319 SOUTH SECOND STREET, GRAND JUNCTION COLORADO WHICH PROPERTY HAS BEEN DETERMINED TO BE NECESSARY FOR THE MOBILITY HUB PROJECT.***

It was a unanimous vote to convene into Executive Session for the purpose stated.

Upon completion of the Executive Session, Councilmember Kennedy moved, and Councilmember Nguyen seconded to return to open session in the Fire Administration Training Room. The motion passed 7-0.

Council President Herman reconvened the Special Meeting at 4:14 p.m.

Adjournment

There being no further business, the special meeting adjourned at 4:14 p.m.

Budget Workshop #3

The budget workshop was called to order at 4:20 p.m.

Downtown Development Authority (DDA) and Downtown Business Improvement District (DBID) Presentation and Discussion:

Executive Director for the Downtown Development Authority Brandon Stam gave an update on the DDA and DBID.

Key points included:

- Business Improvement District (BID) Updates:
    - Events: BID manages popular downtown events, including Spooktacular, Tree Lighting, and Parade of Lights, supported by sponsorships.
    - Visitor Data: Utilizing Placer AI, BID tracks visitor demographics and behaviors, noting peak hours and visitor profiles.
    - Programs: BID introduced a billboard program, community activation grants, and a workshop for business merchandising.
    - Gift Card Program: Highly popular, with sales spiking around the holidays.

- Downtown Development Authority (DDA) Projects:
    - Major Projects: Junction Apartments, Grand Avenue Lofts, and Terminal Project supported by $4.5 million in grants.
    - Improvements: "Vibrant Main Street" initiative aims to improve downtown areas with better lighting and event management.
    - Grants: Offered facade and residential conversion grants to incentivize downtown investment and growth.
    - Maintenance: Efforts in pigeon control, sidewalk cleaning, and holiday decorations.
- GJ Creates:
    - Celebrated the 40th anniversary of the Art in the Corner program and installed 22 new sculptures, including international contributions.
    - Future goals include hosting the annual Colorado Creative Industries Annual summit and expanding First Friday Art Walks.
- Financials:
    - DDA’s fund balance is projected to remain strong, enabling support for future projects.
    - BID and DDA budgets primarily come from special assessments, sponsorships, and grants.
- Future Parking Needs:
    - While the downtown parking study indicates capacity is sufficient for now, future growth may require a parking structure.
    - Collaboration with institutions to utilize existing lots for public parking outside business hours is being explored.

Horizon Drive Business Improvement District (HDBID) Presentation and Discussion

Executive Director of the Horizon Drive Business Improvement Sandra Zoldowski gave an update.

Key points included:

- Projects in 2024:
    - Phase II Ditch Cleanup: Completed from Enzo's to the Cor-Plex building, removing invasive plants and trash.
    - Business Directory: A map and business list for visitors along Horizon Drive. Ads are being sold to help with printing costs.
    - Roundabout Art Installation: Art selected for the GJ Horizon Drive and G Road roundabout, with a final selection pending.
- Operations:
    - Improved communication through a business database.
    - Addressing an issue from the Colorado Department of Local Affairs about exceeding the allowable tax revenue, resulting in a mill levy adjustment for 2025.
- Plans for 2025:
    - Phase III of Ditch Cleanup: Extending to Freddie's, aiming for an annual maintenance cycle.
    - Security Enhancements: Two cameras and two license plate readers will be added along Horizon Drive.
    - Community Engagement: Partnering with local businesses on events, adding bike racks, and supporting job placement for IntelliTec students.
- Budget and Financials:
    - Adjustments due to exceeding the 5.5% tax cap; approximately $56,000 over.
    - The budget includes a $65,000 expense for roundabout art carried into 2025.
    - An audit exemption is sought due to low revenue and expense figures, with Council action expected in December.

Visit Grand Junction Department Presentation

Visit Grand Junction Director Elizabeth Fogarty gave an update of Visit Grand Junction.

Key points included:

- Tourism Metrics:

    - Grand Junction has outperformed both U.S. and Colorado (ski and non-ski areas) in hotel revenue metrics, with notable increases in average daily rates and revenue per available room.
    - Lodging tax collections rose 2.8% from the previous year, signaling effective strategies in attracting tourism revenue.
- 2025 Focus and Global Partnerships:
    - VGJ will emphasize responsible tourism, workforce development, and collaboration with organizations like the Colorado Tourism Office.
    - This includes a workforce campaign highlighting hospitality careers and a "Grand Junction Expert" program to educate locals on tourism assets.
- Data-Driven Strategy:
    - VGJ uses over 254 data dashboards to inform real-time decisions, tailoring marketing strategies and campaigns for maximum engagement.
    - This approach has driven substantial website engagement, with significant increases in unique users, sessions, and page views.
- Community Engagement: VGJ fosters local pride by involving residents in branding efforts, distributing a special visitor guide edition to all households in Mesa County, encouraging locals to act as brand ambassadors, and updating content to include local feedback.
- Budget Changes:
    - VGJ's 2025 operating budget is $4.9 million, with a $500,000 reduction from previous years due to the end of ARPA funds.
    - VGJ will focus on efficiency to maintain service levels while absorbing this budget adjustment.
- Brand Identity and Council Discussion:
    - VGJ's branding efforts aim to create a unique identity for Grand Junction that balances tourism and community image.
    - Council discussed the potential of a city flag and complementary logo to further unify community identity and pride.

Nonprofit Funding Process Recommendations and Discussion

Council discussed a new process for nonprofit funding.

Key points included:

- New Nonprofit Funding Process**:** Traditional nonprofit funding was removed from the 2025 budget due to tighter financial constraints.
- Selected Organizations Funded in Budget**:** Essential nonprofits like HomewardBound and the Center for Children received funding for critical services related to City operations, including shelter support and child abuse services.

- Council Focus on Specific Priorities**:** For 2025, Council proposed directing funding specifically toward initiatives related to homelessness and housing. Nonprofits outside of this focus will not automatically advance for Council review.
- Preference for Capital Projects**:** Council recommended focusing on one-time capital funding rather than ongoing operational support to ensure sustainable, long-term impact. Operational funding may still be considered if it meets critical needs.
- Flexible Application Timing**:** Nonprofits aligned with the homelessness and housing focus can submit requests throughout the year, with these reviewed as supplemental budget items rather than within a fixed application period.
- Oversight and Evaluation by Staff**:** Staff will pre-screen applications to confirm alignment with criteria before forwarding qualified requests to the council. Each funding decision will factor in the City's overall financial health.

Dues and Subscriptions

The Grand Junction City Council reviewed its membership in several organizations to determine their value and alignment with city goals. After evaluating the benefits, Council decided on the following changes:

- U.S. Conference of Mayors**:** Discontinue membership due to limited benefits relevant to the city's needs and cost concerns.
- National League of Cities (NLC)**:** Discontinue membership, noting that most of its resources and conferences cater to larger metropolitan areas, and Council and staff felt limited added value compared to Colorado-specific groups.
- Associated Governments of Northwest Colorado (AGNC)**:** Discontinue membership, as its focus on county-level issues and extractive industries was seen as less relevant to Grand Junction's municipal concerns. The City receives similar legislative advocacy from the Colorado Municipal League (CML), which aligns more closely with Grand Junction's needs.
- Club 20**:** Retain membership with a request for improved communication to ensure Councilmembers receive invitations to relevant meetings and opportunities to engage with the organization's committees.

This revised approach is expected to save the city approximately $20,000 in membership costs for the year.

Follow Up from Previous Budget Workshops and Additional Council Discussion

City Council and Staff discussed final steps for approving the 2025 budget, covering insurance costs, the proposed self-insurance approach, and infrastructure projects.

Key points included:

- Insurance**:** A 13.8% increase in premium for the City's self-insured health plan was discussed. The self-insurance model remains advantageous, saving potential costs versus a fully insured plan.
- Infrastructure Projects**:** Concerns were raised about the 4th and 5th Streets project, with Councilmembers split on the timing of the project's next steps. The possibility of pausing on the 7th Street project was also discussed.
- Supplemental Budget Considerations**:** Council discussed possibly using supplemental budget allocations for urgent or unforeseen needs, especially for projects with grant opportunities or critical needs that arise during the budget year.
- Future Meetings and Timelines: The next steps include a November public presentation and first reading of the 2025 budget ordinance, followed by a final adoption in December.

Council Communication and Next Workshop Topics

Council reviewed upcoming meeting topics.

The meeting adjourned at 7:55 p.m.

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Selestina Sandoval, CMC

City Clerk

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
November 4, 2024

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

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

Staff present: Interim City Manager Andrea Phillips, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Interim Finance Director Jodi Welch, Community Development Director Tamra Allen, Utilities Director Randi Kim, Transportation and Engineering Director Trent Prall, Housing Manager Ashley Chambers, Housing Specialist Sherry Price, Deputy City Clerk Misty Williams, and City Clerk Selestina Sandoval.

1. Discussion Topics

a. Resource Center Discussion (continued)

- Key Points of Community Concerns:
    - Downtown business owners and residents expressed ongoing frustration with the Resource Center's impact on safety, crime, and public perception in the surrounding area.
    - A neighborhood meeting on October 30, attended by 40-45 participants, revealed security concerns, including: Staff and customers feeling unsafe, escalating drug use, trash accumulation, and hazardous waste in public spaces and altercations and threatening behavior impacting the local business environment.
    - Many acknowledged that challenges with the unhoused population existed prior to the Resource Center but argued that its presence exacerbated these problems.
    - Some business owners called for the immediate closure of the Resource Center as a solution.

- Input and Engagement:
    - Staff reported holding meetings with local businesses and residents but noted the absence of unhoused individuals in these sessions.
    - Suggestions were raised to engage directly with Resource Center users in future discussions to understand their experiences and needs.

- Balancing Short-Term Needs and Long-Term Solutions:
    - Council discussed the challenges of addressing immediate neighborhood impacts while maintaining essential services for vulnerable populations.
    - Several members emphasized the need to ensure safety while also considering the adverse consequences of shutting down or relocating the center without proper alternatives in place.

- Operational Reforms and Recommendations:
    - Staff proposed implementing stricter intake and operational processes, including:
        - Requiring all visitors to check in at the gate and agree to a code of conduct.
        - Developing a clear disciplinary framework for violations, including trespass orders for repeat offenses such as drug use or violence.
    - Limiting the number of pets allowed and creating an outdoor kennel area to reduce chaos inside the center.
- Enhanced Security Measures:
    - Options discussed included hiring private security for the center, improving lighting in surrounding areas, and using crime prevention through environmental design (CPTED) strategies to address safety concerns.
- Staffing and Partnerships:
    - Proposals included additional staffing to improve guest-to-staff ratios and better manage daily operations.
    - Strengthening partnerships with organizations like United Way to take over service coordination while Homeward Bound focuses on facility management.
- Relocation Plans:
    - Staff is actively exploring options to lease or purchase a new facility to relocate Resource Center operations.
    - Councilmembers expressed a preference for leasing to maintain flexibility while ensuring the new location is more suited to the Center's needs.
    - Criteria for relocation include:
        - Avoiding proximity to tourism-heavy or customer-reliant businesses.
        - Providing easy access to transportation and other essential services.
        - Prioritizing facilities ready for immediate occupation to minimize transition time.
- Emergency Funding Needs:
    - Homeward Bound and United Way requested $140,000 in emergency funding to support immediate staffing and operational needs.
- Supplemental Appropriation Considerations:
    - Council discussed the possibility of allocating additional funds to address staffing shortages and security improvements while ensuring accountability for resource use.
    - A decision on these requests was deferred pending further budget evaluations.
- Service and Enforcement:
    - Several members emphasized the need for tighter enforcement of rules within and around the center to ensure safety for both users and the surrounding community.
    - Long-term success was linked to addressing the broader housing and transportation issues contributing to homelessness.

- Next Steps:

  - Winter Operations:
    - Council agreed to keep the Resource Center operational through winter while actively pursuing relocation plans.
  - Follow-Up Actions:
    - Staff was tasked with:
      - Developing a comprehensive relocation proposal by early 2025.
      - Implementing immediate operational improvements and security measures.
      - Engaging both community stakeholders and unhoused individuals in ongoing discussions.
  - Future Budget Considerations:
    - Additional funding requests for staffing, security, and infrastructure improvements will be reviewed during November budget workshops.

b. Request for City Contribution for Liberty Apartments Project by Aspire Residential, LLC

- Development Details:

  - Liberty Apartments is a proposed two-phase, high-density multifamily housing development near Dos Rios Elementary.
  - Phase 1 will provide 172 units, while Phase 2 will add 120 units, offering a total of 292 units.
  - The project is designed as net-zero, with energy-efficient features such as renewable energy integration and utilities included for tenants.
  - It will meet Indoor AirPlus Standards, emphasizing sustainability and healthy living conditions.
  - The development aims to provide affordable housing for households earning between 80% and 90% of the Area Median Income (AMI).
  - The project location was strategically chosen for its proximity to public transportation and other community amenities.

- Funding Request:

  - Developers have reiterated the need for full city support, totaling $1.7 million across both phases ($1.3 million for Phase 1).
  - Funding is critical to securing state-level financing through Proposition 123 programs, which prioritize shovel-ready projects.
  - The project is well-positioned to leverage state funding under both equity and concessionary debt programs.
  - Being "shovel-ready" by early 2025 will improve its chances in the competitive application process.

- Financial and Operational Challenges:
    - Developers outlined the rising costs of construction and the financial hurdles in achieving project feasibility without full city support.
    - Meetings with potential lenders and equity partners have identified the funding gap as a barrier to meeting debt service coverage ratios and securing sustainable financing.
- Economic and Strategic Importance:
    - Council acknowledged the critical need for affordable housing in Grand Junction and the potential community benefits of the project.
    - Concerns were raised about balancing this funding request with other budgetary priorities.
- Funding Considerations:
    - Options for closing the funding gap included revisiting reserves, exploring grant opportunities, or phasing city contributions over time.
    - Councilmembers discussed the precedent such funding might set for future private development projects.
- Next Steps:
    - Staff and developers were tasked with refining financial models to explore alternative funding mechanisms.
    - A decision on additional funding will be revisited in upcoming budget discussions, considering Proposition 123 deadlines and city resource constraints.

c. Update on Long-Term Water Supply Strategies/Gunnison River Reservoirs

- Reservoir Expansion Studies:
    - Consultants and city staff presented findings on the feasibility of expanding reservoir capacity in the Gunnison River Basin.
    - The focus was on ensuring a long-term, sustainable water supply to meet increasing demand from population growth and economic development.
- Climate Resilience:
    - Discussions emphasized the need for water storage solutions that mitigate risks from climate variability, including prolonged droughts and changing precipitation patterns.
    - Reservoir expansions were highlighted as a key strategy for maintaining water security under these conditions.
- Collaboration with Regional Stakeholders:
    - The city is actively partnering with regional water boards, neighboring municipalities, and state agencies to explore shared water resources.

    - Opportunities for cooperative funding and cost-sharing arrangements were discussed.

- Funding and Prioritization:

    - Council explored options for leveraging state and federal grants to support reservoir projects.
    - Questions were raised about the potential for phased implementation to spread costs over multiple fiscal years.

- Environmental Considerations:

    - Ensuring compliance with environmental regulations and addressing ecological impacts were recognized as critical to project approval.
    - Council emphasized the importance of balancing water storage needs with the preservation of local ecosystems.

d. Council Legislative Agenda/Policy

Postponed for discussion at a future meeting due to time constraints.

2. Council Communication

Councilmember Stout reminded everyone that the Sister City 20th Anniversary celebration was Saturday, November 9th at CMU at 6 p.m.

3. Next Workshop Topics

Mayor Herman outlined future workshop items.

4. Other Business

There was none.

5. Adjournment

There being no further business, the Workshop adjourned at 9:58 p.m.

Grand Junction City Council

Minutes of the Regular Meeting

November 6, 2024

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 6th day of November 2024, at 5:33 p.m. Those present were Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Dennis Simpson, Anna Stout, Council President Pro Tem Randall Reitz and Council President Abram Herman.

Also present were Interim City Manager Andrea Phillips, City Attorney John Shaver, Housing Specialist Lindy Hodges, Senior Planner Timothy Lehrbach, Principal Planner David Thornton, Parks and Recreation Director Ken Sherbenou, City Clerk Selestina Sandoval, and Deputy City Clerk Misty Williams.

Council President Herman called the meeting to order. Prior to the recital of the Pledge of Allegiance, Councilmember Stout introduced a special guest for the evening's meeting: Mariano Issac Menéndez Perez, a recent graduate and resident of Grand Junction's sister city; El Espino, El Salvador.

Councilmember Kennedy led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming November as National Hospice and Palliative Care Month in the City of Grand Junction

Council President Pro Tem Reitz read the proclamation declaring the month of November as National Hospice and Palliative Care Month in the City of Grand Junction.

Lindsay Kempfer and Justine Fritzell were in attendance to receive the proclamation.

Proclaiming November 11, 2024, as A Salute to All Veterans 2024 in the City of Grand Junction

Councilmember Kennedy read the proclamation proclaiming November 11, 2024, as "A Salute to All Veterans 2024" in the City of Grand Junction.

Lt. Colonel Rick Peterson was in attendance to receive the proclamation.

Appointments

To the Planning Commission/Zoning Board of Appeals

Councilmember Stout moved to appoint Ian Thomas as the 2nd Alternate to the Planning Commission/Zoning Board of Appeals with a partial term expiring October 31, 2025, seconded by Councilmember Nguyen. Motion carried by a unanimous voice vote.

Public Comments

Public comments were heard from Mariano Issac Menéndez Perez, Suzann Wilcox, Tad Hatter, Matthew Victoire, Richard Crespin, Kristen Seidel, and Stephania Vasconez.

Interim City Manager Report

Interim City Manager Andrea Phillips reported that the Dos Rios Park was awarded the Columbine Award for new park design by the Colorado Parks and Recreation Association. The City of Grand Junction's Early Childcare Center facility received a 4-star rating from Colorado Shines, and each of the classrooms received a 5-star rating, which is the highest rating that a classroom can receive. These ratings reflect the quality of education provided at the Early Childcare Center.

Boards and Commission Liaison Reports

Councilmember Beilfuss provided an update on the reworking of 7th Street through the Historic District, the progress made by the Commission on Arts and Culture to select artwork for the Horizon Drive roundabout, interviews held for 6 positions on the Commission on Arts and Culture board, progress at the Business Incubator and information on the Homeless Coalition.

Council President Pro Tem Reitz reported on the meeting held by the Visit GJ Board. The Visit GJ Board published a monthly communique, and this month's feature was local restauranteur John Nirenberg was awarded the Top Tourism Workplace award, which is based on success through innovation, strong mentoring and high quality of life benefits.

Councilmember Stout reported that the Air Service Alliance Board did not hold their placeholder meeting this month; their next scheduled meeting will be held on the same day as the policy committee meeting the Colorado Municipal League (CML) policy committee is meeting to discuss legislative priorities. She also reminded everyone about the Sister City Celebration on November 9th.

Councilmember Nguyen reported on the Grand Valley Regional Transportation Committee (GVRTC) meeting. He noted that the GVRTC will be presenting the Mesa County Safety Action Plan at the November 20th City Council meeting. Federal grant money will be used to evaluate road safety. He also let everyone know that veteran's ride free through the month of November.

Councilmember Kennedy gave a report on the Museums of Western Colorado, including applying for an accreditation from the American Alliance of Museums. He also let the public know about special occupation programs for individuals with sensory challenges. He also gave an update on the development of the Las Colonias area, including new leases that have been signed for lots in the development.

Council President Herman gave a brief report on the Downtown Development Authority meeting. The tree lighting will take place on November 23rd at 5 pm, and the Parade of Lights will take place on December 7th. He also reported on the Parks and Recreation Advisory Board meeting (PRAB), and improvements at Matchett Park.

CONSENT AGENDA

1. Approval of Minutes

a. Summary of the October 14, 2024, Workshop

b. Minutes of the October 16, 2024, Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) Including Chapter 31.04 Comprehensive Plan and Chapter 31.08 Grand Junction Circulation Plan (Circulation Plan) and Set a Public Hearing for November 20, 2024

3. Resolutions

a. A Resolution Supporting the Next Phase of the River Corridor Initiative (RCI) Master Planning Process with a CWCB Water Plan Grant Match Request

b. A Resolution Renaming C Road to Unaweep Ave, beginning at the Intersection of Highway 50 and Unaweep Avenue and Ending at the Intersection of 29 Road and Unaweep Avenue

c. A Resolution Authorizing Application to the FY 2024-2025 Peace Officer Behavioral Health Support and Community Partnership Grant Program Offered by the Colorado Department of Local Affairs (DOLA)

d. A Resolution and Letter of Support supporting the U.S. Forest Service grant application to the Upper Colorado River Basin Environmental Drought Mitigation (B2E) program

Councilmember Kennedy moved, and Councilmember Stout seconded to adopt Consent Agenda Items #1- #3. Motion carried by unanimous voice vote.

REGULAR AGENDA

4. Public Hearings

a. Legislative

i. 2023 Community Development Block Grant (CDBG) Program Year Consolidated Annual Performance and Evaluation Report (CAPER) Review

Community Development Block Grant (CDBG) funds are a Department of Housing and Urban Development (HUD) entitlement grant to the City of Grand Junction, which became eligible for the funding in 1996. The City received $388,985 for the 2023 Program Year. The final decision to fund five (5) projects was made by the City Council at its hearing on June 15, 2023. The City's 2022 Program Year began on September 1, 2023, and ended on August 31, 2024.

At the end of each Program Year, a Consolidated Annual Performance and Evaluation Report (CAPER) is required. Per recent HUD guidance, the City is to conduct a public hearing to solicit public comment on the accomplishments achieved, followed by a 15-day public review period during which the report is available for public review. As advertised in the Daily Sentinel, the hearing will be conducted and, in addition to being on the City's web page, copies of the report are available at the City Clerk's Office and the Mesa County Public Library. Upon completion of the public review, the CAPER will be submitted to HUD.

The goals and objectives for the 2023 Program Year are based on HUD's priority needs identified in the Grand Junction 2021 Five-Year Consolidated Plan. The Plan provides the guidelines for selecting activities to fund each program year. The Consolidated Plan outlines three goals: 1) Create a Suitable Living Environment; 2) Provide Decent Affordable Housing; and 3) Create Economic Opportunities.

Housing Specialist Lindy Hodges gave a presentation on the CAPER review and was available for comments and questions from Council.

The public hearing was opened at 6:15 pm.

No comments were heard.

The public hearing was closed at 6:15 pm.

Comment was heard from Councilmember Stout.

No action was necessary on this item.

ii. An Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan

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

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

Senior Planner Tim Lehrbach and Principal Planner Dave Thornton presented this item.

Mr. Lehrbach answered questions from Council President Pro Tem Reitz and Councilmember Kennedy.

The public hearing was opened at 6:27 pm.

No comments were heard.

The public hearing was closed at 6:27 pm.

Council President Pro Tem Reitz moved and Councilmember Nguyen seconded to adopt Ordinance No. 5238, an ordinance amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

iii. Introducing the Appropriation Ordinance for the 2025 Budget, Presentation, First Public Hearing and Setting a Second Public Hearing for December 4, 2024

The 2025 Recommended Budget totals $359.1 million ($359,071,120), a $36.6 million or 11.3 percent increase from the 2024 Adopted Budget of $322.5 million. This increase is primarily driven by significant capital projects and debt service for new bond issuances supporting the construction of the Community Recreation Center and the Persigo Wastewater Treatment Plant expansion and rehabilitation. Additionally, operational increases include wage and benefit adjustments to retain and attract talent, particularly within our Police and Fire Departments, and rising costs in fleet management and information technology. The only change since the introduction of the 2025 Recommended Budget is a reduction of Council dues and memberships as directed by Council at the October 28 Budget Workshop.

The 2025 Budget is balanced, and the General Fund has a surplus of $114,245. The projected 2025 ending General Fund balance is $40.8 million; minimum reserve of $27.7 million; internal loans of $1 million; with the remaining amount available of $12.1 million.

The budget is developed over the course of several months and includes the projection of revenues as well as planned expenses. The 2025 Budget has been discussed with the City Council during three budget workshops on September 30, October 14, and October 28. Economic Development funding and capital presentations occurred at the September 30 workshops; on October 14, the total budget was introduced, and major operating departments were presented to the City Council. The Persigo Joint Sewer Board budget work session was also held on October 14. On October 28, the Downtown Development Authority, Downtown Business Improvement District, and the Horizon Drive Business Improvement District presented to Council, followed by a Visit Grand Junction presentation, discussion on nonprofit funding, Councill dues and memberships, and all other budget follow-up from the previous workshops.

The City continues to proudly serve the community by delivering essential services in public safety, engineering, transportation, parks, recreation, community development, and utilities. While the City will face tough decisions in the future to ensure that core services remain sustainable, the City’s near-term financial position is solid. This budget

reflects a financial plan that aligns with the long-term strategic vision of the City Council and positions the City well to meet the needs of the community in 2025 and beyond.

Interim City Manager Andrea Phillips presented the appropriation ordinance for the 2025 budget.

Comments were heard from Councilmember Kennedy and Council President Herman.

The public hearing was opened at 7:12 pm.

No comments were heard.

The public hearing was closed at 7:12 pm.

After the public hearing, comments were heard from Councilmembers Stout, Simpson, and Kennedy.

Councilmember Stout moved and Councilmember Nguyen seconded to introduce the proposed ordinance appropriating certain sums of money to defray the necessary expenses and liabilities of the City of Grand Junction pursuant to Article VII of the City Charter, and to defray the necessary expenses and liabilities of the Downtown Development Authority for the year beginning January 1, 2025, and ending December 31, 2025, and set a public hearing for December 4, 2024. Together with the documentation of the proposed revenue and expenses prepared in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57 regarding the setting of the City Manager's salary with Ordinance No. 5235 are incorporated by and made part of this ordinance by this reference as if fully set forth. Motion carried 6-1 by a roll call vote, with Councilmember Simpson voting no.

5. Procurements

a. Procurement Approval for Bid Package #3 and GMP for the Construction of Grand Junction Community Recreation Center at Matchett Park

City Council approved Change Order 1 for Bid Packages #1 and #2 on July 17, 2024, and construction on the new Community Recreation Center (CRC) at Matchett Park commenced at the end of July 2024. The total of Bid Packages #1 and #2 was $46,956,453 and comprised eight different trades. City staff, the CRC Design Team lead by Barker-Rinker Seacat, has now completed the final remaining Bid Package #3, and FCI Constructors has established a total cost for Bid Package #3 of $25,797,971. These packages comprise the remaining work, a total of 27 individual trades. The largest are metal stud framing/drywall, landscaping, glass/glazing, roofing, masonry and site concrete. Bid Package #3 is the final bid package that will complete the remaining trades working on the CRC. Bid Packages #1, #2 and #3 constitute the Guaranteed

Maximum Price (GMP) of $72,754,424. Add in the soft cost budget of $9,345,576, which consists of architectural and engineering fees, about half of the soft cost budget, along with all other necessary expenses to complete the project, and the total project budget remains at $82,100,000 as presented at the other phases of development: schematic design and design development. Parks and Recreation Director Ken Sherbenou presented Bid Package #3 and was available to answer questions.

Comments were heard from Council President Pro Tem Reitz, Council President Herman, and Councilmembers Stout and Kennedy.

The public hearing was opened at 7:46 pm.

No comments were heard.

The public hearing was closed at 7:46 pm.

Council President Pro Tem Reitz moved, and Councilmember Nguyen seconded to authorize the City Purchasing Division to execute Change Order 2 with FCI Constructors, Inc., to establish the Guaranteed Maximum Price (GMP) of $72,754,424, to include Bid Package #3 at a cost of $25,797,971.00, for Construction Management/General Contractor (CM/GC) delivery of the Grand Junction Community Recreation Center at Matchett Park. Motion carried by unanimous voice vote.

6. Non-Scheduled Comments

No comments were heard.

7. Other Business

Councilmember Kennedy reported on a visit to the resource center.

8. Adjournment

The meeting adjourned at 7:49 pm.

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Selestina Sandoval, CMC

City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: November 20, 2024

Presented By: Timothy Lehrbach, Senior Planner

Department: Community Development

Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Amending Title 21 Zoning and Development Code, Chapter 21.05 Site and Structure Development Standards, to Modify and Clarify Provisions Relating to Bicycle and Pedestrian Improvements, and Setting a Public Hearing for December 4, 2024

RECOMMENDATION:

At the November 12, 2024 meeting, the Planning Commission voted (6-1) to recommend approval.

EXECUTIVE SUMMARY:

When the Zoning and Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be necessary revisions to provide clarity and alleviate practical issues with implementation. Staff has identified several items that have challenges with the implementation of new practice and/or could use additional clarification. The proposed amendments address the provision of bicycle and pedestrian improvements in Chapter 21.05 Site and Structure Development Standards.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The City contracted with Clarion Associates in December 2021 to update the City's Zoning and Development Code with the intent of updating regulations to reflect better the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, achieve a higher level of regulatory efficiency, consistency, and simplicity, and identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies. When the Zoning & Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be necessary revisions to

provide clarity and alleviate practical issues with implementation. The staff has identified several items that were amended, which inadvertently conflict with standard practice, have challenges with the implementation of new practice, or could use additional clarification. The proposed amendments address the provision of bicycle and pedestrian improvements in Chapter 21.05 Site and Structure Development Standards.

The Zoning and Development Code, Chapter 21.05 Site and Structure Development Standards, provides under the Multi-Modal Transportation System subsection, that "each development with one or more buildings (except detached dwellings) shall provide paved pedestrian sidewalk connections to nearby public streets. An adequate physical separation between pedestrian connections and parking and driveway areas shall be provided" (GJMC 21.05.020(e)(1)(iii)).

In addition, there are provisions pertaining to bicycle and pedestrian improvements in Sections 21.05.050 Residential Attached and Multifamily Design Standards, 21.05.060 Nonresidential and Mixed Use Design Standards, and 21.05.070 Retail Sales, Big Box.

Staff, the development community, and the Planning Commission have raised concerns with the requirement for “adequate physical separation,” which has prompted significant discussions among staff, between staff and applicants for new development, and in two Planning Commission workshops on September 5, 2024, and October 17, 2024. In summary, concerns raised include:

1. Site constraints: the provision cannot be met on many sites or is too constraining or too costly for preferred site design or development patterns.
2. Equitability: safety for pedestrians entering a site from the street is being protected to a higher standard than safety for pedestrians walking between locations within the site.
3. Strict application: “adequate physical separation” is ambiguous but has been interpreted to mean no conflicts between pedestrians and motor vehicles are acceptable. Such strict application may be unnecessary for some uses, in certain circumstances, or altogether.
4. Design standards: specified design standards may be adequate to protect pedestrians crossing motor vehicle areas.
5. Overlap, redundancy, and conflicts: bicycle and pedestrian access to and within development sites is addressed in four sections of Chapter 21.05, with some provisions providing more stringent requirements than others.

At the second of two Planning Commission workshops on October 17, 2024, the Planning Commission directed staff to respond to these concerns by preparing a draft code text amendment to allow protected crossings of motor vehicle areas by pedestrians traveling between the street and the building and to eliminate conflicts and redundancies between the standards at 21.05.020(e)(1)(iii) and 21.05.060(e)(1), which latter provides for pedestrian paths within a development site and between principal buildings and the street.

In the course of reviewing Chapter 21.05 and preparing amendments to the identified provisions, staff identified additional opportunities to eliminate redundancies and conflicts and to consolidate standards for pedestrian connections into two sections – one applying to all development, the other preserving more specific standards for big box development – rather than four.

Additionally, staff observed that bicycle circulation is addressed in three sections, whereas one is sufficient to provide equivalent bicycle circulation for all development (except single-family or duplex development on an individual lot, as intended by the code). Consolidating these standards is consistent with the Planning Commission's direction to do the same for pedestrian connections.

Staff, therefore, proposes amendments to Chapter 21.05 Site and Structure Development Standards as provided in the draft ordinance and further described below.

PROPOSED AMENDMENTS

GJMC 21.05.020(e)(1)(iii) Multi-Modal Transportation System – Design Standards

This revision strikes the provision which originally prompted the discussions and resultant direction from the Planning Commission, and which requires "pedestrian sidewalk connections" to the street with "adequate physical separation between pedestrian connections and parking and driveway areas." The requirement for "adequate physical separation" is proposed to be replaced with specified design requirements where crossings of motor vehicle areas occur, as described below.

GJMC 21.05.020(e)(7)(i)(B) Bicycle Circulation – Required Bicycle Access

This revision replaces the provision stating that bicycle access "shall be located so that it does not interfere with vehicular or pedestrian access and circulation, or with required landscaping" with the provision, relocated from 21.05.050 Residential Attached and Multifamily Design Standards, directing that bicycle circulation be given equal consideration as automobile traffic. The existing provision creates the same challenges for implementation as the pedestrian connection provision insofar as it is ambiguous, may be interpreted as allowing no conflicts between bicyclists and vehicles or pedestrians, and may be impossible to achieve if no crossings of required landscaping are permitted. Relocating the circulation standard requiring equal consideration for bicycles and automobiles from the Residential Attached and Multifamily Design Standards preserves the intent of that standard and applies it equally to all development (except individual lot development of a single-family detached or duplex dwelling).

GJMC 21.05.020(e)(8) Pedestrian Circulation

This revision provides a new set of standards pertaining to pedestrian circulation within the Multi-Modal Transportation System subsection of the Required Improvements section. This replaces the requirement for "adequate physical separation" with specific design requirements for crossings of motor vehicle areas by pedestrian connections to the street and consolidates requirements for all pedestrian connections (excluding the additional standards applicable to big box development) into one section. An alternative

to “adequate physical separation” is provided through the requirement that, except at crossings built to the specified standards, pedestrian crossings shall be separated from motor vehicle areas by a curb or other physical barrier approved by the Director. For all pedestrian sidewalk connections other than the one required connection between a principal building and the street, the design standards previously at 21.05.060(e) are preserved, relocated to this section, and applied to all development (except individual lot development of a single-family detached or duplex dwelling).

GJMC 21.05.020(e)(9) Access
This revision relocates and modifies text from the Nonresidential and Mixed Use Design Standards pertaining to minimizing traffic conflict points into and out of a development, such that the provision applies equally to all development.

GJMC 21.05.050(d)(3) Residential Attached and Multifamily Design Standards – Development with Three or More Principal Structures: Circulation and Parking
This revision strikes the first two provisions, which are adequately addressed by the Bicycle Circulation and Pedestrian Circulation requirements proposed to be preserved in or amended to 21.05.020(e). The remaining seven provisions are renumbered accordingly.

GJMC 21.05.060(e) Nonresidential and Mixed Use Design Standards – Site Design
This revision strikes subsection (e) Site Design. The subsection addresses circulation and access for pedestrian and vehicular traffic. By consolidating all requirements for pedestrian sidewalk connections (except those specifically intended for big box development) into a new set of Pedestrian Circulation standards, the code becomes easier to read and implement, and safety for all pedestrians within a development site is ensured. Provision (2), pertaining to vehicular access, is preserved in the proposed amendment and applied consistently to all development.

GJMC 21.05.070 Retail Sales, Big Box - Sidewalks
This revision preserves the requirements applicable to certain paths within big box development, which provide enhanced comfort and safety for pedestrians and mitigate the risks inherent to walking within big box development. The standard for pedestrian walkways in parking areas is replaced with a reference to the proposed Pedestrian Circulation requirements amended to 21.05.020(e).

NOTIFICATION REQUIREMENTS
Notice was completed as required by Section 21.02.030(g). Notice of the public hearing was published on November 3, 2024 in the *Grand Junction Daily Sentinel*. An online hearing with an opportunity for public comment was held between November 5 and November 11, 2024, through the GJSpeaks platform. A public hearing was held at the November 12, 2024, regular meeting of the Planning Commission.

ANALYSIS
The criteria for review are set forth in Section 21.02.050(d) of the Zoning and Development Code, which provides that the City may approve an amendment to the

text of the Code if the applicant can demonstrate evidence proving each of the following criteria:

A. Consistency with Comprehensive Plan

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

The proposed amendments to the 2023 Zoning & Development Code are generally consistent with the Comprehensive Plan.

Plan Principle 2, Goal 3, Strategy f. provides direction to "[c]ontinue to identify and pursue ways to reduce barriers to entry for new businesses." The proposed amendments reflect the collaborative efforts of the Planning Commission, the development community, and staff to achieve clear, consistent, and reasonable requirements for pedestrian improvements. The resulting increased flexibility in site design may reduce barriers to new development and redevelopment, as well as avoid disrupting successful business models.

Plan Principle 3, Goal 6 supports the development of neighborhood-centered commercial uses and mixed-use development. Strategy 6.e provides direction to "ensure that all development contributes to the positive character of the surrounding area" through architectural and site details. The proposed amendments do not affect building architecture but may have an impact on site design. All development standards inherently influence the design and function of buildings and sites. While it is difficult to isolate the impact of one standard among all applicable codes and requirements, it is appropriate to evaluate amendment to any one standard in light of its expected impact on site design and function.

In the case of the requirement for pedestrian connections to nearby streets with adequate physical separation from motor vehicles, the Planning Commission, staff, and the development community have discussed consequences of amending the provision, including enabling motor vehicle areas between the building and the street and encouraging the continuation of design templates that are reliably successful for businesses. It remains an open question for the Planning Commission and City Council whether the proposed amendments contribute to or further inhibit the "mix of uses," "walkable centers," or "context-sensitive development" envisioned by Goal 6, Strategies b, c, and e.

Members of the Planning Commission indicated that addressing these consequences, and site character generally, may be best suited for independent consideration. This reflects Goal 7, Strategy b within the same Plan Principle 3, which calls for the development of basic design standards for key corridors. Such location-specific requirements may be the most suitable tool for enhancing positive neighborhood character.

Plan Principle 5, Strong Neighborhoods and Housing Choices, includes several aspirational statements, goals, and strategies pertaining to walkability. The "Where

We Are Today" section highlights residents' expressed "preference for homes in neighborhoods that are walkable," while the "Where We Are Going – High Quality Development" section focuses on "connecting residences to surrounding commercial areas and amenities providing a high level of walkability and bikeability. Specifically, Goal 1, Strategy e addresses an important mobility and equity consideration: aging in place. This is germane to the consideration of these amendments because many seniors cannot or do not drive, and it is identified here as important to "[e]ncourage […] infrastructure design to accommodate multigenerational needs." Transportation mode choice for all users is addressed by Goal 4, which includes strategies to complete gaps between community destinations (c) and prioritize infrastructure that improves safety and quality of life (d).

Additionally, the "Where We Are Going – High Quality Development" section of Plan Principle 5 calls for "[w]orking closely with the development community and property owners," thereby ensuring that "residential areas are supported by walkable and bikeable connections between neighborhoods, commercial areas, and parks and open space." The "adequate physical separation" requirement has been identified as an obstacle to new development. Staff, the development community, and the Planning Commission have worked together to find a solution that promotes the walkable and bikeable characteristics envisioned by the Comprehensive Plan by "encourag[ing] 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…" (Goal 5, Strategy c). While the existing text may be said to promote the aspirations and strategies of this Plan Principle, the proposed design standards for pedestrian crossings between principal buildings and the street are themselves novel for Grand Junction and may be expected to foster innovative design towards these goals.

Plan Principle 6, Efficient and Connected Transportation, acknowledges that most residents drive for most trips, but demand for multimodal transportation is growing. Mobility choice is related to quality of life, equity, sustainability, and economic competitiveness. The Plan Principle reflects an understanding that efficient and connected transportation depends on connected and accessible neighborhoods and commercial areas, encouraging higher-intensity, walkable development, and "getting people out of their cars except for essential trips." The intended result is efficient automobile traffic and convenient and safe walking and cycling. Plan Principle 6, therefore, provides goals for a multi-modal transportation system that balances the safety and needs of driving, bicycling, walking, and taking transit (Goal 1, Strategy a).

Members of the Planning Commission indicated to staff that the provision requiring "adequate physical separation" for pedestrians from vehicles is out of balance because the provision favored pedestrians walking from origin to destination over pedestrians within a development site who may have arrived by other means and because the requirement is too constricting on design templates desired by businesses and developers. Goal 4 of Plan Principle 6 does "[e]ncourage the use of

transit, bicycling, walking, and other forms of transportation" by equally prioritizing transit with other modes along major corridors (Strategy b), prioritizing first and last mile connections by provision safe and continuous routes between transit stops and adjacent uses (d), and encouraging transit-supportive development. Encouraging transit, bicycling, walking, and other forms of transportation is most effective when providing the lowest level of traffic stress through proactive (rather than remedial) design interventions.

The proposed amendments represent an effort to balance the safety and needs of all transportation modes, continuing to implement Comprehensive Plan principles, goals, and strategies pertaining to walkability while also upholding the other principles, goals, and strategies referenced here. The proposed amendments are informed by the approach adopted citywide in the Pedestrian and Bicycle Plan to address multimodal safety and experience by reducing the level of traffic stress for pedestrians and bicyclists. Implementing best practices for protecting pedestrian safety and comfort both within development sites and in the public right-of-way creates a consistent, predictable experience for those walking anywhere in Grand Junction. While the Comprehensive Plan provides reasons beyond safety to create an environment where walking from origin to destination is comfortable and attractive, the foundation for enhancing the walking experience and promoting conditions that allow those who must walk and those who would choose to walk to be comfortable is the provision of safety.

Plan Principle 11 seeks to create effective government through Strategy 3.c., which encourages the evaluation of existing practices and systems to find opportunities for improvement of outcomes. The proposed amendments are the result of a constant evaluation of existing practices and regulations and seek to provide resolution. The ambiguity and consequent strict application of the provision requiring "adequate physical separation" is resolved by adopting design standards which preserve the existing provision's intended effect while delivering clear, objective requirements in the development review process.

Finally, Chapter 3, Land Use and Growth, reiterates the plan's emphasis on creating mixed-use, walkable neighborhoods and encouraging "higher density development in areas located within the urban intensification as well as priority growth areas…." Regional centers are called out in particular: "[i]nternal walks should provide easy and direct connections through parking areas, from the street to store entries." This attention to priority growth areas and regional centers may suggest the appropriateness of further, location-specific design standards.

Staff finds that this criterion has been met.

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

The proposed amendments to the Zoning and Development Code are consistent with the rest of the provisions in the Code and do not create any conflicts with other provisions in the Code. Rather, the proposed amendments enhance consistency and remove conflicts.

Staff finds that this criterion has been met.

C. Specific Reasons

The proposed Code Text Amendment shall meet at least one of the following specific reasons:

a. To address trends in development or regulatory practices;

b. To expand, modify, or add requirements for development in general or to address specific development issues;

c. To add, modify or expand zone districts; or

d. To clarify or modify procedures for processing development applications.

The proposed amendments address a trend in the City's regulatory practices to emphasize lowering levels of traffic stress for pedestrians and bicyclists throughout the City. The proposed amendments apply standards to private development which are consistent with the approach taken to ensure multimodal safety and comfort in the public right-of-way. Specific reason a is therefore met.

Additionally, the proposed amendments modify and add requirements for development in general and to address specific development issues. Staff, the Planning Commission, and the development community have identified significant challenges to implementing GJMC 21.05.020(e)(1)(iii) regarding pedestrian connections from development to the street and requiring "adequate physical separation" from vehicles. In the course of evaluating this provision, staff and the Planning Commission further identified areas of overlap and inconsistency throughout Chapter 21.05 Site and Structure Development Standards pertaining to pedestrian and bicycle access and circulation.

The proposed amendments address the identified issues by eliminating overlap and inconsistency, by providing clear, objective standards for ensuring pedestrian safety, and by consolidating requirements into fewer provisions for ease of use by the development community, staff, and decision-makers. Specific reason b is therefore met.

Staff finds that this criterion has been met.

FINDING OF FACT AND RECOMMENDATION

After reviewing the proposed amendments, the following finding of fact has been made:

In accordance with Section 21.02.050(d) of the Grand Junction Zoning and Development Code, the proposed text amendments to Title 21 are consistent with the

Comprehensive Plan and the Zoning & Development Code Standards and meet at least one of the specific reasons outlined.

Therefore, the Planning Commission recommended approval of this request.

FISCAL IMPACT:

There is no direct fiscal impact for this item.

SUGGESTED MOTION:

I move to introduce an ordinance amending Title 21 Zoning and Development Code, Chapter 21.05 Site and Structure Development Standards, to modify and clarify provisions relating to bicycle and pedestrian improvements, and set a public hearing for December 4, 2024.

Attachments

1. Draft Ordinance (Revised 20241108)
2. Planning Commission Minutes - 2024 - November 12 - DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE), CHAPTER 21.05 SITE AND STRUCTURE DEVELOPMENT STANDARDS, REGARDING PEDESTRIAN AND BICYCLE IMPROVEMENTS WITHIN DEVELOPMENTS

Recitals

The City Council desires to maintain effective zoning and development regulations that implement the vision and goals of the Comprehensive Plan while being flexible and responsive to the community's desires and market conditions and has directed that the Code be reviewed and amended as necessary.

When the Zoning & Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be necessary revisions to provide clarity and alleviate practical issues with implementation. Staff has identified several items that were amended which inadvertently conflict with standard practice, have challenges with implementation of new practice, or could use additional clarification.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of the proposed amendments.

After public notice and public hearing, the Grand Junction City Council finds that the amendments to the Zoning & Development Code implement the vision and goals of the Comprehensive Plan and that the amendments provided in this Ordinance are responsive to the community's desires, encourage orderly development of real property in the City, and otherwise advance and protect the public health, safety, and welfare of the City and its residents.

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

The following sections of the zoning and development code (Title 21 of the Grand Junction Municipal Code) are amended as follows (deletions ~~struck through~~, added language underlined):

...

21.05.020 REQUIRED IMPROVEMENTS.

...

(e) Multi-Modal Transportation System.

(1) Design Standards.

...

~~(iii) Each development with one or more buildings (except detached dwellings) shall provide paved pedestrian sidewalk connections to nearby public streets. An adequate physical separation between pedestrian connections and parking and driveway areas shall be provided.~~

...

(7) Bicycle Circulation.

(i) Required Bicycle Access.

(A) All new development, except individual lot development of a single-family detached or duplex dwelling, shall include reasonably direct connections to ~~the City's on-street bikeway network and~~ Active Transportation Corridors to the maximum extent practicable.

(B) Bicycle circulation shall be given equal consideration to motor vehicle traffic. ~~The connection(s) and/or access point(s) shall be located so that it does not interfere with vehicular or pedestrian access and circulation, or with required landscaping.~~

...

(8) Pedestrian Circulation.

(i) Required Pedestrian Access.

(A) Each development with one or more buildings, except individual lot development of a single-family detached or duplex dwelling, shall provide reasonably direct paved pedestrian sidewalk connections from the front of principal building main entrances to abutting public streets, between all principal buildings, between buildings and outlying parking areas, between buildings and transit facilities, and between the development and any abutting Active Transportation Corridor.

(B) Pedestrian circulation shall be given equal consideration to motor vehicle traffic.

(ii) Design Requirements.

(A) Each pedestrian sidewalk connection shall be a minimum of six feet wide and shall be constructed of concrete.

(B) At least one pedestrian sidewalk connection between a principal building and an abutting street shall provide access to a public sidewalk allowing continuous travel to all abutting streets. The connection shall be separated from motor vehicle areas

by a curb or other physical barrier approved by the Director, except that crossing a motor vehicle area is allowed when the following standards are met for each such crossing:

a. The crossing shall be as close to a perpendicular angle to the vehicular path of travel as possible.

b. The crossing shall be raised to a minimum of 3 inches above the height of the adjacent pavement.

c. The crossing shall be constructed of concrete which contrasts in color and/or texture with the pavement of the motor vehicle area.

d. The distance of the crossing shall be the minimum necessary. No crossing shall exceed 20 feet.

e. Curb extensions shall be used to minimize crossing distance and maximize visibility.

f. Vehicle turning movements shall be spaced as far as possible from the crossing.

g. Advance warning signage and striping shall be provided.

(C) All other pedestrian sidewalk connections shall meet the following standards:

a. The connection shall be clearly visible and provide adequate lighting.

b. Where connections cross motor vehicle areas, each such crossing shall be constructed of concrete which contrasts in color and/or texture with the pavement of the motor vehicle area.

c. Advance warning signage and striping shall be provided as necessary to facilitate circulation and improve public safety and awareness.

(9) Access. Site layout and access design shall minimize the number of traffic conflict points into and out of a development by defining and consolidating driveways or access points and designing shared access between/among businesses.

21.05.050 RESIDENTIAL ATTACHED AND MULTIFAMILY DESIGN STANDARDS.

...

(d) Development with Three or More Principal Structures.

...

(3) Circulation and Parking.

~~(i) Circulation shall be designed to protect pedestrian/bicycle ways and shall minimize potentially unsafe interactions automobile traffic.~~

~~(ii) Pedestrian and bicycle circulation shall be given equal consideration as automobile traffic. Pedestrian and visual linkages shall be made between a project and off-site amenities.~~

(i ~~iii~~) The project shall be designed to minimize negative traffic impacts on and of the surrounding uses.

(ii ~~iv~~)To the maximum extent practicable, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.

(iii ~~v~~)Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 30% of each perimeter public street frontage of a multifamily development.

(iv ~~vi~~)To the maximum extent practicable, freestanding parking structures that are visible from perimeter public streets shall be sited so that the narrow end of the parking structure is perpendicular to the perimeter street.

(v ~~vii~~) Temporary parking structures are not permitted.

(vi ~~viii~~)Projects that require parking areas with more than six parking spaces shall provide maneuvering areas that accommodate ingress and egress from the lot by forward motion of vehicles. The Director may allow parking that backs out directly onto a street if the applicant can show this is a safe alternative for both pedestrians and the driver.

(vii ~~ix~~) The visual focal point of drives and walkways should be free of utilities, trash receptacles, and outdoor storage areas.

21.05.060 NONRESIDENTIAL AND MIXED USE DESIGN STANDARDS.

...

~~**(e) Site Design.** Site design elements are intended to minimize vehicular orientation and emphasize pedestrian activities such as ease of access from the public way and safe access to parking areas, increase walkability of the district especially between the public way, transit facilities and other buildings. They are also intended to provide safe access to businesses from the street and sidewalks, as well as maximize multiple parcel interconnectivity.~~

~~**(1) Circulation.**~~

~~(i) A six-foot-wide sidewalk shall be provided from the street to the front of all principal building main entrances.~~

~~(ii) Pedestrian paths shall be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities.~~

~~(A) Pedestrian paths shall be clearly visible, have adequate lighting, and be designed to be reasonably direct.~~

~~(B) Where pedestrian paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the potential conflict point, improve visibility, enhance safety, and enhance aesthetics.~~

~~(iii) On-site signage and traffic markings shall be provided as necessary to facilitate circulation and improve public safety and awareness.~~

~~**(2) Access.** Site layout and access design shall minimize the number of traffic conflict points into and out of a business or overall development site by defining and consolidating driveways or access points and designing shared access between/among businesses.~~

21.05.070 RETAIL SALES, BIG BOX.

...

(e) Sidewalks. Pedestrian accessibility from a big box to the neighborhood is important to reducing traffic impacts and projecting a friendlier, more inviting image. This subsection sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the center grounds.

...

(5) All walkways not governed by this subsection shall be designed in accordance with 21.05.020(e)(8). ~~Pedestrian walkways in public parking areas shall be distinguished from driving surfaces by the use of durable, low maintenance surface materials such as pavers, bricks or patterned concrete. Such walkways enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.~~

INTRODUCED on first reading this 20th day of November 2024 and ordered published in pamphlet form.

ADOPTED on second reading this 4th day of December 2024 and ordered published in pamphlet form.

ATTEST:

_____

Abram Herman

President of the City Council

_____

Selestina Sandoval

City Clerk

GRAND JUNCTION PLANNING COMMISSION
November 12, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Ken Scissors, Sandra Weckerly, Kim Herek, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Madeline Robinson (Planning Technician) and Jacob Kaplan (Planning Technician).

There were 4 members of the public in attendance, and 1 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from October 22, 2024.

   Commissioner Scissors moved to approve the consent agenda.
   Commissioner Weckerly seconded; motion passed 7-0.

REGULAR AGENDA

1. **Comprehensive Plan Amendment – UDB & 201 Boundary Adjustments CPA-2024-644**
   Consider Amendments to Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) including Chapter 31.04 Comprehensive Plan and Establish a Land Use Designation of Residential Low for 2 Properties consisting of approximately 9.5 acres located on the east side of 30 Road just north of the Colorado River.

Staff Presentation
Dave Thornton, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Zyvan asked who the property owner is for Area E. He asked why the land use of Residential Low was chosen for the properties in Area E. He asked if the State of Colorado would develop the property in the future. He asked if staff had evaluated the viability for these sites to be developed as public parks or open space.

Commissioner Weckerly asked if there were any negative impacts for the property owners who requested not to be included in the Urban Development Boundary (UDB).

DRAFT

Commissioner Quintero clarified that the intent of this request was just to align the UDB with the 201 Boundary.

Commissioner Moore asked what issues arise if the UDB and 201 Boundary are not aligned.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 5:56 p.m. on November 12, 2024.

There were no additional comments or questions from the Commission or staff.

The public hearing was closed at 5:57 p.m. on November 12, 2024.

Discussion
Commissioner Zyvan expressed concerns with the Residential Low land use designation for the properties in Area E. He proposed amending the motion to designate the future land use for the properties in Area E as Parks and Open Space to restrict how these parcels could be zoned.

Commissioner Scissors noted that the City did not own the property and that the State had indicated they wanted the flexibility to zone it to residential in the future.

Commissioner Quintero agreed with Commissioner Zyvan but that the current request only affected the boundaries and not the final zoning of the parcels.

Commissioner Herek echoed Commissioner Scissors' and Quintero's comments

Motion and Vote
Commissioner Scissors made the following motion "Mr. Chairman, on the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04, City file number CPA-2024-644, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Quintero seconded; motion passed 7-0.

2. Zoning & Development Code Amendments – Quarter 4 2024 ZCA-2024-660
Consider Amendments to Title 21 Zoning and Development Code to Modify and Clarify Various Provisions Relating to Application Outreach Meetings, Withdrawn Applications, Public Notice, Minor Plat Amendments, Simple Subdivisions, Administrative Changes to the Comprehensive Plan, Non-Administrative Comprehensive Plan Amendments, Conditional Use Permits, Permitted Encroachments, Mixed-Use Districts Regulations, Public, Civic, and Institutional Campus (P-2)

DRAFT

Zone District Regulations, Principal Use Table, Use-Specific Standards for Industrial Uses, Accessory Uses and Structures, Accessory Use-Specific Standards, Temporary Uses and Structures, Shared Driveway (Autocourt) Standards, Residential Compatibility Standards, Preservation of Significant Trees, Off-Street Parking and Loading, Measurements, and Definitions.

Staff Presentation
Niki Galehouse, Planning Manager, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Quintero clarified that the purpose of this request was to “clean up” the code and make interpretation easier moving forward.

Commissioner Herek asked if there were still noticing requirements for neighborhood meetings.

Commissioner Zyvan asked what the “physical” requirements are for noticing of neighborhood meetings. He asked how citizens who were not within the 500ft mailing distance would be notified of a neighborhood meeting.

Commissioner Weckerly asked why the number of houses on shared driveways was being amended. She clarified that the current language regarding the maximum number of units on shared driveways did not apply to Accessory Dwelling Units (ADUs). She stated her appreciation for Staff’s considerations about significant trees. She asked for additional clarification on the proposed amendments to the alternative parking plans.

Jamie Beard indicated that Staff planned to remove the shared driveway amendments from the motion as there were conflicts with Fire Code that still needed to be addressed.

Commissioner Moore asked if there were any issues with amending the shared driveways language in the Zoning Code after the Fire Code had been updated.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 6:31 p.m. on November 12, 2024.

There were no additional comments or questions from the Commission or staff.

The public hearing was closed at 6:32 p.m. on November 12, 2024.

Discussion

DRAFT

Commissioner Scissors applauded the Staff's continuous efforts to revise the code.

Commissioner Herek asked why Staff wanted to table the amendments for shared driveways.

Commissioner Weckerly noted that the Zoning Code mirrors the Fire Code and adopting the proposed amendments to the shared driveways would put these two codes out of sync.

Commissioner Quintero echoed Commissioner Weckerly's comment.

Motion and Vote
Commissioner Scissors made the following motion "Mr. Chairman, on the request to amend Title 21 Zoning and Development Code of the Grand Junction Municipal Code, City file number ZCA-2024-660, I move that the Planning Commission forward a recommendation of approval to City Council with the provision that the section dealing with shared driveway density, Number 21.05.020, be removed and otherwise the findings of fact listed in the staff report."

Commissioner Zyvan seconded; motion passed 7-0.

3. Zoning & Development Code Amendments – Ped & Bike Connections ZCA-2024-656
Consider Amendments to Title 21 Zoning and Development Code, Chapter 21.05 Site And Structure Development Standards, Regarding Pedestrian And Bicycle Connections Within Development Sites.

Staff Presentation
Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Moore asked if staff knew how many properties that had developed since the new code was adopted in 2023 that were negatively impacted by the pedestrian access requirements. He asked if any alternative possibilities were explored regarding site layout in the same way as the drive-through facilities.

Commissioner Scissors asked how this issue was being approached in similar municipalities. He asked if there were any "Best Practices" for pedestrian access that had been developed in other jurisdictions.

Commissioner Zyvan asked if a cost-benefit analysis had been done for this proposal.

Niki Galehouse clarified that the municipalities that had similar pedestrian access language utilized form-based districts which implement the pedestrian access design standards based on the underlying zone.

Commissioner Quintero asked if the considerations for pedestrian safety still provided the greatest flexibility to owners looking to develop their property.

DRAFT

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

Tom McCloskey expressed concerns that this proposal was a step backward from the mobility goals established in the TEDS Manual. He asked if the City had heard any feedback from the disabled community on how this amendment would impact their accessibility. He wanted to know how the Transportation Department felt this change would impact their long-term goals.

Andy Gingerich, representing GVT and the RTPO, stated that the language concerning "adequate physical separation" led to more thoughtfulness in site design and that removal or modification of this language would lead to more auto-oriented design standards. He noted that the interaction between vehicles and pedestrians was particularly important in mixed-use zones.

Paula Anderson noted her appreciation for staff's efforts. She commented that the shift toward multimodality has community support and is worth investing in.

Tim Lehrbach and Niki Galehouse addressed the public's comments and questions.

The public comment period was closed at 7:26 p.m. on November 12, 2024.

Commissioner Quintero thanked the staff for their efforts.

Commissioner Zyvan asked for clarification on what specifically was being requested with this amendment.

The public hearing was closed at 7:29 p.m. on November 12, 2024.

Discussion
Discussion ensued regarding handicap accessibility, pedestrian safety, site design and zoning code requirements, and the various challenges presented by accommodating pedestrian access.

Commissioner Weckerly expressed concerns that requiring complete physical separation for pedestrian access restricted property owners' ability to develop their lots as they choose. She stated that if the City wanted some control over the placement of structures during development, it should be called out separately in the Zoning and Development Code rather than relying on the subject code section.

Chairman Teske stated that the Zoning Code used the word "adequate" instead of "complete" intentionally and he argued that the proposed amendments were not in conflict with the City's objectives for multimodal transportation. He echoed Commissioner Weckerly's comments on having a separate code section for pedestrian access.

Motion and Vote

DRAFT

Commissioner Weckerly made the following motion “Mr. Chairman, on the request to amend Title 21 Zoning and Development Code of the Grand Junction Municipal Code, City file number ZCA-2024-656, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report.”

Commissioner Quintero seconded; motion passed 6-1.

Commissioner Zyvan clarified his reasoning for voting “nay” on the motion.

OTHER BUSINESS

Niki Galehouse reminded the Commission that the November 24th Hearing was cancelled.

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 8:08 p.m.

DRAFT

Grand Junction City Council

Regular Session

Item #2.a.ii.

Meeting Date: November 20, 2024

Presented By: Niki Galehouse, Planning Supervisor

Department: Community Development

Submitted By: Niki Galehouse, Planning Manager

Information

SUBJECT:

Introduction of An Ordinance Amending Title 21 Zoning and Development Code to Modify and Clarify Various Provisions Relating to Application Outreach Meetings, Withdrawn Applications, Public Notice, Minor Plat Amendments, Simple Subdivisions, Administrative Changes to the Comprehensive Plan, Non-Administrative Comprehensive Plan Amendments, Conditional Use Permits, Permitted Encroachments, Mixed-Use Districts Regulations, Public, Civic, and Institutional Campus (P-2) Zone District Regulations, Principal Use Table, Use-Specific Standards for Industrial Uses, Accessory Uses and Structures, Accessory Use-Specific Standards, Temporary Uses and Structures, Shared Driveway (Autocourt) Standards, Residential Compatibility Standards, Preservation of Significant Trees, Off-Street Parking and Loading, Measurements, and Definitions, and Setting a Public Hearing for December 4, 2024

RECOMMENDATION:

The Planning Commission heard this request at the November 12, 2024 meeting and voted (7 to 0) to recommend approval of the request, with the exception that it was recommended to remove the amendment to shared driveways.

EXECUTIVE SUMMARY:

When the Zoning & Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be further revisions needed to provide clarity and alleviate practical issues with implementation of the new Code. Staff has identified several items that were amended which inadvertently conflict with standard practice, have challenges with implementation of new practice, or could use additional clarification.

In addition, in the general course of usage of the Zoning & Development Code, certain items have come to light that also would benefit from amendment to create additional

clarity within the Code. Those revisions are of a similar nature and scope as those associated with the adoption of the 2023 Zoning & Development Code.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The City contracted with Clarion Associates in December 2021 to update the City's Zoning and Development Code with the intent of updating regulations to reflect better the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, achieve a higher level of regulatory efficiency, consistency, and simplicity, and identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies. When the Zoning & Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be necessary revisions to provide clarity and alleviate practical issues with implementation. Staff has identified several items that were amended which inadvertently conflict with standard practice, have challenges with implementation of new practice, or could use additional clarification.

In addition, in the general course of usage of the Zoning and Development Code, certain items have come to light that also necessitate amendments to create additional clarity within the document. These revisions are of a similar nature and scope as those associated with the adoption of the 2023 Zoning and Development Code (2023 ZDC).

GJMC 21.02.030(c)(5)(iii) Application Outreach Meetings, Notice (Update)
Notice requirements in the 2023 ZDC included posting a copy of the neighborhood meeting notice in two public places within 1,000 feet of the site. With many project sites, finding public locations within this distance has proven to be difficult. Additionally, if the applicant or project has a website, it must also be posted on that. This is difficult to enforce and monitor, and as it is not required for the applicant to create a project website, it can create a disparity in requirements between projects. This amendment removes both of these requirements.

GJMC 21.02.030(f)(1)(iii) Complete Applications with Changed Status, Withdrawn Application (General)
There has been some confusion regarding the correct procedure for an application that may need to be pulled from a public hearing agenda to be remanded back to staff for a technical issue. This amendment removes the requirement to wait 120 days and resubmit a new application after requesting withdrawal. This would leave the process following a request to withdraw at the discretion of the Director and could be determined based on the reasons for withdrawal, which could vary greatly.

GJMC 21.02.030(g)(3)(vi)(B) Public Notice and Public Hearing Requirements, Mailed Notice (General)
Historically, mailed notices have been required to be sent to any homeowners' association (HOA) that falls within 1,000 feet of a subject property. This requires that the HOA be registered with the City and that the registration be maintained and current.

The HOAs within the City are not diligent about this process. It generally falls to City staff to maintain and seek updated information, with a low success rate. The accuracy and completeness of the list on-hand is not at a level staff feels comfortable with being able to relay to the community that their HOA will be noticed, so this amendment removes that requirement.

GJMC 21.02.040(a, h, & j) Minor Plat Amendments & Simple Subdivision (Update)
Historically, the simple subdivision has been a misnomer, leading an applicant to believe the process will be easy. The intent of these amendments is to change the name of the Simple Subdivision to a Minor Subdivision to provide a more accurate representation of the application type. In reviewing this, it came up in conversations with the legal and survey staff that the Minor Plat Amendment process is not necessary as the items covered within it are either outlined in Colorado Statutes or within the Minor Subdivision process.

GJMC 21.02.040(f) & 21.02.050(e) Comprehensive Plan Changes and Amendments, Purpose (Update)
The purpose sections in the administrative and public hearing Comprehensive Plan revision sections were flipped, with the administrative section referring to amendments and the public hearing section referring to administrative changes. These amendments clarify the purpose of each section to reflect its process appropriately.

GJMC 21.02.050(f) Conditional Use Permit (Update)
This amendment fixes an incorrect section reference in the Public Notice and Public Hearing Requirements section of the Conditional Use Permit process.

GJMC 21.03.040(e) Setback Exceptions, Permitted Encroachments (Update)
The list of setback encroachments was modified with the 2023 ZDC to be more specific. However, in this transition, pergolas were unintentionally dropped from the list. They were previously allowed to encroach any distance into any setback. This revision adds them back to the list and adds a definition for a pergola.

GJMC 21.03.060(d), Mixed-Use Districts (Update)
This amendment fixes an incorrect name title for the MU-2 zone district. It should be Mixed-Use Light Commercial, not Mixed-Use Corridor.

GJMC 21.03.080(d) Public, Civic, and Institutional Campus (P-2) Regulations (Update)
The P-2 district regulations refer to residential districts for bulk standards but did not have the language that provided how these were to be used, which was present in other zone districts, such as the Mixed-Use districts. The first part of the amendments to this section adds this language and removes the applicability of the remaining bulk standards to the interior of the property, as they would already be meeting setbacks inside the site.

The second part of the amendment to this section is to remove the limitation that property within the P-2 district may not be subdivided. This was initially put into place

as a precaution to prevent the misuse of the zone district by circumventing the density standards of the land use designation. However, upon further review of the ownership of the properties with this classification, it is unlikely that this will be an issue, and it prevents reasonable development on public properties.

GJMC 21.04.020(e) Principal Use Table, Dwelling, Duplex (Update)
The Public, Civic, and Institutional Campus (P-2) district is intended to provide housing in support of other civic uses. It came to staff's attention that the Dwelling, Duplex use was not permitted here and this revision adds the use.

GJMC 21.04.020(e) Principal Use Table, Outdoor Entertainment and Recreation (General)
The Public Parks and Open Space (P-1) and Public, Civic, and Institutional Campus (P-2) districts are intended to serve a variety of uses, including passive and active recreation in the form of parks and other entertainment venues. It came to staff's attention that the Outdoor Entertainment and Recreation use was not permitted in the P-1 district and was only permitted by Conditional Use Permit in the P-2 district. This revision makes the use allowed by-right in both districts.

GJMC 21.04.020(e) Principal Use Table, Industrial, Light and Heavy (Update)
The Industrial/Office Park district was retired with the 2023 ZDC. As part of the update, the best effort was made to leave allowed uses in any districts which were determined to be retired the same. There appears to have been an error in the Industrial/Office Park, Retired allowed uses, as Industrial, Heavy is allowed and Industrial, Light is not. These should be the opposite, which this revision accomplishes.

GJMC 21.04.020(e) Principal Use Table, Tower, Concealed (Update)
Concealed cell towers in the pre-2023 ZDC were allowed by-right in all certain zone districts to encourage placement in those districts with streamlined permitting and to encourage the use of concealed tower design. The Mixed-Use Light Commercial (MU-2), General Commercial (CG), Light Industrial (I-1), and Heavy Industrial (I-2) districts inadvertently listed Tower, Concealed as a conditional use instead of allowed in the 2023 ZDC. This revision corrects the use table accordingly.

GJMC 21.04.030(e)(3-4) Use-Specific Standards, Industrial Uses (Update)
This section of the 2023 ZDC has two revisions. The first clarifies language allowing incidental sales for mini-warehouse uses and the provision of a moving vehicle, provided no rental is occurring to the general public. The second revision cleans up an incorrect code reference for screening standards for commercial outdoor storage.

GJMC 21.04.040(c)(3) General Standards for Accessory Uses and Structures, Location (General)
There has been some difficulty surrounding the application of the locational standards for accessory structures for accessory dwelling units (ADUs) on corner lots. Often, there is no way to add an ADU on a corner lot unless it is in the exterior side lot, so the provision, as currently written, precludes the use. This revision provides relief for

corner lots so an ADU may be permitted in these locations.

GJMC 21.04.040(e)(2)(iii)(B) Accessory Use-Specific Standards, Prohibited Home Occupations (Update)
The 2023 ZDC left an incomplete sentence in this section. This revision fills in the blank: the use cannot have combustible or hazardous materials. It also found that the second half of the provision should be its own subsection, so this is separated as well.

GJMC 21.04.050(c)(5) Temporary Uses and Structures (Update)
It has come to staff's attention that with the classification in the 2023 ZDC of an emergency shelter as a temporary use, there may be a need for the use to extend past the 120-day limit of a traditional temporary use. This revision allows the Director to provide a one-time extension of up to 60 days if severe weather conditions necessitate longer operation of such a shelter.

In addition, the provision which exempts mobile food vendors from the 30-day waiting period is often missed, so it has been separated into its own provision.

GJMC 21.05.020(e)(5)(iii)(A) Shared Driveway (Autocourt), Access (Update)
During the 2023 ZDC update, it was discussed with the Code Committee and engineering staff that the limitation of 5 dwelling units accessing off a shared driveway would be removed. This was inadvertently missed. This revision removes this requirement and puts the applicant on notice that criteria through the building, fire, and subdivision review process may provide other sources of limitation to the maximum number of units which may ultimately access off a shared driveway.

GJMC 21.05.050(c)(1 & 4), (d) Residential Attached and Multifamily Design Standards (Update)
There are two provisions in the new Residential Attached and Multifamily Design Standards section that have come to light as being difficult to implement with rigid 'shall' language – one requiring a mix of housing types and the other requiring energy conservation in the building design. The mix of housing types should be highly encouraged, but requiring it would limit the ability of a developer to provide, for example, an apartment complex. While energy conservation is highly encouraged, staff does not typically get involved in the review of building construction plans. This requirement would need more detail to be truly enforceable by staff.

Finally, the last revision changes the language from four to three apartment buildings in the example of applicability. While four is also applicable, it has caused some confusion among users and staff feels that using three here would be easier to understand.

GJMC 21.07.040(d)(1) Preservation of Significant Trees (General)
A situation arose where a property had a large quantity of trees that staff would have liked to encourage preservation for but did not have the ability to leverage an incentive within the landscaping regulations. This provision adds that flexibility by providing that the City Forester can determine that trees under the minimum threshold to be

considered significant can be approved for credit towards preservation.

GJMC 21.08.010(d)(2)(iii)(A) Alternative Parking Plans, Ineligible Activities (General)
The Code does not allow for an alternative parking plan to be used for residential or small retail uses. Staff believes there would be value in allowing this flexibility for these uses. They would still need to meet the remaining criteria for an alternative parking plan to be approved. This revision removes the prohibition for these uses and allows them to be eligible.

GJMC 21.08.010(e)(4)(iii) Vehicle Parking Location and Design, Pedestrian Crossings (General)
The Code requires that there be a pedestrian crossing every three drive aisles or a distance not to exceed 150 feet. The 150-foot distance puts the crossing in a location that is difficult to manage given the length of vehicle stalls and width of drive aisles, making it a very difficult standard to meet. This revision removes the distance alternative and simply makes the standard every three drive aisles.

GJMC 21.14.010(c)(1&4) Measurements, Frontage & Lot Width (General)
There was duplicity in the way in which the calculation of lot or street frontage and lot width was described, but also different minimum standards for lot frontage and lot width in the bulk standards. Lot frontage and street frontage are used in different contexts throughout the ZDC, so staff does not find it appropriate to remove one or the other at this time. However, this revision cleans up the calculation methods to appropriately reflect how the measurement is taken and the intent of the minimum standards.

NOTIFICATION REQUIREMENTS
Notice was completed as required by Section 21.02.030(g). Notice of the public hearing was published on November 3, 2024, in the Grand Junction Daily Sentinel. An online hearing with an opportunity for public comment was held between November 5 and November 11, 2024, through the GJSpeaks platform.

ANALYSIS
The criteria for review are set forth in Section 21.02.050(d) of the Zoning and Development Code, which provides that the City may approve an amendment to the text of the Code if the applicant can demonstrate evidence proving each of the following criteria:

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

The proposed amendments to the 2023 Zoning & Development Code are generally consistent with the Comprehensive Plan. Plan Principle 11 seeks to create effective government through Strategy 3.c., which encourages the evaluation of existing practices and systems to find opportunities for improvement of outcomes. The proposed revisions are the result of a constant evaluation of existing practices and

regulations and seek to provide resolution and excellent customer service. Staff finds this criterion has been met.

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

The proposed amendments to the 2023 Zoning & Development Code are consistent with the rest of the provisions in the Code and do not create any conflicts with other provisions in the Code. Staff finds this criterion has been met.

(C) Specific Reasons
The proposed Code Text Amendment shall meet at least one of the following specific reasons:
The proposed amendments to the 2023 Zoning and Development Code (ZDC) all meet specific reasons identified in this criterion for review. Each amendment is identified with its appropriate reason below.

a. To address trends in development or regulatory practices;

Temporary Uses and Structures: This amendment **modifies requirements** in the code to address the potential need to allow emergency shelters longer than a standard 120-day period if weather is unusually cold. It acknowledges that there may be unusual circumstances which necessitate deviation from the norm to ensure the health, safety, and welfare of the City's residents.

Shared Drive Dwelling Unit Limit: This amendment **modifies requirements** in the code to address shifting practices which desire to provide access to more than five homes. There are situations where a duplex may be appropriate on a lot or other scenarios in which a greater number of units could be accommodated. The number of units will be naturally limited by other site design requirements.

Alternative Parking Plan Limitations: The amendment to the alternative parking plan regulations **modifies requirements** to address trends to reduce parking requirements and provide flexible solutions, regardless of use.

b. To expand, modify, or add requirements for development in general or to address specific development issues;

Setback Exceptions, Permitted Encroachments: The amendment to the permitted setback encroachments **modifies requirements** to address an inadvertent oversight in the 2023 ZDC which left pergolas out of the table. This correction will allow pergolas to encroach in the setback as allowed under the previous code.

Industrial Use-Specific Standards: The amendment to the use-specific standards for mini-warehouse regulations **modifies requirements** to address a common practice to sell boxes and other incidental goods from the office of the property. The current language would prohibit this. In addition, it allows for provision of a rental vehicle, which is a different level of intensity than a truck rental service operating to the public out of the site. The last change here is a correction to an incorrect section reference for screening standards for outdoor commercial storage.

Accessory Dwelling Unit Location: The amendment to the location restrictions on accessory structures **modifies requirements** to respond to the need for additional housing units and the limitation that is placed on corner lots. Changing this requirement will allow for the easier construction of ADUs on these properties.

Residential Attached and Multifamily Design Standards: This amendment **modifies requirements** to make the standards easier to comply with and to reduce the need to discourage needed housing types. It also clarifies an example to make a regulation easier to understand.

Significant Tree Preservation: The amendment to the significant tree preservation regulations expands requirements to allow for additional flexibility in the preservation of existing, healthy trees.

Pedestrian Crossings in Parking Lots: This amendment **modifies requirements** to apply a logical approach to the spacing of pedestrian crossings in parking lots.

Frontage and Lot Width Measurements: The amendment to the measurement methodology for frontage and lot width **modifies requirements** to account for practical application of the terminology.

c. To add, modify or expand zone districts; or

Mixed-Use Light Commercial (MU-2): This amendment **modifies zone districts** to correct a scrivener's error in the title of the zone district name.

Public, Civic, and Institutional Campus (P-2): The amendment to the Public, Civic, and Institutional Campus (P-2) zone district **modifies the zone district** to account for the potential use of sites as strictly residential and removes the prohibition on subdividing the properties.

Duplex Dwelling Unit, Principal Use Table: The amendment to the Public, Civic, and Institutional Campus **expands the zone district** to allow for an additional use type which allows greater flexibility for potential residential development. The duplex dwelling unit use has the potential to provide greater

compatibility with surrounding residential zone districts and the exclusion in this zone district was unintentional in the 2023 ZDC update.

Outdoor Entertainment and Recreation, Principal Use Table: The amendment to the Public Parks and Open Space and the Public, Civic, and Institutional Campus **modifies the zone districts** to ensure that the use of outdoor entertainment and recreation is allowed by-right where it is most commonly used.

Light & Heavy Industrial, Principal Use Table: The amendment to the Industrial/Office Park, Retired zone district **modifies the zone district** to correct an error in the 2023 ZDC update which incorrectly allowed Industrial, Heavy in the district and disallowed Industrial, Light.

Concealed Tower, Principal Use Table: This amendment to the Principal Use Table **modifies the zone districts** as necessary to correct an inadvertent error in the 2023 ZDC update which converted the Tower, Concealed use to a conditional use instead of an allowed by-right use in several districts.

d. To clarify or modify procedures for processing development applications.

Application Outreach Meeting Notice: This code provision is being amended to **modify procedures** for application outreach meetings that were added to the City of Grand Junction Code with the intent of being more inclusive but are proving to be more cumbersome and difficult to implement than anticipated.

Withdrawn Applications: The amendment to the process for withdrawn applications **clarifies procedures** to be explicit that this set of regulations does not apply in a specific circumstance where an item is pulled from a hearing and remanded to staff for a technical matter.

Mailed Notice for Public Hearings: The amendment to the requirements to mail notice to HOAs **modifies procedures** to remove a provision that is difficult to enforce and creates a false expectation for notification by the public. With this provision intact, the public expects to get notified if they are within an HOA, when in fact their HOA may not be properly maintaining contact information to allow the City to be able to provide that notification. Removing it aligns with the expectation that the notification will only be provided to those within the outlined buffer.

Comprehensive Plan Amendments and Conditional Use Permits: The amendments to the above public hearing items *clarify requirements* to ensure the purpose of each is in alignment with the process outlined in the 2023 ZDC and corrects a scrivener's error in a section reference.

Staff finds this criterion has been met.

RECOMMENDATION AND FINDINGS OF FACT
After reviewing the proposed amendments, the following findings of fact have been made:

> In accordance with Section 21.02.050(d) of the Grand Junction Zoning and Development Code, the proposed text amendments to Title 21 are consistent with the Comprehensive Plan and the Zoning & Development Code Standards and meet at least one of the specific reasons outlined.

At the Planning Commission hearing on November 12, 2024, concern from legal staff was raised that the shared driveway without the unit limit is just a private street and that removing the limit created a conflict with the requirement in the fire code. Based on this, Planning Commission recommended approval of the request, removing the amendment to the shared driveway standard. The shared driveway standard discussion will be brought back to a Planning Commission workshop for further discussion.

FISCAL IMPACT:

There is no direct fiscal impact associated with this request.

SUGGESTED MOTION:

I move to introduce an ordinance amending Title 21 Zoning and Development Code of the Grand Junction Municipal Code, and set a public hearing for December 4, 2024.

Attachments

1. Planning Commission Minutes - 2024 - November 12 - DRAFT
2. ORD-ZDC (Title 21) Amendments 20241112

GRAND JUNCTION PLANNING COMMISSION
November 12, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Ken Scissors, Sandra Weckerly, Kim Herek, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Madeline Robinson (Planning Technician) and Jacob Kaplan (Planning Technician).

There were 4 members of the public in attendance, and 1 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from October 22, 2024.

   Commissioner Scissors moved to approve the consent agenda.
   Commissioner Weckerly seconded; motion passed 7-0.

REGULAR AGENDA

1. **Comprehensive Plan Amendment – UDB & 201 Boundary Adjustments CPA-2024-644**
   Consider Amendments to Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) including Chapter 31.04 Comprehensive Plan and Establish a Land Use Designation of Residential Low for 2 Properties consisting of approximately 9.5 acres located on the east side of 30 Road just north of the Colorado River.

Staff Presentation
Dave Thornton, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Zyvan asked who the property owner is for Area E. He asked why the land use of Residential Low was chosen for the properties in Area E. He asked if the State of Colorado would develop the property in the future. He asked if staff had evaluated the viability for these sites to be developed as public parks or open space.

Commissioner Weckerly asked if there were any negative impacts for the property owners who requested not to be included in the Urban Development Boundary (UDB).

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Commissioner Quintero clarified that the intent of this request was just to align the UDB with the 201 Boundary.

Commissioner Moore asked what issues arise if the UDB and 201 Boundary are not aligned.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 5:56 p.m. on November 12, 2024.

There were no additional comments or questions from the Commission or staff.

The public hearing was closed at 5:57 p.m. on November 12, 2024.

Discussion
Commissioner Zyvan expressed concerns with the Residential Low land use designation for the properties in Area E. He proposed amending the motion to designate the future land use for the properties in Area E as Parks and Open Space to restrict how these parcels could be zoned.

Commissioner Scissors noted that the City did not own the property and that the State had indicated they wanted the flexibility to zone it to residential in the future.

Commissioner Quintero agreed with Commissioner Zyvan but that the current request only affected the boundaries and not the final zoning of the parcels.

Commissioner Herek echoed Commissioner Scissors' and Quintero's comments

Motion and Vote
Commissioner Scissors made the following motion "Mr. Chairman, on the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04, City file number CPA-2024-644, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Quintero seconded; motion passed 7-0.

2. Zoning & Development Code Amendments – Quarter 4 2024 ZCA-2024-660
Consider Amendments to Title 21 Zoning and Development Code to Modify and Clarify Various Provisions Relating to Application Outreach Meetings, Withdrawn Applications, Public Notice, Minor Plat Amendments, Simple Subdivisions, Administrative Changes to the Comprehensive Plan, Non-Administrative Comprehensive Plan Amendments, Conditional Use Permits, Permitted Encroachments, Mixed-Use Districts Regulations, Public, Civic, and Institutional Campus (P-2)

DRAFT

Zone District Regulations, Principal Use Table, Use-Specific Standards for Industrial Uses, Accessory Uses and Structures, Accessory Use-Specific Standards, Temporary Uses and Structures, Shared Driveway (Autocourt) Standards, Residential Compatibility Standards, Preservation of Significant Trees, Off-Street Parking and Loading, Measurements, and Definitions.

Staff Presentation
Niki Galehouse, Planning Manager, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Quintero clarified that the purpose of this request was to “clean up” the code and make interpretation easier moving forward.

Commissioner Herek asked if there were still noticing requirements for neighborhood meetings.

Commissioner Zyvan asked what the “physical” requirements are for noticing of neighborhood meetings. He asked how citizens who were not within the 500ft mailing distance would be notified of a neighborhood meeting.

Commissioner Weckerly asked why the number of houses on shared driveways was being amended. She clarified that the current language regarding the maximum number of units on shared driveways did not apply to Accessory Dwelling Units (ADUs). She stated her appreciation for Staff’s considerations about significant trees. She asked for additional clarification on the proposed amendments to the alternative parking plans.

Jamie Beard indicated that Staff planned to remove the shared driveway amendments from the motion as there were conflicts with Fire Code that still needed to be addressed.

Commissioner Moore asked if there were any issues with amending the shared driveways language in the Zoning Code after the Fire Code had been updated.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 6:31 p.m. on November 12, 2024.

There were no additional comments or questions from the Commission or staff.

The public hearing was closed at 6:32 p.m. on November 12, 2024.

Discussion

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Commissioner Scissors applauded the Staff's continuous efforts to revise the code.

Commissioner Herek asked why Staff wanted to table the amendments for shared driveways.

Commissioner Weckerly noted that the Zoning Code mirrors the Fire Code and adopting the proposed amendments to the shared driveways would put these two codes out of sync.

Commissioner Quintero echoed Commissioner Weckerly's comment.

Motion and Vote
Commissioner Scissors made the following motion "Mr. Chairman, on the request to amend Title 21 Zoning and Development Code of the Grand Junction Municipal Code, City file number ZCA-2024-660, I move that the Planning Commission forward a recommendation of approval to City Council with the provision that the section dealing with shared driveway density, Number 21.05.020, be removed and otherwise the findings of fact listed in the staff report."

Commissioner Zyvan seconded; motion passed 7-0.

3. Zoning & Development Code Amendments – Ped & Bike Connections ZCA-2024-656
Consider Amendments to Title 21 Zoning and Development Code, Chapter 21.05 Site And Structure Development Standards, Regarding Pedestrian And Bicycle Connections Within Development Sites.

Staff Presentation
Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff
Commissioner Moore asked if staff knew how many properties that had developed since the new code was adopted in 2023 that were negatively impacted by the pedestrian access requirements. He asked if any alternative possibilities were explored regarding site layout in the same way as the drive-through facilities.

Commissioner Scissors asked how this issue was being approached in similar municipalities. He asked if there were any "Best Practices" for pedestrian access that had been developed in other jurisdictions.

Commissioner Zyvan asked if a cost-benefit analysis had been done for this proposal.

Niki Galehouse clarified that the municipalities that had similar pedestrian access language utilized form-based districts which implement the pedestrian access design standards based on the underlying zone.

Commissioner Quintero asked if the considerations for pedestrian safety still provided the greatest flexibility to owners looking to develop their property.

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Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, November 5, 2024, via www.GJSpeaks.org.

Tom McCloskey expressed concerns that this proposal was a step backward from the mobility goals established in the TEDS Manual. He asked if the City had heard any feedback from the disabled community on how this amendment would impact their accessibility. He wanted to know how the Transportation Department felt this change would impact their long-term goals.

Andy Gingerich, representing GVT and the RTPO, stated that the language concerning "adequate physical separation" led to more thoughtfulness in site design and that removal or modification of this language would lead to more auto-oriented design standards. He noted that the interaction between vehicles and pedestrians was particularly important in mixed-use zones.

Paula Anderson noted her appreciation for staff's efforts. She commented that the shift toward multimodality has community support and is worth investing in.

Tim Lehrbach and Niki Galehouse addressed the public's comments and questions.

The public comment period was closed at 7:26 p.m. on November 12, 2024.

Commissioner Quintero thanked the staff for their efforts.

Commissioner Zyvan asked for clarification on what specifically was being requested with this amendment.

The public hearing was closed at 7:29 p.m. on November 12, 2024.

Discussion
Discussion ensued regarding handicap accessibility, pedestrian safety, site design and zoning code requirements, and the various challenges presented by accommodating pedestrian access.

Commissioner Weckerly expressed concerns that requiring complete physical separation for pedestrian access restricted property owners' ability to develop their lots as they choose. She stated that if the City wanted some control over the placement of structures during development, it should be called out separately in the Zoning and Development Code rather than relying on the subject code section.

Chairman Teske stated that the Zoning Code used the word "adequate" instead of "complete" intentionally and he argued that the proposed amendments were not in conflict with the City's objectives for multimodal transportation. He echoed Commissioner Weckerly's comments on having a separate code section for pedestrian access.

Motion and Vote

DRAFT

Commissioner Weckerly made the following motion “Mr. Chairman, on the request to amend Title 21 Zoning and Development Code of the Grand Junction Municipal Code, City file number ZCA-2024-656, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report.”

Commissioner Quintero seconded; motion passed 6-1.

Commissioner Zyvan clarified his reasoning for voting “nay” on the motion.

OTHER BUSINESS

Niki Galehouse reminded the Commission that the November 24th Hearing was cancelled.

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 8:08 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) REGARDING APPLICATION OUTREACH MEETINGS, WITHDRAWN APPLICATIONS, PUBLIC NOTICE, MINOR PLAT AMENDMENTS, SIMPLE SUBDIVISIONS, ADMINISTRATIVE CHANGES TO THE COMPREHENSIVE PLAN, NON-ADMINISTRATIVE COMPREHENSIVE PLAN AMENDMENTS, CONDITIONAL USE PERMITS, PERMITTED ENCROACHMENTS, MIXED-USE DISTRICTS REGULATIONS, PUBLIC, CIVIC, AND INSTITUTIONAL CAMPUS (P-2) ZONE DISTRICT REGULATIONS, PRINCIPAL USE TABLE, USE-SPECIFIC STANDARDS FOR INDUSTRIAL USES, ACCESSORY USES AND STRUCTURES, ACCESSORY USE-SPECIFIC STANDARDS, TEMPORARY USES AND STRUCTURES, SHARED DRIVEWAY (AUTOCOURT) STANDARDS, RESIDENTIAL COMPATIBILITY STANDARDS, PRESERVATION OF SIGNIFICANT TREES, OFF-STREET PARKING AND LOADING, MEASUREMENTS, AND DEFINITIONS

Recitals

The City Council desires to maintain effective zoning and development regulations that implement the vision and goals of the Comprehensive Plan while being flexible and responsive to the community's desires and market conditions, and accordingly has directed that the Zoning & Development Code (Code or ZDC) be reviewed and amended from time to time as necessary.

When the ZDC was repealed and replaced on December 20, 2023, it was anticipated that there would be further revisions needed to provide clarity and alleviate practical issues with implementation. The Staff has identified several items that were amended which inadvertently conflict with standard practice, have challenges with implementation of new practice, or would benefit from additional clarification.

In addition, in the general course of usage of the Code, certain items have come to light that also necessitate amendments to create additional clarity. Those revisions are of a similar nature and scope to those associated with the adoption of the 2023 ZDC.

After public notice and public hearing as required by the Code, the Grand Junction Planning Commission recommended approval of the proposed amendments.

After public notice and public hearing, the Grand Junction City Council finds that the amendments to the Code serve to implement the vision and goals of the Comprehensive Plan, and that the amendments provided in this Ordinance are responsive to the community's desires, encourage orderly development of real property in the City, and otherwise advance and protect the public health, safety, and welfare of the City and its inhabitants.

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

That in consideration of the Recitals and the public record the 2023 Zoning & Development Code (Title 21 of the Grand Junction Municipal Code as amended) is further amended as follows (deletions ~~struck through~~, added language <u>underlined</u>):

...

21.02.030 COMMONLY APPLICABLE PROCEDURES

...

(c) Application Outreach Meetings

…

(4) Notice

…

(ii) Once the notice has been approved, the Director will assist the applicant to identify all property owners and organized groups in the neighborhood or outreach area. The application shall:

...

(C) ~~Post a copy of the notice in at least two locations in or within 1,000 feet of the outreach area that are open to the public, such as a community notice board in a grocery store or coffee shop.~~

~~(D) If the applicant or project has a website, post a copy of the notice on the website.~~

...

(f) Complete Applications with Changed Status

(1) Withdrawn Application

(i) An applicant may withdraw an application by providing written notice to the Director of the applicant's intent to withdraw. After such withdrawal, no further City action on the application shall take place.

(ii) Fees will not be refunded for a withdrawn application.

(iii) For any application requiring a public hearing, the applicant may request in writing that the application be withdrawn before the hearing is opened. An applicant may ask to withdraw after the hearing is opened, but the decision-making body will decide whether or not to approve the request.

~~(iv) A withdrawn rezone application may be refiled after a 120-day waiting period.~~

~~(v) To re-initiate review, the applicant shall re-submit the application with a new application fee payment, and the application shall in all respects be treated as a new application for purposes of review and scheduling.~~

...

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(g) Public Notice and Public Hearing Requirements

…

(3) Public Notice

…

(vi) Mailed Notice

…

(B) Notice shall be provided to:

a. Within the distance specified in GJMC 21.02.030(g)(3)(iii), each owner at the address on file with the Mesa County, Colorado, Assessor;

~~b. Each homeowners' association (HOA) or other group registered with the Community Development Department and located within 1,000 feet of the subject property; and~~

~~c~~b. Each person who attended any required Application Outreach Meeting and signed up to receive notice.

…

21.02.040 ADMINISTRATIVE APPLICATIONS

(a) Overview

Administrative applications are reviewed and decided on by the Director or other specified City staff member. The following application types are administrative and some of them have additional review requirements that are identified in the right column:

Table 21.Error! No text of specified style in document.-1: Administrative Applications

Application Type	Purpose	Additional Application Requirements
Administrative Approvals		
…		
~~Minor Plat Amendments~~	~~Limited amendments to approved Final Plats~~	~~0~~
…		
~~Simple~~ Subdivision, Minor	Allow an applicant to create or consolidate lots, move lot lines, and correct plats.	0
…		

…

~~(h) Minor Plat Amendment~~ Plat Revision

~~(1) Purpose~~

~~Common Procedures for Administrative Applications~~

~~The purpose of this section is to describe the approval procedure for minor amendments to approved plats.~~

~~**(2) Applicability**~~

~~The Director may approve minor amendments to approved plats, which shall be recorded and shall control over the preceding or Final Plat without vacation of that plat, if the amending plat is signed by the applicants only and the sole purpose of the amending plat is to:~~

~~(i) Correct an error in a course or distance shown on the preceding plat;~~

~~(ii) Add a course or distance that was omitted on the preceding plat;~~

~~(iii) Correct an error in a real property description shown on the preceding plat;~~

~~(iv) Indicate monuments set after the death, disability, or retirement from practice of the engineer or surveyor responsible for setting monuments;~~

~~(v) Show the location or character of a monument that has been changed in location or character or that is shown incorrectly as to location or character on the preceding plat;~~

~~(vi) Correct any other type of scrivener or clerical error or omission previously approved by the municipal authority responsible for approving plats, including lot numbers, acreage, street names, and identification of adjacent recorded plats;~~

~~(vii) Correct an error in courses and distances of lot lines between two adjacent lots if:~~

~~(A) Both lot owners join in the application for amending the plat;~~

~~(B) Neither lot is abolished;~~

~~(C) The amendment does not attempt to remove recorded covenants or restrictions; and~~

~~(D) The amendment does not have a material adverse effect on the property rights of the owners in the plat;~~

~~(viii) Relocate a lot line to eliminate an inadvertent encroachment of a building or other improvement on a lot line or easement; or~~

~~(ix) Relocate or remove one or more lot lines between one or more adjacent lots if all of the following have been met:~~

~~(A) The owners of all those lots join in the application for amending the plat;~~

~~(B) The amendment does not attempt to remove recorded covenants or restrictions; and~~

~~(C) The amendment does not increase the number of lots.~~

~~1 General Meeting or Pre-Application Meeting~~
~~Per Table 21.02-3~~

~~2 Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)~~

~~3 Complete Applications with Changed Status~~
~~Sec. 21.02.030(f)~~

~~4 Director Decision~~
~~Sec. 21.02.030(h)~~

~~5 Post-Decision Actions~~
~~Sec. 21.02.030(i)~~

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~~**(3) Review Procedures**~~

~~Applications for Minor Plat Amendment shall meet the common review procedures for administrative applications in GJMC GJMC 21.02.040(b), with the following modifications:~~

~~**(i) Form of Approval**~~

~~Minor Plat Amendments shall be prepared in the form of an affidavit or, where deemed necessary by the Director, a revised plat certified by a land surveyor licensed with the State of Colorado and shall be filed with the Mesa County Clerk and Recorder.~~

~~**(ii) Review Criteria**~~

~~The Director shall approve or deny a request for a Minor Plat Amendment based upon a finding that the adjustment to the previously approved Final Plat complies with the following criteria:~~

~~(A) There is no increase the number of lots or parcels nor does the amendment create new lots or parcels;~~

~~(B) The amendment~~ revision ~~does not affect a recorded easement without approval of the easement holder;~~

~~(C) Street locations will not be changed; and~~

~~(D) The amendment will not create any nonconformities or increase the degree of nonconformity of any existing structure, use, or development standards.~~

~~**(4) Post-Approval Actions**~~

~~(i) If the request for a Minor Plat Amendment is denied, the applicant shall be entitled to request a major amendment to a previously approved Final Plat or a subdivision exemption, if applicable.~~

~~(ii) If an application is approved, the applicant shall submit to the Director an amended plat of the affected lots for approval, containing signatures of all owners and mortgagees of the affected property.~~

~~(iii) The plat shall be recorded within 90 days of the date of approval.~~

...

(j) ~~Simple~~ Subdivision, Minor

Common Procedures for Administrative Applications	
1	General Meeting or Pre-Application Meeting Per Table 21.02-3
2	Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)
3	Complete Applications with Changed Status Sec. 21.02.030(f)

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(1) Purpose

The ~~Simple~~ Minor Subdivision process allows an applicant to create or consolidate lots, move lot lines, and correct plats.

4 Director Decision
Sec. 21.02.030(h)

5 Post-Decision Actions
Sec. 21.02.030(i)

(2) Applicability

This section shall apply to any application to:

(i) Consolidate one or more lots;

(ii) Create up to three additional lots where no new infrastructure is required except as provided in GJMC 21.02.040(j)(3)(i) below;

(iii) Adjust a lot line(s) between parcels in the same ownership;

(iv) Change a non-disputed boundary line between abutting lots or parcels; or

(v) Change a plat to:

(A) Correct an error in the description;

(B) Correct any monument; or

(C) Correct a clerical error such as lot numbers, acreage, street names and identification of adjacent recorded plats.

(3) Review Procedures

Applications for a ~~Simple~~ Minor Subdivision shall meet the common review procedures for administrative applications in GJMC 21.02.040(b) with the following modifications:

(i) Lots with Individual Septic Disposal Systems

An applicant may request a subdivision of existing parcels that are 25 acres or larger into three or fewer lots, each of which are two acres or larger in size in Residential zone districts provided the resulting subdivision complies with the following criteria:

(A) All lots comply with this Code; except that the minimum density/intensity requirements of a zone district or the Comprehensive Plan do not apply except in the R-R zone and the sewer regulations pertaining to the extension of sewer as a condition of subdivision need not be complied with if the applicant can demonstrate the following:

a. The applicant's Colorado professional engineer affirms in writing that the lot can be served by an individual septic disposal system (ISDS) constructed at or prior to use of the lot for uses allowed by this Code then in existence;

b. The constructed ISDS system continues to function properly;

c. Sewer is not constructed within 400 feet of any lot line of any lot or out lot or out parcel created under the minor subdivision process; and

1. The landowner executes a utility extension agreement in a form acceptable to the City. The utility extension agreement shall authorize the sewer to be extended by the City at a future date (all as provided

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herein) at the then landowner's expense and/or in accordance with financing provided by the City and/or the sewer system.

2. The applicant is not seeking a variance or is seeking only to vary the requirement of extending sewer. No other variances shall be considered with a Minor Subdivision. Any other variances requested shall require the application be processed as a Major Subdivision;

3. The proposed lot(s) is two acres or larger in size on a gross acreage basis and is created from a parcel at least 25 acres in size;

4. The property from which the new lot(s) is proposed has been taxed agriculturally for the five years preceding the Minor Subdivision application; and

5. The lot or originating parcel has not previously had a Minor Exemption Subdivision (2010 Code), ~~Simple~~ Minor Subdivision, a Mesa County minor subdivision, and/or Mesa County simple land division approval.

(B) If the Minor ~~Exemption~~ Subdivision does not comply with the sewer regulations at the time of approval, then the approval shall be a conditional approval requiring the ISDS to be abandoned prior to the end of its useful life if a sewer is constructed either within 400 feet of the lot line of any lot or out lot or out parcel created under the Minor ~~Exemption~~ Subdivision process, or if the ISDS fails, or a sewer improvement district is formed that includes the lot created and any out lot or parcel.

(ii) Review Criteria

The Director shall review the application against the following additional criteria:

(A) Any changes to existing easements or right-of-way have been completed in accordance with this Code or otherwise allowed by law (additional easements or right-of-way may be dedicated);

(B) The right-of-way shown on the Grand Junction Circulation Plan is not changed;

(C) If any part of the original parcel has an ISDS, the requirements of GJMC 21.02.040(j)(3)(i) are met; and

(D) If a new lot(s) is being created, the total number of new lots on the property created through Minor Subdivision within the preceding 10 years does not exceed four.

(iii) Plat Notes

Approved ~~Simple~~ Minor Subdivisions shall include the following plat notes, as applicable:

(A) "Any additional lot splits are required to be processed through applicable City subdivision processes. The property shown hereon may not be further subdivided without approval of the City in accordance with then applicable law."

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(B) "In accordance with a Utility Extension Agreement the City may require any ISDS on the property to be abandoned prior to the end of its useful life if a sewer is constructed within 400 feet of the lot line of any lot created under this Minor ~~Exemption~~Subdivision process or the ISDS fails, or a sewer improvement district is formed that includes the lot."

(4) Post-Decision Actions

The final ~~Simple~~Minor Subdivision plat shall be recorded pursuant to GJMC 21.02.040(l)(5)(ii)(F)b.

(5) Lapsing and Extension of Approvals

A ~~Simple~~Minor Subdivision shall be recorded within two years of approval, or it shall expire.

(6) Effect

Approval of a ~~Simple~~Minor Subdivision does not transfer property between the affected property owners. The real estate transfer must be achieved through separate action by all property owners involved.

…

21.02.040 ADMINISTRATIVE APPLICATIONS

…

(f) Comprehensive Plan, Administrative Changes

(1) Purpose

To ensure that administrative changes ~~proposed amendments~~ to the Comprehensive Plan are consistent with the vision, goals, and policies included in the Plan.

…

21.02.050 APPLICATIONS REQUIRING A PUBLIC HEARING

…

(e) Comprehensive Plan Amendment

(1) Purpose

The purpose of this section is to ensure that ~~administrative changes and~~ proposed amendments to the Comprehensive Plan are consistent with the vision, goals, and policies included in the Plan.

…

(f) Conditional Use Permit (CUP)

…

(3) Review Procedures, General

…

(iii) Public Notice and Public Hearing Requirements

The application shall be scheduled for a public hearing before the Planning Commission and shall be noticed pursuant to GJMC 21.02.030(g), unless the

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application is for a minor expansion or change of a Conditional Use Permit in accordance with GJMC 21.02.050(~~f~~g), below.

...

21.03.040 Dimensional Standards General Rules and Exceptions

...

(e) Setback Exceptions

(2) Permitted Encroachments

...

Table 21.03-4: Permitted Setback Encroachments		
	Encroachment into Principal Structure Setback	
Permitted Encroachment	Front or Street Side Setback (max, feet)	Internal or Rear Setback (max, feet)
Site Elements		
...		
Pergolas	Any distance	Any distance
...		

21.03.060 Mixed-Use Districts

...

(d) Mixed-Use ~~Corridor~~ Light Commercial (MU-2)

...

21.03.080 Public, Parks, and Open Space Districts

...

(d) Public, Civic, and Institutional Campus (P-2)

(1) Intent

The P-2 district is intended to allow the creation of mixed-use civic and institutional campuses where housing is provided in support of the other uses on the campus. The P-2 district is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

(i) The following dimensional~~s standards are~~ applicable~~y to development along and within 150 feet of exterior lot lines~~ in the P-2 district:

(A) Structures that are designed for residential use only shall comply with the dimensional standards of the Residential zone district referenced here. Residential development shall comply with the density standards provided for P-2.

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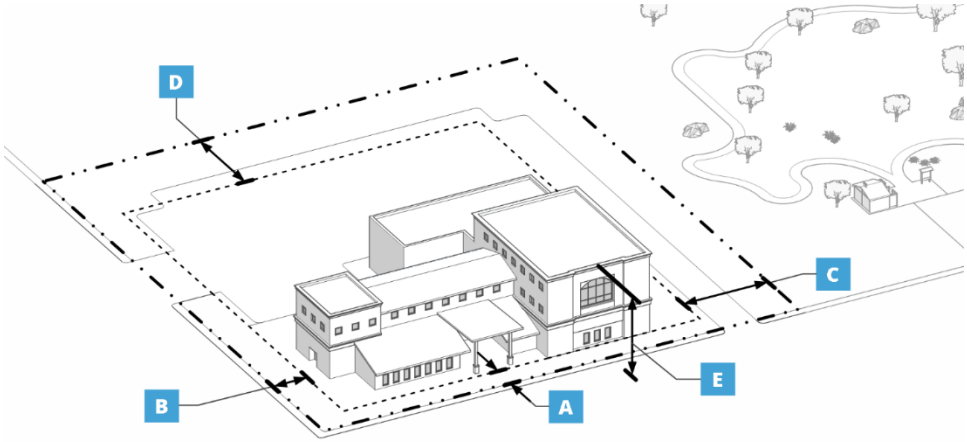

Lot Standards	
Residential Standards	
Applicable district standards [1]	RM-8 or RM-12
Minimum Density	8 du/acre
Mixed-Use Lot Standards	
Lot Area (min, ft)	10,000
Lot Width (min, ft)	50
Lot Coverage (max, %)	80
Parking, Loading, Service	
Access and Location	Internal

Building Standards		
Setbacks: Exterior Boundary (min)		
A	Front	20
B	Side	20
C	Side Abutting Residential	20
D	Rear	20
Height (max, ft)		
E	Height	65
	Height Adjacent to Res.	40

~~**(4) District Specific Standards**~~

~~(i) All structures shall remain on a single lot. Property in a P-2 district may not be subdivided.~~

...

21.04.020 PRINCIPAL USE TABLE

(e) Use Table

Zone Districts	...	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	...
Residential Uses											
Household Living											
...											
Dwelling, duplex		A								A	
...											
Commercial Uses											

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Recreation and Entertainment											
…											
Outdoor entertainment and recreation			A		A	C	C		A	~~C~~A	
…											
Industrial Uses											
Manufacturing and processing											
…											
Industrial, light			A	A	A	A	A	A			
Industrial, heavy					A	~~A~~	A	A			
…											
Telecommunication											
…											
Tower, Concealed	…	C	~~C~~A	C	~~C~~A	C	~~C~~A	~~C~~A			…
…											

…

21.04.030 USE-SPECIFIC STANDARDS

…

(e) Industrial Uses

…

(3) Mini-Warehouse

(i) Uses Permitted

(A) This use shall not include the sale of any item of personal property or any other type of commercial activity, including such uses as service and repair operations, manufacturing, or truck/equipment rentals, other than the leasing of the units.

a. Sales incidental to storage use out of the leasing office, such as that of boxes or moving supplies, shall be allowed.

b. The mini-warehouse owner or operator may provide a moving vehicle for use by lessees provided there are no rentals provided to members of the general public.

(B) Estate or foreclosure sales held by the mini-warehouse owner or operator shall be allowed.

…

(4) Outdoor Storage, Commercial

(i) All outdoor storage shall be screened per GJMC ~~21.05.040(f)(3)~~21.05.080(b)(3).

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21.04.040 ACCESSORY USES AND STRUCTURES

…

(c) General Standards for Accessory Uses and Structures

…

(3) Location

In all zone districts, accessory structures shall not be located in the front yard or the exterior side yard of a corner lot unless approved by an Administrative Adjustment in accordance with GJMC21.02.040(c). Accessory dwelling units may be located in the front yard or exterior side yard of a corner lot.

…

(e) Accessory Use-Specific Standards

…

(2) Commercial Uses

…

(iii) Home Occupation, Daycare or Other

…

(B) Prohibited Home Occupations

…

a. Occupations that involve highly combustible or hazardous materials ~~or any material~~.

b. Occupations where the dimensions, power rating, or weight of equipment and tools used exceed that of normal household equipment and tools.

…

21.04.050 TEMPORARY USES AND STRUCTURES

…

(c) All Other Temporary Uses

…

(5) Duration

(i) Temporary uses shall not exceed 120 calendar days, except as provided herein.

(ii) A~~a~~ temporary low-traffic storage yard may be permitted in a CG, I-1 or I-2 zone district for up to one year from the date of issuance. One extension of one year may be granted by the Director upon showing of good cause. Any additional extensions may be granted by the Planning Commission. The Planning Commission must find good cause for granting an extension.

(iii) A winter emergency shelter may be granted an extension of up to 60 days by the Director if unusual and extraordinary weather conditions necessitate its continued operation.

(iv) No temporary uses shall be allowed until a minimum of 30 calendar days have passed since any previous temporary use on the parcel or lot.

(v) Mobile food vendors are not subject to the 30 day waiting period ~~this standard~~.

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21.05.020 REQUIRED IMPROVEMENTS

…

(e) Multi-Modal Transportation System

…

(5) Shared Driveway (Autocourt)

…

(iii) Access

(A) ~~No more than five single-family lots shall abut or touch any portion of the shared driveway and no more than five single-family~~ The number of dwelling units that may utilize a single shared driveway will be determined at time of subdivision review and may be limited by subdivision standards as well as currently adopted building and fire codes.

…

21.05.040 RESIDENTIAL COMPATIBILITY STANDARDS

…

(b) Applicability

(1) The residential compatibility standards in this subsection apply when single-family attached of three units or more, multifamily residential, mixed-use development, or nonresidential development is proposed adjacent to structures in an R-R, R-ER, R-1R, R-2R, RL-4, or RL-5 zone district (protected residential districts).

…

21.05.050 RESIDENTIAL ATTACHED AND MULTIFAMILY DESIGN STANDARDS

…

(c) General Standards for all Residential Attached and Multifamily Development

(1) **Mix of Housing Types.** Developments ~~shall~~ should promote a diverse community through the provision of a variety of housing types, such as a combination of duplex, tri-plex, four-plex, townhomes, apartments, and single-family units in a range of sizes. Developments are encouraged that are not dominated by a single type of home or dwelling unit.

…

(4) Energy Conservation and Site Orientation Guidelines

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(i) Consideration ~~shall~~ should be given to energy conservation in the building design. Use of solar space or water heating, or use of in-line hot water systems, efficient lighting systems, insulation and other energy efficient techniques are strongly encouraged.

…

(d) Development with Three or More Principal Structures. In addition to GJMC 21.05.050(c), these standards apply to all attached single-family or multifamily developments with three or more principal structures. For example, this would include a development with three rows of townhomes or ~~four~~ three apartment buildings. These standards are applicable whether the units are designed for individual lots or not.

…

21.07.040 PRESERVATION OF SIGNIFICANT TREES

…

(d) Preservation Required

(1) Where significant trees exist on a property, at least one and no less than 30 percent of significant trees shall be preserved during development.

(i) Significant trees may be preserved in individual lots or private common areas

(ii) Significant trees may also be preserved in land dedicated for public use while still credited to the site tree preservation requirement. Where the value of the land dedication does not meet the minimum assessment requirement of GJMC 21.05.030(a), the valuation of the significant tree shall not be considered separately from or added to the assessment total.

(iii) The Developer may request review by the City Forester to determine if well-established, healthy trees under 15" in diameter may be approved for credit towards preservation at an equivalent DBH.

…

21.08.010 OFF-STREET PARKING AND LOADING

…

(d) Parking Credits and Adjustments

…

(2) Alternative Parking Plans

…

(iii) Off-Site Parking

Required off-street parking spaces may be permitted on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards:

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(A) Ineligible Activities

~~Off-site parking may not be used to satisfy the required parking ratios for residential uses (except for guest parking), as well as small retail sales.~~ The required accessible parking spaces may not be located off site.

...

(e) Vehicle Parking Location and Design

…

(4) Pedestrian Crossings

...

(iii) All parking lots that contain more than two double rows of vehicle parking shall include pedestrian walkways through the parking lot to the principal building entrance or a sidewalk providing access to the principal building entrance. At a minimum, walkways shall be provided for every three driving aisles ~~or at a distance of not more than 150-foot intervals, whichever is less~~.

...

21.14.010 MEASUREMENTS

…

(c) Lot and Site Measurements

(1) Frontage

(i) Lot frontage or street frontage is measured as the distance ~~for which a lot abuts a street.~~

~~(ii) Street frontage is measured~~ between side lot lines along the front lot line.

(~~iii~~) When a lot fronts on more than one public street, one side ~~shall~~ may be designated by the property owner or applicant as the front. This will be used for the purposes of determining setbacks, street orientation, and other similar measurements. Where a lot abuts more than two public streets, the applicant and Director will determine location of front and identification of other sides for setback purposes based on existing or anticipated site context.

…

(4) Lot Width

(i) Lot width is measured ~~between side lot lines along the front lot line.~~ at the front yard setback line between side property lines measured parallel to the street, said property lines or to the tangent of a curved street property line. If side property lines are not parallel, the lot width is the shortest distance between the side property lines.

21.14.020 DEFINITIONS

(a) Rules of Construction

To help interpret and apply this code, the following rules shall apply:

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(1) The particular controls the general;

(2) The text shall control if there is a difference of meaning or implication between the text and any caption or title;

(3) The words "shall" and "must" are always mandatory. The words "may" and "should" are permissive and are at the discretion of the decision-maker;

(4) Words used in the present tense include the future;

(5) Words in the singular include the plural;

(6) Words of one gender include all other genders, unless the context clearly indicates otherwise;

(7) Any term not herein defined shall be as defined elsewhere in the City code or, if not defined elsewhere in the City code, as defined in Webster's New International Dictionary, most recent edition;

(8) Unless otherwise indicated, the term "days" means calendar days, if the period of time referred to is more than 30 days. If the period of time referred to is less than 30 days, "days" means days when the City is open for business;

(9) If the last day of a submission date, period or other deadline is a Saturday, Sunday or a holiday recognized by the City, the period shall end on the last business day; and

(10) Use of words like "City Council," "Planning Commission," "Director," and "Engineer" includes City officials and staff.

(b) Terms Defined

...

Frontage

The frontage of a parcel of land is that distance where a property line is common with a road right-of-way line.

...

~~**Lot Frontage**~~

~~The distance for which a lot abuts on a street.~~

...

Lot Width

~~The horizontal distance measured at the front yard setback line between side property lines measured parallel to the street, said property lines or to the tangent of a curved street property line. If side property lines are not parallel, the lot width is the shortest distance between the side property lines.~~ The distance between side lot lines.

...

Outdoor Entertainment and Recreation

Outdoor facilities, excluding racetracks, for outdoor concerts, amusement parks, miniature golf, drive-in theaters, go-cart tracks, stadiums, and other similar outdoor activities, and that may provide

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limited bleacher-type seating for the convenience of users. This use includes facilities for outdoor sports such as private swimming pools, tennis and basketball courts, skate parks, sports fields, and playgrounds/passive recreation. This use includes outdoor wedding venues.

...

Pergola

An open structure usually consisting of parallel colonnades supporting a roof of beams and crossing rafters or trellis work, at least 50% of which is open to the sky.

...

INTRODUCED on first reading this 20th day of November 2024 and passed for publication and ordered published in pamphlet form.

ADOPTED on second reading this ___ day of _____ and ordered published in pamphlet form.

ATTEST:

_____
Abram Herman
President of the City Council

_____
Selestina Sandoval
City Clerk

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Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: November 20, 2024

Presented By: Trenton Prall, Engineering & Transportation Director

Department: Engineering & Transportation

Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

An Intergovernmental Agreement (IGA) Concerning the Adoption of the Local Match Funding for Grand Valley Metropolitan Planning Organization (GVMPO) for FY 2025

RECOMMENDATION:

Staff recommends City Council authorize the Interim City Manager to sign the IGA.

EXECUTIVE SUMMARY:

The Regional Transportation Planning Office includes the federally-mandated Grand Valley Metropolitan Planning Organization (GVMPO). The GVMPO receives funds through CDOT from the Consolidated Planning Grant (CPG) and Rural Planning Assistance Grant (RPC) for operations costs. Matching funds for federal grants are split between Mesa County, Grand Junction, Fruita, and Palisade. The proposed action to approve the FY2025 IGA and identify the local match to be provided by each entity.

BACKGROUND OR DETAILED INFORMATION:

The Regional Transportation Planning Office includes the federally-mandated Grand Valley Metropolitan Planning Organization (GVMPO). The GVMPO receives funds through CDOT from the Consolidated Planning Grant (CPG) and Rural Planning Assistance Grant (RPC) for operations costs.

In 2024, CDOT staff, through the Statewide Transportation Advisory Committee (STAC) and Statewide Metropolitan Planning Organization(SWMPO) committee, opened the conversation on funding distributions. Through this conversation, GVMPO advocated for additional funding for the GVMPO. From this conversation, CPG funding increased from $339,000 to $500,000 and RPC funding increased from $10,500 to $16,000.

The additional funding will be matched with toll credits. The local match requested for

GVMPO operations is as follows:

	Distribution	2024 IGA	2025 IGA
Total		$272,730	$66,708
Mesa County	47.1%	$128,456	$32,510
Grand Junction	47.1%	$128,456	$32,510
Fruita	4.1%	$11,182	$2,830
Palisade	1.7%	$4,636	$1,173

The 2024 request included significant local funds in order to complete the federally-required Travel Demand Model and Long-Range Plan. For this reason, the 2025 request is significantly lower.

FISCAL IMPACT:

The City's share of the 2025 match is $32,510 and is included in the 2025 Budget.

SUGGESTED MOTION:

I move to (adopt, approve, and authorize/not adopt, not approve, and not authorize) the Interim City Manager to sign the Intergovernmental Agreement (IGA) concerning the adoption of the local match funding for Grand Valley Metropolitan Planning Organization (GVMPO) for FY 2025.

Attachments

1. 2025 GVMPO-IGA_ FINAL _W_ATTACHMENTS

GRAND VALLEY METROLITAN PLANNING ORGANIZATION
INTERGOVERNMENTAL AGREEMENT

AN INTERGOVERNMENTAL AGREEMENT (IGA) CONCERNING THE ADOPTION OF THE LOCAL FUNDING FOR GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION (GVMPO) FOR FY 2025.

WHEREAS, the Grand Valley Regional Transportation Committee (GVRTC) is the decision-making mechanism for the Grand Valley Metropolitan Planning Organization (GVMPO) consistent with federal and state transportation planning requirements [23 USC §§134 and 135; 43-1-1101 et seq. C.R.S.]; and

WHEREAS, the GVMPO represents all local governments within the MPO boundary, as found in Attachment A or as amended, including Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade to meet federal and state requirements and to speak with one "regional voice;" and

WHEREAS, the GVMPO fulfills a number of transportation planning roles as stated in the GVRTC Bylaws updated December 16, 2019 by resolution 2019-004 and found in Attachment B including the Unified Planning Work Program (UPWP), the annual Transportation Improvement Program (TIP), the Grand Valley Travel Demand Model (TDM), and the long-range 20-year Regional Transportation Plan (RTP); and

WHEREAS, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) awards operating assistance to Mesa County on a matching and non-matching basis to assist in the implementation of the MPO functions; and

WHEREAS, the GVRTC for itself and for the local governments and population that it serves desires to establish a stable, long-term operating financing structure for the MPO; and

WHEREAS, the GVRTC has recommended a financing structure that it believes will provide for the funding needs of the MPO for the 2025; and

WHEREAS, Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade have negotiated and agreed on the 2025 funding formula setting forth the funds to be provided by each entity; and

WHEREAS, the GVRTC and Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade all agree, subject to annual appropriation, to continue funding as established by this IGA until December 31, 2025 or the implementation of an approximately equal or greater permanent MPO funding source; and

WHEREAS, the GVRTC has stated that it understands, acknowledges and agrees that local funding is not permanent funding and that the funding formula and the local funding commitments as set forth herein will allow for the continued operation of the MPO; and

WHEREAS, the Mesa County Regional Transportation Planning Office will invoice the partners annually in January for the agreed upon funding amounts with payment due within 30 days of

receipt of invoice; and

WHEREAS, the GVRTC approved the funding amounts for the MPO IGA at a regularly scheduled meeting on August 26, 2024 by Resolution 2024-010.

NOW, THEREFORE, BE IT AGREED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MESA COUNTY, THE GRAND JUNCTION CITY COUNCIL, THE FRUITA CITY COUNCIL AND THE BOARD OF TRUSTEES OF THE TOWN OF PALISADE THAT THE LOCAL FUNDING FOR FY 2025 FOR THE GVMPO SHALL BE ESTABLISHED IN ACCORDANCE WITH THE FOREGOING RECITALS AND THE FUNDING FORMULA SET FORTH HEREIN BELOW:

2025 MPO IGA		
Total IGA		$66,708
Mesa County	47.1%	$32,510
City of Grand Junction	47.1%	$32,510
City of Fruita	4.1%	$2,830
Town of Palisade	1.7%	$1,173

CITY OF FRUITA

By:_____
Shannon Vassen, Interim City Manager Date

CITY OF GRAND JUNCTION

By:_____
Andrea Phillips, Interim City Manager Date

MESA COUNTY

By:_____
Peter Baier, County Administrator Date

TOWN OF PALISADE

By:_____
Janet Hawkinson, Town Administrator Date

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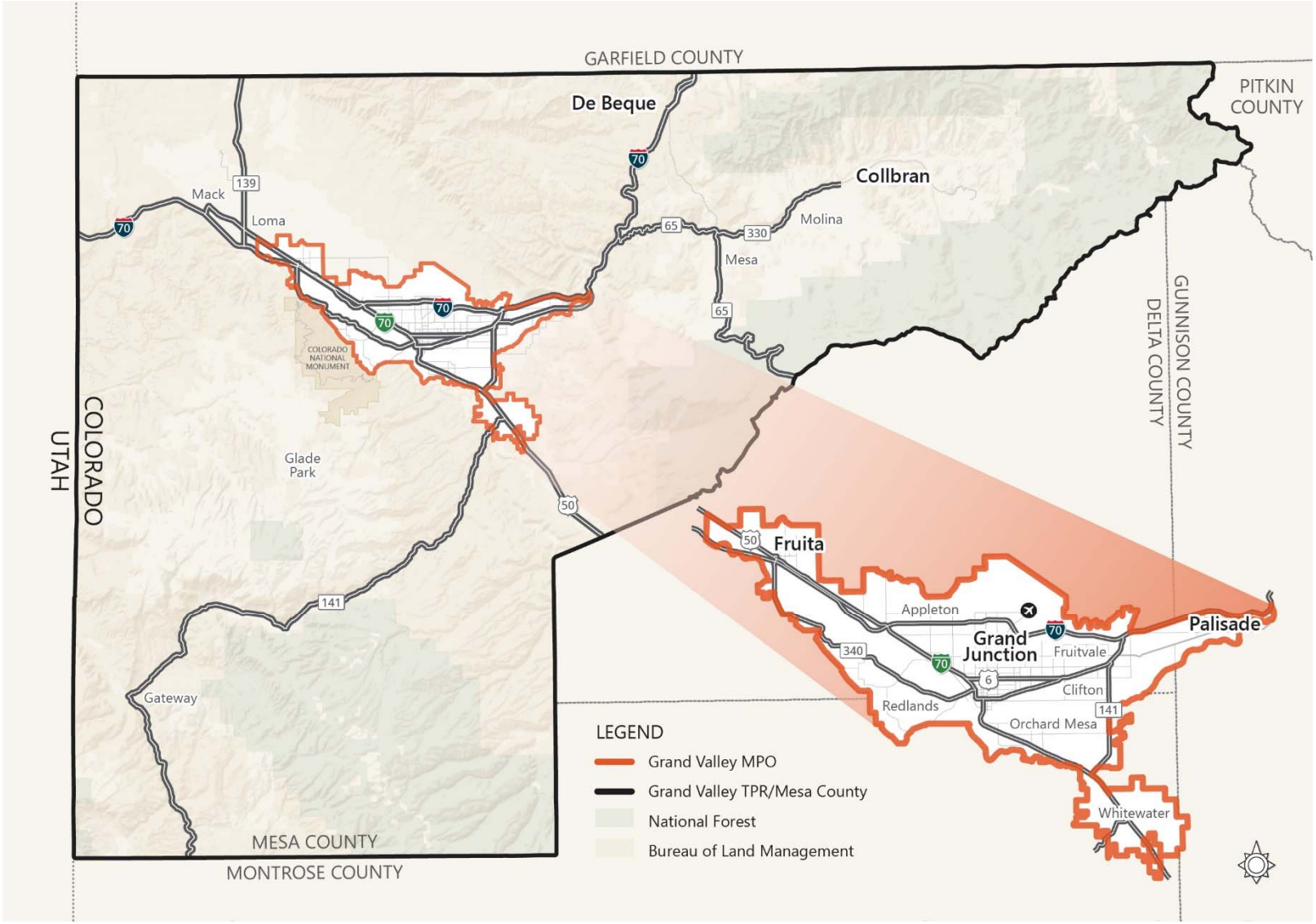
Attachment A: MPO Boundary



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First Amended Intergovernmental Agreement
Concerning the
Grand Valley Regional Transportation Committee
And Adopting Rules and Bylaws

THIS FIRST AMENDED INTERGOVERNMENTAL AGREEMENT (this "Agreement") amends that certain Intergovernmental Agreement Creating the Grand Valley Regional Transportation Committee and Adopting Rules and Bylaws dated December 17, 2002 (the "2002 Agreement") that created the GRAND VALLEY REGIONAL TRANSPORTATION COMMITTEE (hereinafter referred to as "GVRTC") and adopted bylaws and process rules. This Agreement is agreed to, made and entered into effective this 16th day of December, 2019, by and between THE COUNTY OF MESA, COLORADO, (hereinafter referred to as "County"), THE CITY OF GRAND JUNCTION, COLORADO, (hereinafter referred to as "Grand Junction"), THE CITY OF FRUITA, COLORADO (hereinafter referred to as "Fruita"), and the TOWN OF PALISADE, COLORADO, (hereinafter referred to as "Palisade"). Each of the County, Grand Junction, Fruita and Palisade are referred to herein as a "Party" and collectively as the "Parties".

RECITALS.

A. The Federal Transit Act (49 USC 5301 *et seq.*), and federal laws dealing with federal aid for highways (23 USC §§134 and 135) require the County and Grand Junction, as members of the Grand Junction/Mesa County MPO, also known as the Grand Valley Metropolitan Planning Organization, to develop and implement transportation plans within their respective jurisdictions.

B. The boundaries of the Grand Valley Metropolitan Planning Organization "MPO" include the areas between Fruita, Grand Junction and Palisade and include Whitewater. The boundaries have been determined and will be updated, as required, by the United States decennial Census of Population and Housing.

C. The Parties conclude that, notwithstanding federally mandated Census tracts and boundaries, and federally directed definitions, the part of the Grand Valley from Palisade to Fruita, including the lands in each municipality (for this Agreement hereinafter referred to as the "Grand Valley"), actually operates and should be treated as one inter-related and integrated whole, at least for transit and transportation planning purposes.

D. Regardless of the boundary of the federally defined Grand Junction Urbanized

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Area, each Party recognizes that its transportation policy and improvement decisions affect the other Parties, and that each Party has a stake in the administration, policies and activities of the MPO.

E. Both because of federal mandates, and because of the desire to consider the needs and desires of the residents of the Grand Valley, the Parties recognize the need to involve property owners and residents of Mesa County in transportation planning and the priority-setting of which projects should be built and in what sequence, and similar transportation and transit questions.

F. The Parties agree that it is in their best interests to work together to continue past efforts to meaningfully involve each party and its citizens in transportation planning and management processes.

G. Currently each Party has been interested in, and has funded at least in part, the management and operations of the Grand Valley's transit system. That transit system, known as Grand Valley Transit ("GVT"), is owned and directed by Mesa County, and operated through a contract between Mesa County and a contractor.

H. Mesa County desires, and the Parties are willing, "to agree upon the overarching issues and policies that should be addressed by the GVRTC.

I. The Parties desire that the structure provided for in this Agreement will continue to provide a regional decision-making structure that can implement the federal and state mandated (and as authorized by the GVTRC) planning, coordination, operating and funding "missions," while recognizing that each Party must retain its fiscal decision making and each must continue to comply with its individual constitutional and statutory requirements.

J. One of the purposes of this Agreement is to create one body and process to meet federal and state requirements and to speak with one "regional voice" regarding the matters arising out of or under this Agreement. The Parties do so with full appreciation that "regional" means different things for different purposes. For MPO purposes, "regional" means the Grand Valley, as defined herein. For state law relating to transportation planning "regional" means all of Mesa County. The Parties hereto desire to delegate to the GVRTC the responsibility for the planning of the Mesa County TPR in coordination with the Mesa County Regional Transportation Planning Office ("RTPO").

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K. The Parties acknowledge that federal law requires that the MPO and other planning efforts require the consideration, if not direct participation, of other entities and businesses involved in the federally mandated "multi-modal" view of modern transportation planning and funding. Examples of other entities whose interests must be considered are railroads, freight carriers, airport, private bus companies, pedestrians and bicyclists.

L. State law (§ 43-1-1101, *et seq*., C.R.S.) requires that all regions of the state adopt short- and long-term transportation plans. Mesa County is one of such regions (hereinafter termed the Transportation Planning Region ("TPR") as further defined in § 43-1-1102(8), C.R.S. and 2 CCR 601-22:1.41). The local government planning for Mesa County's TPR is being performed by the MPO and the local staff of the RTPO.

AGREEMENT

NOW, THEREFORE, in consideration of their mutual promises contained herein, and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, THE PARTIES AGREE as follows:

ARTICLE 1
ORGANIZATION, DEFINITIONS, PURPOSE, AND OBJECTIVES

1.1. INITIAL MATTERS

A. The Recitals set forth above are incorporated into the Agreement by reference.

B. The previously established "Grand Valley Regional Transportation Committee" ("GVRTC") is authorized by §29-1-203, C.R.S. This Agreement is intended to be a contract between governments as described therein.

1.2. THE PURPOSE OF THE GVRTC IS:

A. To ensure that the TPR represents the Parties' priorities, issues and concerns regarding regional transportation, planning and transit issues, and that such matters are communicated in a unified manner to third parties including, without limitation, the Colorado Department of Transportation ("CDOT"), the Federal Highway Administration ("FHWA") the Federal Transit Administration ("FTA"), other federal agencies, Mesa County's federal and state legislative delegations and other entities.

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B. To assist the CDOT, the "FHWA" and the "FTA" in prioritizing requests for funding in Mesa County, the Grand Valley, and the local CDOT Region.

C. To promote active involvement by each Party in the planning, development and implementation of the long-range plan for the TPR.

D. To promote on-going consultation among the Parties in regional transportation and transit planning from a regional perspective.

E. To establish a mechanism for the administration of GVT.

F. To establish a decision-making mechanism for the MPO, in light of the purposes of this Agreement, consistent with federal transportation planning requirements. [23 USC §§134 and 135].

G. To present a clear regional voice to the public on transportation planning and transit issues. [23 USC§§ 134 and 135; 23 CFR 450.200 and 23 CFR 450.300].

H. To define the relationship between the GVRTC and the staff of the County that has been doing the work of the MPO including the state required planning for this transportation planning region pursuant to § 43-1-1102, C.R.S. (termed the TPR plan); public transit support and planning [49 USC 5301 *et seq.*] and transportation planning for the Grand Valley. Such staff is termed the RTPO staff.

1.3. THE OBJECTIVES OF THE GVRTC ARE TO:

A. Consider those differences while continuing the cooperative and comprehensive coordination of transportation planning activities and transportation projects consistent with the different needs, resources and populations of each Party.

B. Use the forum established by the creation of the GVRTC to achieve maximum benefits from available resources, to reduce duplication of effort and to obtain better overall coordination of transportation planning and management.

C. Create one decision-making clearinghouse for TPR regional transportation "plans" or "planning", the MPO plans and GVT issues and policies.

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D. Grant sufficient authority to the GVRTC so that the other objectives can be met, without unlawfully usurping the decisions and functions of each individual Party.

E. Facilitate active communication between and among the Parties and their citizens, and other "stakeholders," regarding transportation, planning and transit issues and policies.

F. Provide needed policies for the administration of GVT, in accordance with the Regional Transportation Plan.

G. Collaborate with Parties to secure local funding for regional transportation projects.

H. Collaborate with Parties to study and initiate regional transportation funding mechanisms.

I. Through open information sharing, provide regional coordination and funding of transportation projects.

ARTICLE 2
PROCEDURES AND AUTHORITY

2.1. THE PROCEDURES FOR THE GVRTC ARE AS FOLLOWS:

A. The GVRTC is to act as a regional transportation planning committee that sets and recommends transportation policy for regional initiatives, regional priorities and regional projects, as contemplated by 23 USC§§ 134 and 135.

B. The GVRTC will seek the advice and technical support of the respective staffs of the Parties, which staffs together are called the Technical Advisory Committee ("TAC"), for technical analysis in decisions as stated in Article 6.

C. The GVRTC shall adopt:
   1. Annual Unified Planning Work Program ("UPWP") and any amendments. [23 CFR 450.308(b)]

   2. Annual Transportation Improvement Program. [23 CFR 450.326]

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3. The twenty (20) year long-range transportation plans, as required by federal and state law. [23 USC§§ 134 and 135; 43-1-1101 *et seq.* C.R.S.].

D. The Parties agree to recommend the integration of the work, plans and decisions that are approved by the GVRTC in accordance with this Agreement into the master plans, growth plans, and similar planning efforts of each Party. For example, and without limitation, the 20-year planning that is contemplated by various federal laws and regulations will be the planning efforts (typically evidenced by a master or growth plan) of each Party. Such efforts are intended to make sure that the planning done by the GVRTC is integrated into and with other planning processes in the Grand Valley for each Party.

2.2. THE GVRTC HAS THE AUTHORITY TO:

A. Recommend to RTPO staff such day-to-day and other administrative decisions and plans that would not usurp the policy and fiscal decisions reserved to the Parties.

B. Develop and communicate with federal, state and other interested parties regarding the adopted plans and policies of the Parties, such as are listed in 2.1 (C) and (D), above.

C. Act as the administrative agency and recommending authority for:
   1. Non-policy decisions and work relating to the MPO, TPR, and GVT.

   2. Contracts with CDOT to execute the Consolidated Planning Grant which grant funds the planning functions of the MPO.

   3. The Regional Planning Contracts that fund the execution of the UPWP. [23 CFR 450.200, *et seq.* and 23 CFR Section 450.300 *et seq.*]

D. Act as the policy-making authority for the GVT including having recommendation authority over budget, operations and administration of the GVT to the Mesa County Board of Commissioners.

E. Recommend levels of local match for administration, capital projects and operations of the GVT to the Parties.

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F. Recommend to the Parties levels of match for CDOT Consolidated Planning Grant contracts and transit grants.

G. Adopt policies and procedures for the operation and administration of the GVRTC.

ARTICLE 3
MEMBERS

3.1. MEMBERSHIP AND RELATED RULES:

Each Party to this Agreement is a Party of the GVRTC. The Parties may allow other entities, persons and stakeholders to participate in all or a portion of the activities and functions of the GVRTC, but to add a voting Party, this Agreement must be amended in writing by a majority of the parties.

3.2. MEMBERSHIP RULES:

A. The GVRTC may impose such conditions upon each new Party as it deems necessary to preserve the structure and integrity of the GVRTC, including, but not limited to, requiring financial support for its continued operation.

B. A Party may withdraw from the GVRTC (and thereby terminate this Agreement with regard to such Party) upon the giving of not less than sixty (60) days written notice to the Chair of the GVRTC. No such withdrawal shall serve to excuse the payment of any sums or performance of any obligations agreed to be paid prior to the withdrawal.

C. Each Party shall designate a representative ("Representative") and collectively, the Representatives shall form the Board of Representatives (the "Board"). Each Party may also designate an Alternate Representative to act in place of the Representative when the Representative is not available and such person shall be referred to as the Representative, as applicable, for purposes of this Agreement. Each Party shall determine, pursuant to each Party's own rules and requirements, the qualifications and designations of such Party's Representative and shall provide written notice to the other Parties of who will serve in that role, as well as the role of any Alternative Representative.

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ARTICLE 4
OFFICERS

4.1. APPOINTMENT, TERM AND REMOVAL

A. The officers of the GVRTC shall be selected by the Representatives and must be Representatives themselves. The officers shall consist of a Chair and a Vice Chair and must be natural persons eighteen (18) years of age or older. The Chair and Vice Chair shall not be Representatives of the same Party.

B. Each officer will serve a term of one (1) year, with the term to run from June 1 through May 31; provided, however, each officer shall continue to serve until elections for new officers are held. Nominations and election of officers will be held during the first meeting held in June. The majority vote of the Representatives present at the time of the vote will determine the officers.

C. Vacancies in any office may be filled by a majority vote of the Representatives at any regular or special meeting of the GVRTC.

4.2. DUTIES AND AUTHORITY OF OFFICERS

A. Chair. The Chair shall have general charge and control of all of the business and affairs of the GVRTC and shall perform all duties incident to the office of Chair. He or she shall preside at all meetings of the Representatives and any other meetings held by the GVRTC. Except as otherwise directed by a majority of the Representatives, the Chair will execute all legal instruments of the GVRTC and will represent the GVRTC at any meeting, event, or other activity at which a GVRTC representative is permitted, requested, or required to be in attendance. The Chair will perform such additional duties and have such additional authority as directed by a majority of the Representatives from time to time.

B. Vice-Chair. Except as otherwise directed by a majority of the Representatives, the Vice-Chair will perform the duties and have the authority of the Chair in the Chair's absence or inability or refusal to perform his/her duties. The Vice-Chair will perform such additional duties and have such additional authority as directed by the Chair or a majority of the Representatives from time to time so long as such duties are not inconsistent with the duties and authority of the Chair. The Vice-Chair will serve as the Chairperson at any Board meeting where the Chair is absent, or is unable or refuses to serve as the Chairperson.

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C. Additional Terms.

1. The Chair, Vice-Chair, the Director of the RTPO and/or Alternative Representative will represent the GVRTC on the Statewide Transportation Advisory Committee , which advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all Regional Transportation Plans and the Statewide Transportation Plan. [2 CCR 601-22]
2. The Chair, the Director of the RTPO and/or their designee will advise CDOT on the needs of the transportation system in Colorado.
3. The Chair, or in the Chair's absence, the Vice Chair, may designate another to act in his/her stead if the Vice Chair is also not available.
4. The Director of the RTPO, and his/her staff, shall be responsible for drafting minutes of each Board meeting and maintaining such minutes, as well as for providing notice of meetings as further described herein, but shall not be considered officers for the purposes of this Agreement.

ARTICLE 5
MEETINGS AND VOTING

5.1. Meetings

1. The Representatives from each Party of the GVRTC shall meet at least bi-monthly, at a time and place established at the previous meeting of the GVRTC, or at a time and place determined by the Chair, with reasonable notice to all Representatives and to the public. Public notices for the GVRTC shall be given by the Director of the RTPO on the RTPO website. Representatives may participate in any regular meeting in-person, telephonically or by any other media by which each Representative can hear and be heard by the other Representatives and the audience.

2. Special meetings of the Board may be called by the Chair. Thereupon it will be the duty of the Director to cause notice of such meeting to be given to each Representative not less than 72 hours before the date and time fixed for such meeting. Notice may be delivered in person, by facsimile or by electronic mail at the direction of Director of the RTPO or the Chair. Work/study sessions will constitute a special meeting. Special meetings of the Board will be held at the time and place fixed by the Chair.

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Representatives may participate in any special meeting in-person, telephonically or by any other media by which each Representative can hear and be heard by the other Representatives and the audience.

3. Whenever any notice is required to be given to any Representative under the provisions of law or this Agreement, a waiver thereof in writing by such Representative, whether before or after the time stated therein, will be equivalent to the giving of such notice. Attendance of a Representative at any meeting of the Board will constitute a waiver by such Representative of notice of such meeting, except when such Representative attends such meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully convened.

4. All meetings will be open to the public and shall be posted by the GVRTC in conformity with the Colorado Open Meetings Law, § 24-6-401, *et seq.* C.R.S.

5. The GVRTC may vote to go into executive session for any purpose authorized and consistent with the Colorado Open Meetings Law. §24-6-401, *et seq.*, C.R.S.

6. At any meeting of the Parties, Representatives from more than one-half the number of Parties shall constitute a quorum, whether participating in-person, telephonically or by any other media by which each Representative can hear and be heard by the other Representatives and the audience. A Representative who abstains from a vote will still be counted for purposes of determining if a quorum is present.

5.2 VOTING

A. Final actions or decisions of the Representatives may be taken or made only at regular or special meetings of the Representatives, called upon notice as required herein, at which a quorum is present. Except as otherwise provided in this Agreement, final actions or decisions of the Parties shall be made by the affirmative vote of a majority of the Representatives at a properly-noticed regular or special meeting at which a quorum is present.

B. Appeals.

1. Notwithstanding the foregoing, any Party can veto any GVRTC decision or

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action by a majority vote of the Party's governing board if such vote is within thirty (30) business days of the GVRTC decision or action.

2. If a veto occurs, the Representative shall notify the Chair and Director of the RTPO within one (1) business day of the veto, and shall thereafter forthwith consult in good faith with the other Representatives and Parties, to obtain a reasonable remedy or resolution.

3. Any matter subject to a veto shall not have any force or effect, and the Parties shall vote on any remedy or resolution reached with respect to the veto pursuant to Section B.2 herein. Such vote shall be subject to the veto provisions set forth in Section A herein.

4. Any other objections to items of consideration by the GVRTC will be handled through the procedures established by the Representatives from time- to-time.

ARTICLE 6
COMMITTEES AND STAFFING

6.1. TECHNICAL ADVISORY COMMITTEE

A. A TAC comprised of the staff of the Parties, and other experts and persons with expertise, is established. The TAC shall provide technical recommendations and policy advice to the GVRTC. [2 CCR 601-22].

B. The Parties shall determine from time-to-time, by either formal or informal means, who shall serve and participate as a member of the TAC. Normally, the members of the TAC would include staff from counties, municipalities, state and federal agencies and/or from any public and private entities involved in transportation or transit.

C. The TAC shall be responsible for reviewing and recommending for approval by the GVRTC the following:

1. Unified Planning Work Program and amendments. [23 CFR 450.314].

2. Transportation Improvement Programs and amendments consisting of projects utilizing federal and state funds and reflective of the jurisdiction they

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represent.

3. Long range regional transportation and transit plans.

4. Policies and programs as may be directed by the GVRTC.

5. Any CDOT requests for ranking of regional transportation projects.

D. The TAC shall conduct its business within the guidelines established by GVRTC from time-to-time. The TAC shall make its recommendations to the GVRTC, based on a majority of the TAC members attending the TAC meeting.

E. Meeting locations of the TAC will be determined by the TAC members. Notice thereof shall be given by the Director of the RTPO and shall be posted at the RTPO offices. The TAC shall conduct meetings at least quarterly. The Director of the RTPO, or his or her designee, shall serve as Chair of the TAC.

6.2. SUB-COMMITTEES

A. The GVRTC may establish working sub-committees as is necessary and shall provide for the appointment of the membership of said committees. These appointments shall be in accordance with state and/or federal requirements.

6.3. STAFFING AND SUPPORT

A. The administration and coordination of the needs of the GVRTC shall be provided by the RTPO staff.

B. To provide for the operation of the GVRTC activities, the Director of the RTPO shall act as staff support of the GVRTC. The Director of the RTPO shall appoint and assign titles and duties to the RTPO staff for the completion of GVRTC activities.

C. The Director of the RTPO will be appointed and supervised by the Mesa County Administrator, or his or her designee.

D. Mesa County will enter into contracts with CDOT for planning and transit funding and with a transit operator for operations of GVT.

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E. Mesa County shall act as the budget authority for the GVRTC and the RTPO.

F. The Director of the RTPO shall be the custodian of records for the GVRTC.

G. Examples of administrative activities of the RTPO are:

1. Maintain and distribute the GVRTC meeting minutes.
2. Make necessary meeting arrangements.
3. Compile information for GVRTC consideration.
4. Prepare applications and contracts for "pass-through" federal and/or state grants.
5. Prepare billings under federal and state grants.
6. Conduct audits as indicated by federal and state laws and regulations.
7. Maintain financial records adequate to sustain such audits.
8. Provide administrative support for the GVRTC in its role as an MPO, TPR and as the contract transit service administrator.
9. Participation in the State Transportation Advisory Committee, as directed by GVRTC.
10. Coordinate information exchange between the Parties and their staff, CDOT, FHWA, FTA, State and federal legislators.
11. Other administrative duties as directed by the GVRTC.
12. Prepare a recommended budget through the Unified Planning Work Program, for review by the GVRTC. The budget year shall follow timelines required by federal and state contracts.
13. Oversee updates of the Regional Transportation Plan and Transportation Demand Model and other transportation studies.

ARTICLE 7
BUDGET AND FINANCE

7.1. GVRTC AND RTPO BUDGET

A. Each year the RTPO shall recommend to the Mesa County Board of Commissioners ("BOCC"), a budget for the operation of the RTPO. The GVRTC

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shall determine a local match for transit grant funds through an intergovernmental agreement which will be approved through the annual budget process of each Party.

7.2. ADMINSTRATIVE COSTS

B. The GVRTC shall recommend to its Parties joint funding for the administrative and operation costs of the RTPO, after appropriate federal and state grants are spent.

7.3. NO INDEPENDENT POWERS

A. The GVRTC is not empowered to contract for, or accept grants, funds, gifts or services from any federal, state, local public or private source or in connection with any program or purpose of which the GVRTC exists.

B. For contracts and purchases made by the RTPO -, the RTPO shall work through the Mesa County Purchasing Department, as approved by the BOCC.

C. GVRTC shall have no power to either borrow any money or pledge any assets.

D. Mesa County shall provide the GVRTC with the financial, auditing and other services including an annual audit of GVRTC's financial- transactions and expenditures, or as otherwise required by law.

E. Project costs not deemed by the GVRTC to be administrative in nature shall be paid by the Party benefiting from the project.

F. The benefiting Parties shall pay any local match required by a state or federal grant. The GVRTC shall decide which Parties benefit by agreement between the GVRTC and the benefiting Parties.

G. Mesa County shall be the financial, human resources, purchasing, and budgetary authority for the GVRTC.

ARTICLE 8
MISCELLANEOUS

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8.1. REPEAL OF PRIOR AGREEMENTS AND RESOLUTIONS.
This Agreement supersedes, revokes and replaces all resolutions and agreements by and between any of the Parties that relate to the GVRTC, except that any annual Intergovernmental Agreements concerning GVRTC funding, which IGAs shall remain in full force and effect.

8.2. NOTICES. Except for notice of a special meeting delivered in person, by facsimile or by electronic mail in accordance with this Agreement, any notice, demand or request required by or relating to this Agreement shall be in writing and shall be given by personal delivery, by facsimile, or sent by registered or certified mail, postage prepaid, to each Party at the address set forth on the signature page(s) attached hereto, unless a Party has provided another address to the GVRTC.

8.3. THIRD PARTY BENEFICIARIES. Nothing in this Agreement shall be deemed to create any third-party benefits or beneficiaries, or create a right or cause of action for the enforcement of its terms, in any entity or person not a Party to this Agreement.

8.4. AMENDMENTS. This Agreement may be amended either by a written document approved by formal consent of the governing bodies of all of the Parties at the time of the amendment or in accordance with Section 5.2 above. Course of conduct, no matter how long, shall not constitute an amendment to this Agreement.

8.5. NO ASSIGNMENT. This Agreement may not be assigned by any Party.

8.6. SEVERABILITY. In the event that any of the terms, covenants or conditions of this Agreement, or their application, shall be held invalid by any court having competent jurisdiction, the remainder of this Agreement shall not be affected thereby and shall remain in full force and effect.

8.7. GOVERNMENTAL IMMUNITY. This Agreement is not intended, and shall not be construed, as a waiver of the limitations on damages or any of the privileges, immunities, or defenses provided to, or enjoyed by, the Parties, and their past and present directors, officers, council members, employees and volunteers, under federal or state constitutional, statutory or common law, including but not limited to the Colorado Governmental Immunity Act, § 24-10-101, C.R.S., *et seq.*

8.8. GOVERNING LAW, JURISDICTION AND VENUE. Colorado law governs this Agreement. Jurisdiction and venue shall lie in the District Court for the county in which all of the disputing Parties are located. If one or more of the disputing Parties are located in different counties, the Parties agree that jurisdiction and venue shall lie in the District

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Court for Mesa County. Under no circumstances may a civil action be removed to a federal court.

8.9. WAIVER OF BREACH. A Party's waiver of another Party's breach of any term or provision of this Agreement will not operate or be construed as a waiver of any subsequent breach by any Party.

8.10. DISPUTE RESOLUTION. Any dispute or claim arising under or relating to this Agreement shall be submitted first to the Representatives for possible resolution. If the Representatives are unable to resolve the dispute or claim, or if one or more of the Parties to the dispute or claim is not satisfied with the proposed resolution, the dispute or claim shall be submitted to mediation. The Parties to the dispute or claim shall share equally the cost of the mediation, provided that each Party shall pay its own attorneys' fees, costs and expenses incurred in preparing for and participating in the mediation. If the Parties are unable to resolve their dispute or claim through mediation, any Party to the dispute or claim may bring a civil action. Each Party waives its right to a jury trial.

8.11. EXECUTION. This Agreement may be executed in several counterparts, and by facsimile or electronic pdf, each of which will be an original, and all of which together will constitute one in the same instrument.

8.12. STATUTORY AMENDMENTS. All statutory references in this Agreement shall include any subsequent statutory amendments or reenactments.

8.13 TABOR. The parties understand and acknowledge that the Parties are subject to Article X, Section 20 of the Colorado Constitution ("TABOR"). The Parties do not intend to violate the terms and requirements of TABOR by the execution of this Agreement. It is understood and agreed that this Agreement does not create a multi-fiscal year direct or indirect debt or obligation within the meaning of TABOR and, therefore, notwithstanding anything in this Agreement to the contrary, all payment obligations of the Parties are expressly dependent and conditioned upon the continuing availability of funds beyond the term of the Parties' current fiscal period ending upon the next succeeding December 31. Financial obligations of Parties payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available in accordance with the rules, regulations, and resolutions of the Parties, and other applicable law. Upon the failure to appropriate such funds, this Agreement shall be terminated.

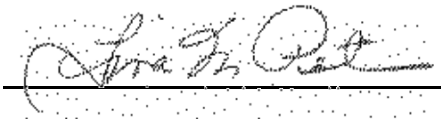
DocuSign Envelope ID: E4DE626A-60F7-45C5-9884-42D1B7CED7F5

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

The County of Mesa, Colorado
By:

Rose Pugliese, Chair, Mesa County Board of County Commissioners

Attest:



The City of Fruita, Colorado
By:

Joel Kincaid, Mayor
Fruita City Council

Attest:

The City of Grand Junction, Colorado
By:

J. Merrick Taggart, Mayor
Grand Junction City Council

Attest:

The Town of Palisade, Colorado
By:

Roger Granat, Mayor
Palisade Board of Trustees

Attest:

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DocuSign Envelope ID: 17676026-F21C-4746-9FDA-BB5052E7ADA2

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

The County of Mesa, Colorado
By:

Rose Pugliese, Chair, Mesa County Board of County Commissioners

Attest:

The City of Fruita, Colorado
By:

Joel Kincaid, Mayor
Fruita City Council

Attest:

The City of Grand Junction, Colorado
By:

J. Merrick Taggart, Mayor
Grand Junction City Council

Attest:

The Town of Palisade, Colorado
By:

Roger Granat, Mayor
Palisade Board of Trustees

Attest:

DocuSign Envelope ID: E4DE626A-60F7-45C5-9884-42D1B7CED7F5

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

The County of Mesa, Colorado
By:

Rose Pugliese, Chair, Mesa County Board of County Commissioners

Attest:

The City of Fruita, Colorado
By:

Joel Kincaid, Mayor
Fruita City Council

Attest:

The City of Grand Junction, Colorado
By:

J. Merrick Taggart, Mayor
Grand Junction City Council

Attest:

The Town of Palisade, Colorado
By:

Roger Granat, Mayor
Palisade Board of Trustees

Attest:

DocuSign Envelope ID: E4DE626A-60F7-45C5-9884-42D1B7CED7F5

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

The County of Mesa, Colorado
By:

Rose Pugliese, Chair, Mesa County Board of County Commissioners

Attest:

The City of Fruita, Colorado
By:

Joel Kincaid, Mayor
Fruita City Council

Attest:

The City of Grand Junction, Colorado
By:

J. Merrick Taggart, Mayor
Grand Junction City Council

Attest:

The Town of Palisade, Colorado
By: Roger L. Granat

Roger Granat, Mayor
Palisade Board of Trustees

Attest: Lindsey Chitwood

Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: November 20, 2024

Presented By: Trenton Prall, Engineering & Transportation Director

Department: Engineering & Transportation

Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

An Intergovernmental Agreement (IGA) Concerning the Adoption of the Local Match Funding for Grand Valley Transit (GVT) Public Transit Services for FY 2025

RECOMMENDATION:

Staff recommends City Council authorize and direct the Interim City Manager to sign the IGA.

EXECUTIVE SUMMARY:

Mesa County, under the Regional Transportation Planning Office, operates Grand Valley Transit (GVT) with funding support from the Federal Transit Administration and local agencies, including Mesa County, the Cities of Grand Junction and Fruita, and the Town of Palisade. Each year, costs are modeled, negotiated, and approved by and with an annual Intergovernmental Agreement (IGA) between the local agencies.

The IGA describes the cost of operations, which includes operational service contracts, fleet maintenance and fuel (completed by City Fleet Division), other transit costs, indirect costs, and capital costs. The Interim City Manager and staff recommend that the Council approve the IGA and authorize and direct the Interim City Manager to sign the Intergovernmental Agreement concerning the local match funding for Grand Valley Transit (GVT) for FY 2025.

BACKGROUND OR DETAILED INFORMATION:

Mesa County, under the Regional Transportation Planning Office, operates Grand Valley Transit (GVT) with funding support from the Federal Transit Administration and local agencies, including Mesa County, Cities of Grand Junction and Fruita, and the Town of Palisade. Each year, costs are modeled and negotiated under the annual Intergovernmental Agreement (IGA) between local funding agencies.

A shown below, the IGA costs include the operations contract, fleet maintenance, and fuel (completed by City of Grand Junction Fleet), other transit costs, indirect costs, and capital costs as follows:

Fleet Maintenance costs will change in 2025 due to the construction of the GVT Fleet Maintenance facility. Currently, Mesa County pays 30 percent of all parts to cover other City of Grand Junction costs. Mesa County will pay for building costs, but the City will charge additional staff, IT costs ($14,450/person/year), janitorial costs, tools, and equipment. With this, the total cost will increase in 2025 depending on when the maintenance facility is open and staff is hired.

Fuel costs have minimal change in 2025 due to the City of Grand Junction's negotiated CNG rate.

Indirect Costs - Historically, Mesa County has covered indirect costs in addition to 65 percent of local match. Mesa County has requested that indirect costs be included in the IGA.

Indirect costs reported annually to the FTA were used to estimate indirect costs of $278,276 for 2025. These were added to total operating costs and then deducted from Mesa County's IGA contribution

Capital Cost included in IGA:

	Total	20% local
33-Foot Cutaway Expansion Bus (qty. 2)	$683,070	$ 136,614
Tools and Equipment	$618,077	$ 123,615
26-Foot Cutaway Replacement Buses (qty. 3)	$780,000	$ 156,000
Total	$2,081,147	$ 416,229

Revenue - Assume no change in farebox revenue of $400,000 and advertising revenue of $70,000.

The total Operations Cost Summary is as follows:

	2024	2025	Difference between 2024-2025
Operations Contract	$3,691,904	$4,447,550	$755,646
Total Annual Operating Costs	$4,897,077	$6,483,075	$1,585,998
Estimated Farebox Revenue	$400,000	$400,000	
Local Funds- Operations	$1,972,386	$2,590,848	
Local Funds-CIP	$284,800	$416,229	$131,429
Total Local Funds	$2,257,186	$3,007,077	$749,891
Federal/State Funds	$2,924,691	$4,221,415	$1,296,724

Mesa County is currently spending more annually than the annual FTA 5307 allocation, ~$2.7 million appropriated/year vs ~$3.3 million FTA 5307 spent/year. There is a ~ $3 million “buffer” due to $5.6 million of CARES Act funding used from 2020-2022. Starting in 2029, local funding will need to increase as there will not be enough FTA funding for all eligible expenses.

Additionally, the FTA 5307 may be used for tools/equipment for the GVT Fleet Maintenance Facility if the CDOT Consolidated Call for Projects is not successful.

FISCAL IMPACT:

The City's share of the 2025 match is $902,123 and is included in the proposed 2025 Budget within the 201 Sales Tax Fund.

SUGGESTED MOTION:

I move to (authorize/not authorize) the Interim City Manager to sign the Intergovernmental Agreement (IGA) Concerning the Adoption of the Local Match Funding for Grand Valley Transit (GVT) Public Transit Services for FY 2025.

Attachments

1. 2025 GVT IGA FINAL

GRAND VALLEY TRANSIT
INTERGOVERNMENTAL AGREEMENT

AN INTERGOVERNMENTAL AGREEMENT (IGA) CONCERNING THE ADOPTION OF THE LOCAL MATCH FUNDING FOR GRAND VALLEY TRANSIT (GVT) PUBLIC TRANSIT SERVICES FOR FY 2025.

WHEREAS, the Grand Valley Regional Transportation Committee (GVRTC) was formed by Intergovernmental Agreement by and between Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade to develop recommendations for local funding of transit services in the Grand Valley Urban Area; and

WHEREAS, in order to accomplish the goals for funding the transit system, a Transit Element setting forth the needs and mechanisms for future funding has been developed and adopted by the GVRTC; and

WHEREAS, the Federal Transit Administration awards operating and capital assistance to Mesa County on a matching and non-matching basis to assist in the implementation of the adopted Transit Element; and

WHEREAS, in order to remain eligible for Federal Transit Administration funding the GVRTC must develop, approve and implement a local financing structure that includes matching funds, which when expended will allow continuation of transit services in accordance with Federal standards; and

WHEREAS, the GVRTC has recommended a financing structure that it believes will provide for the funding needs of the transit system for 2025; and

WHEREAS, the GVRTC for itself and for the local governments and population that it serves desires to establish a stable, long-term operating and capital financing structure for the transit system; and

WHEREAS, the adoption of this financing structure for 2025 will allow local officials time to review all possible funding sources and to consider and work towards implementing alternative funding, including but not limited to the creation of a Regional Transportation Authority; and

WHEREAS, Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade have negotiated and agreed on the 2025 funding formula setting forth the funds to be provided by each entity; and

WHEREAS, the GVRTC approved the funding amounts for the GVT IGA at a special meeting on September 4, 2024 by Resolution 2024-011; and

WHEREAS, the GVRTC and Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade all agree, subject to annual appropriation, to continue funding as established by this IGA until December 31, 2025 or the implementation of an approximately equal or greater permanent transit system funding source; and

WHEREAS, the GVRTC has stated that it understands, acknowledges and agrees that local match funding is not permanent funding and that the funding formula and the local match funding commitments as set forth herein will allow for the continued operation of the transit system and

those funds are not and shall not be a permanent transit system funding source as set out above;

NOW, THEREFORE, BE IT AGREED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MESA COUNTY, THE GRAND JUNCTION CITY COUNCIL, THE FRUITA CITY COUNCIL AND THE BOARD OF TRUSTEES OF THE TOWN OF PALISADE THAT THE LOCAL MATCH FUNDING FOR FY 2025 SHALL BE ESTABLISHED IN ACCORDANCE WITH THE FOREGOING RECITALS AND THE FUNDING FORMULA SET FORTH HEREIN BELOW:

2025 GVT IGA		
	Distribution	Local Funding
Total IGA	100%	$3,007,077
Mesa County	65% less indirect costs	$1,676,325
Grand Junction	30%	$902,123
Fruita	3%	$90,212
Palisade	2%	$60,142

CITY OF FRUITA

By:_____
Shannon Vassen, Interim City Manager Date

CITY OF GRAND JUNCTION

By:_____
Andrea Phillips, Interim City Manager Date

MESA COUNTY

By:_____
Peter Baier, County Administrator Date

TOWN OF PALISADE

By:_____
Janet Hawkinson, Town Administrator Date

Grand Junction City Council

Regular Session

Item #3.c.

Meeting Date: November 20, 2024

Presented By: Matt Smith, Chief of Police

Department: Police

Submitted By: Deputy Chief William Baker

Information

SUBJECT:

A Multi-Year Axon Master Services and Purchase Agreement for the Continued Provision of Body-Worn Cameras, Tasers, and Related Services to the Grand Junction Police Department

RECOMMENDATION:

Approve the multi-year purchase agreement with Axon, Inc., contingent on annual budget appropriations, to provide body-worn cameras, Tasers, and related services to the Grand Junction Police Department. The agreement ensures essential continued functionality, integration of the equipment, and compliance with law necessary for GJPD's delivery of law enforcement services.

EXECUTIVE SUMMARY:

This staff report recommends awarding a ten-year contract to Axon, Inc., subject to annual budget appropriations, for body-worn cameras, Tasers, and all related software, licensing, and data storage solutions. Axon has been the department's key vendor for body-worn cameras since 2019 and Tasers since 2004. The Department currently stores over 239,270 GB of data and 520,235 digital evidence items in Axon’s secure system. Transitioning to another vendor would require significant operational and financial resources for data transfer and system integration. Awarding this contract as a sole-source procurement ensures operational continuity, compliance with state law, and cost-effective management over the next decade.

BACKGROUND OR DETAILED INFORMATION:

The Grand Junction Police Department has been utilizing body-worn cameras from Axon Enterprise Inc. since 2019, significantly enhancing accountability and transparency within the department. These cameras also provide critical evidentiary support in court cases. Following the passage of Senate Bill 217, all sworn officers are

equipped with body-worn cameras. Tasers, also supplied by Axon since 2004, remain an essential tool for managing violent and resistant suspects.

Axon's Tasers offer a non-lethal alternative between physical force and deadly force, reducing injury risks to both officers and suspects. The devices are integrated with Axon's body-worn cameras, automatically activating the cameras when a Taser is deployed, a feature unique to Axon products. The equipment lifecycle is typically 3–5 years, and this contract ensures regular updates and replacements.

In November 2020, City Council authorized staff to enter into a sole source 10-year contract with Axon for body-worn cameras, Tasers, and all associated costs, contingent on annual appropriations. In early 2024, Axon notified the City of unpaid invoices for 2021-2023 due to a transition to a new financial system that failed to generate invoices.

Through contract re-negotiations, the City and Axon have agreed to a new 10-year contract that includes a reduced amount for previous years spread over the new contract period. This contract is also subject to annual appropriations. The first year of the contract is 2025 and the annual amount of $450,000.06 is included in the proposed 2025 budget.

FISCAL IMPACT:

The total cost of the multi-year agreement is $4,890,048.81, with the first-year amount of $450,000.06 included in the proposed 2025 budget in the IT Fund.

SUGGESTED MOTION:

I move to approve and authorize the Interim City Manager to execute the agreement with Axon, Inc. contingent upon final approval by the City Attorney and final adoption of the appropriation ordinance for the 2025 budget and annual appropriations for succeeding years.

Attachments

None

Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: November 20, 2024

Presented By: Trenton Prall, Engineering & Transportation Director

Department: Public Works - Streets

Submitted By: Evan Sales, Engineering Specialist

Information

SUBJECT:

Construction Contract for Parks Pedestrian Lighting Improvements Project

RECOMMENDATION:

Staff recommends authorizing the City Purchasing Division to execute a construction contract with CC Enterprises for the Parks Pedestrian Lighting Improvements project in the amount of $405,326.50.

EXECUTIVE SUMMARY:

This item is to award a construction contract for the Parks Pedestrian Lighting Improvements project. This project is to be funded by the Crime Prevention through Safer Streets Grant Program by improving lighting at three (3) city parks (Columbine, Hawthorne and Sherwood). Existing lighting will be replaced and expanded to better light the grounds.

BACKGROUND OR DETAILED INFORMATION:

The work at locations Columbine Park and Hawthorne Park generally consists of the removal of existing lighting equipment followed by the installation of: 5,042 LF of 2-inch electrical conduit, 57 type two pull boxes, 52 light fixtures with foundations, 1 lighting controller, and all associated wiring. The work at Sherwood Park involves replacing 4 lighting fixtures and 4 electrical receptacles in two (2) shade structures.

A formal Invitation for Bids was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce, the Western Colorado Contractors Association, and advertised in The Grand Junction Daily Sentinel. The City received four bids for the project that were found to be responsive and responsible in the following amounts below. Vendors were given an option to bid on lighting for two parks

(Option 1) and/or lighting for three parks (Option 2). The overall best bid was for option 2 by CC Enterprises. References and credentials were checked and found to be acceptable, and CC Enterprises did confirm that their bid included all materials, equipment, and labor as specified in the solicitation documents.

Contractor	Location	Option 1 Bid Amount	Option 2 Bid Amount
CC Enterprises, Inc.	Grand Junction, CO	$ 399,696.50	$ 405,326.50
Citrine, LLC	Grand Junction, CO	$ 496,353.00	$ 498,790.00
North Peak, Inc.	Grand Junction, CO	$ 513,195.06	No Bid
Sorter Construction, Inc.	Grand Junction, CO	No Bid	$ 960,220.00

Per Section 1.1.3 of the Purchasing Manual, Confidential information obtained during the procurement activities will be respected and protected as provided by law.

FISCAL IMPACT:

Funding for this project is in the 2024 Adopted Budget within the Sales Tax CIP Fund, and it is fully funded with the Crime Prevention through Safer Streets Grant.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to enter into a contract with CC Enterprises of Grand Junction, Colorado for the Parks Pedestrian Lighting Improvements project in the amount of $405,326.50.

Attachments

None

Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: November 20, 2024

Presented By: Andrea Phillips, Interim City Manager, John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

A Resolution to Extend the Dos Rios Part II Land Sale

RECOMMENDATION:

Adopt and approve the resolution amending the Purchase and Sale Agreement terms for the sale of real property located in the Dos Rios Subdivision in Grand Junction, Colorado

EXECUTIVE SUMMARY:

With Ordinance 4992, the City Council authorized and confirmed a purchase and sale agreement ("PSA") for the sale of real property located in the Dos Rios Subdivision. The Purchaser has acquired all of the Property that is the subject of the PSA except for Lots 1 and 5. The PSA refers to those Lots as the Part II Land. The Purchaser is presently contracted to close on the remaining Part II land by November 30, 2024; however, for a number of reasons, has proposed, except as provided in the attached Tenth Amendment to the PSA ("Amendment"), to extend the closing on the remaining Part II land to on or before December 1, 2025.

BACKGROUND OR DETAILED INFORMATION:

With Ordinance 4992, the City Council authorized and confirmed a purchase and sale agreement ("PSA") for the sale of real property located in the Dos Rios Subdivision. The Purchaser has acquired all of the Property that is the subject of the PSA except for Lot 1, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 1") and Lot 5, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 5"). The PSA refers to those Lots as the Part II Land. The Purchaser is presently contracted to close on the remaining Part II land by

November 30, 2024; however, for a number of reasons, has proposed, except as provided in the attached Tenth Amendment to the PSA ("Amendment"), to extend the closing on the remaining Part II land to on or before December 1, 2025.

To facilitate the development of the Confluence Center, the City and the Purchaser are intending to subdivide Lot 5 together with an abutting lot already owned by the Purchaser. As described and depicted in the Amendment, following the Lot 5 subdivision plat, the City will convey approximately .31 acres, or 13,648 square feet, of the southeastern-most portion of Lot 5 to Purchaser, or an affiliate of Purchaser, for a purchase price of $90,436.00. The closing date for the conveyance of the .31 acres will be on or before December 31, 2024.

FISCAL IMPACT:

In anticipation of a delay in the sale of this property, staff conservatively reduced the 2024 revenue and expense budget in the 201 Sales Tax Fund. Therefore this action does not have a 2024 budget impact. This anticipated revenue also was not budgeted in 2025, therefore if Council authorizes the extension, the revenue from the sale of properties will be available to be appropriated in 2025.

SUGGESTED MOTION:

I move to (adopt and approve/not adopt) and not approve Resolution 81-24 a resolution amending the Purchase and Sale Agreement terms for the sale of real property located in the Dos Rios Subdivision.

Attachments

1. TENTH AMENDMENT PSA City DR Land with partial Lot 5 drop 20241101clean.1.docx (1)
2. Subdivision Concept_0.91 AC.1
3. RES-Part II Extension to December 2025 20241101

Docusign Envelope ID: F78012A2-FCBB-45C1-B248-88C5ACCC70B0

TENTH AMENDMENT TO PURCHASE AND SALE AGREEMENT

This Tenth Amendment to Purchase and Sale Agreement ("Tenth Amendment") amends the PURCHASE AND SALE AGREEMENT dated September 30, 2020 (as previously amended) ("PSA") between the City of Grand Junction, a Colorado home-rule municipal corporation ("Seller"), and DR LAND LLC (f/k/a DR DEVCO LLC) a Colorado limited liability company (together with its successors and assigns, "Purchaser"), as amended, and relating to the purchase and sale of the Property together with the improvements and appurtenances as described in the PSA and as authorized by the Seller with the adoption of Ordinance 4992.

(1) **Effective Date.** The Effective Date of this Tenth Amendment shall be the date of its mutual execution by the Seller and Purchaser.

(2) **Part II Land Closing Deadline**. The Purchaser has acquired all of the Property that is the subject of the PSA except for:

> Lot 1, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 1")
>
> and
>
> Lot 5, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 5")

("Remaining Part II Land"). Except as set forth in (3) below, the Closing as provided in the PSA as amended shall occur on the Remaining Part II Land on or before December 1, 2025, at a time and place agreed upon by the Seller and Purchaser.

(3) **Partial Acquisition – Lot 5.** The Seller and the Purchaser are intending to subdivide Lot 5 together with an abutting lot already owned by Purchaser (Lot 12, Jarvis Subdivision Filing Three). Following recordation of the Lot 5 subdivision plat, Seller will convey approximately .31 acres, or 13,648 square feet, of the southeastern-most portion of Lot 5 to Purchaser, or an affiliate of Purchaser, for a purchase price of $90,436.00. The closing date for the conveyance of the .31 acres shall be on or before December 31, 2024. The Remaining Part II land purchase price will be adjusted at Closing. A conceptual drawing showing the area of Lot 5 to be acquired is attached hereto for illustrative purposes.

All provisions of the PSA not expressly amended, extended or otherwise modified hereby remain in effect, except as they may be merged in the deed of the of conveyance of any part of the Property. The City Council has by and with the adoption and approval of Resolution ___24 authorized the execution hereof by the Interim City Manager.

IN WITNESS WHEREOF, the Seller and the Purchaser have caused this Tenth Amendment to be executed effective as of the date last signed by a party below.

Docusign Envelope ID: F78012A2-FCBB-45C1-B248-88C5ACCC70B0

SELLER:

CITY OF GRAND JUNCTION, a Colorado home rule municipal corporation

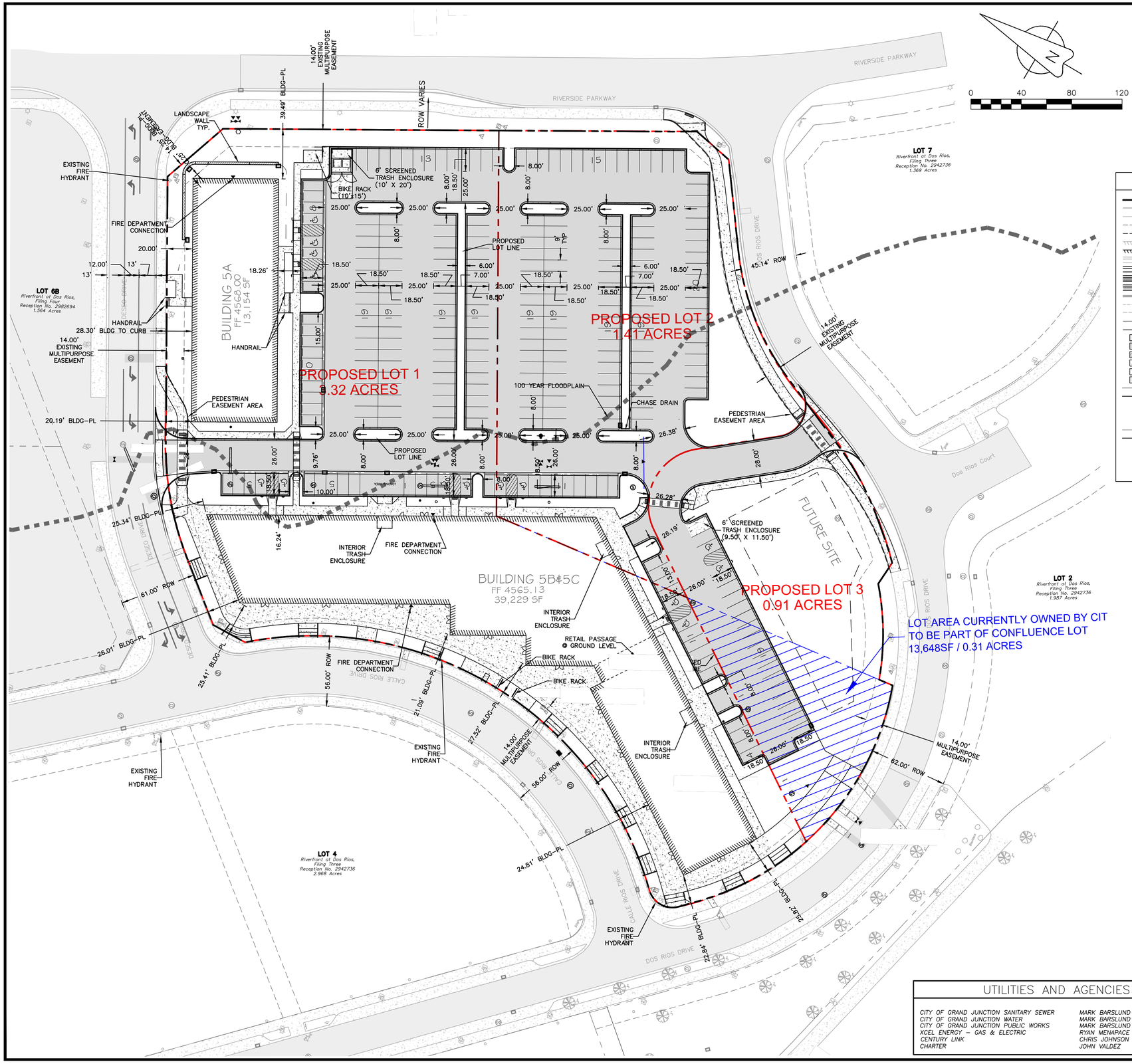
By: _____ Date: _____
Andrea Phillips
Interim City Manager

PURCHASER:

DR LAND LLC, a Colorado limited liability company

By: Signed by: Kevin Riegler DA208BB70F2D4D5... Date: 11/7/2024
Kevin Riegler
Manager

4877-7631-2820, v. 1



LEGEND

- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING BUILDING
- PROPOSED BUILDING
- EXISTING CURB/GUTTER
- PROPOSED CURB/GUTTER
- PROPOSED SPILL CURB/GUTTER
- PROPOSED TRANSITION CURB/GUTTER
- EXISTING RETAINING WALL
- EXISTING 1-FT CONTOUR
- EXISTING 5-FT CONTOUR
- PROPOSED 1-FT CONTOUR
- PROPOSED 5-FT CONTOUR
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED HEAVY DUTY ASPHALT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED HEAVY DUTY CONCRETE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER CLEANOUT
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER INLET
- PROPOSED STORM SEWER INLET
- EXISTING STORM SEWER MANHOLE
- PROPOSED STORM SEWER MANHOLE
- PROPOSED INLINE DRAIN
- EXISTING 8" WATER MAIN
- PROPOSED 2" DOMESTIC SERVICE
- PROPOSED 4" FIRE LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING WATER METER
- PROPOSED WATER METER
- PROPOSED METER/BACKFLOW VAULT
- PROPOSED IRRIGATION MANHOLE
- PROPOSED FENCE
- EXISTING FENCE
- PROPOSED TRAFFIC FLOW
- GRADE BREAK
- ROOF DRAIN (RD)
- STREET LIGHT POLE
- FIRE DEPARTMENT CONNETION
- PARKING LOT LIGHT
- PROPOSED BUILDING LIGHT
- POWER POLE
- FL FLOWLINE
- EOP EDGE OF PAVEMENT
- TOC TOP OF CONCRETE
- TW TOP OF WALL
- BW BOTTOM OF WALL
- TBW TOP BACK OF WALK
- TC TOP OF CURB
- BOC BACK OF CURB
- TOS TOP OF SLAB
- RETAINING WALL
- FO E UTILITY PEDESTALS

DRAFT SUB
OCT 4, 2024

UTILITIES AND AGENCIES

CITY OF GRAND JUNCTION SANITARY SEWER	MARK BARSLUND	201-1362
CITY OF GRAND JUNCTION WATER	MARK BARSLUND	201-1362
CITY OF GRAND JUNCTION PUBLIC WORKS	MARK BARSLUND	201-1362
XCEL ENERGY - GAS & ELECTRIC	RYAN MENAPACE	244-2671
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	245-8750

Know what's below. Call before you dig. 811

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET
ADJUST SCALES ACCORDINGLY

NO	DESCRIPTION	DATE	BY
1.	SITE PLAN REVIEW COMMENTS 1	10/30/23	JC

A · C · G
AUSTIN CIVIL GROUP, INC.
Land Planning ▪ Civil Engineering ▪ Development Services
123 North 7th Street, Suite 300 ▪ Grand Junction, Colorado 81501
(970) 242-7540

RIVERFRONT @ DOS RIOS LOT 5

description
SITE PLAN - LOT 5
750 Calle Del Rio, GJ, Colorado

prepared for
DR LAND LLC

DRAWN BY:	DESIGNED BY:	CHECKED BY:	APPROVED BY:
JWC	JWC	MRA	MRA

JOB NUMBER: 1433.0005
DATE: 1-15-2024
SCALE: 1"=40'
SHEET NO: C-4

P:\1433.0005 - Lot 5 Padsite\Dwg\C3d\Production Dwg\PROD-LOT5-CONFLUENCE CHANGES 2024-10-04.dwg, 10/4/2024 10:45:46 AM, DWG To PDF.pc3

RESOLUTION NO. ___24

A RESOLUTION AMENDING THE PURCHASE AND SALE AGREEMENT TERMS FOR THE SALE OF REAL PROPERTY LOCATED IN THE DOS RIOS SUBDIVISION, GRAND JUNCTION, COLORADO

RECITALS:

With Ordinance 4992 the City Council authorized and confirmed a purchase and sale agreement ("PSA") for sale of real property located in the Dos Rios Subdivision. The Purchaser has acquired all of the Property that is the subject of the PSA except for Lot 1, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 1") and Lot 5, Riverfront at Dos Rios Filing Three, as shown on the plat thereof recorded in Mesa County land records with Reception #2942736, County of Mesa, State of Colorado ("Lot 5"). The PSA refers to those Lots as the Part II Land. The Purchaser is presently contracted to close on the remaining Part II land by November 30, 2024; however, for a number of reasons has proposed, except as provided in the attached Tenth Amendment to the PSA ("Amendment") to extend the closing on the remaining Part II land to on or before December 1, 2025.

To facilitate the development of the Confluence Center the City and the Purchaser are intending to subdivide Lot 5 together with an abutting lot already owned by Purchaser. As described and depicted in the Amendment, following the Lot 5 subdivision plat, the City will convey approximately .31 acres, or 13,648 square feet, of the southeastern-most portion of Lot 5 to Purchaser, or an affiliate of Purchaser, for a purchase price of $90,436.00. The closing date for the conveyance of the .31 acres shall be on or before December 31, 2024.

The remaining Part II land purchase price will be adjusted at Closing.

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

1. The foregoing Recitals are incorporated by this reference.

2. The City-owned property located in the Dos Rios Subdivision as authorized to be sold by Ordinance 4992 (Property) will be sold, in accordance with the Amendment ("Tenth Amendment to the Purchase and Sale Agreement") attached hereto and incorporated by this reference.

3. All actions heretofore taken or to be taken by the officers, employees and agents of the City relating to the sale of the Property which are consistent with the provisions of the Amendment, the Purchase and Sale agreement as amended, and this

DRAFT

Resolution for the sale of the Property are hereby approved, authorized, directed, and confirmed.

PASSED and ADOPTED this 4th day of November 2024.

_____
Abram Herman
President of the City Council

Attest:

_____
Selestina Sandoval
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #5.b.

Meeting Date: November 20, 2024

Presented By: Ashley Chambers, Housing Manager

Department: Community Development

Submitted By: Ashley Chambers, Housing Manager

Information

SUBJECT:

A Resolution Authorizing the Interim City Manager to Submit a Grant Request to the Colorado Department of Local Affairs (DOLA) for the More Housing Now and Land Use Initiative Grant

RECOMMENDATION:

Staff recommends approval of this resolution.

EXECUTIVE SUMMARY:

This request is to seek authorization to submit a grant application to the Department of Local Affairs (DOLA) for a $1 million grant. This grant will support the infrastructure development of "The Current," the first phase of the Centennial Park development, by the Grand Junction Housing Authority (GJHA). The grant requires a 25 percent grant match in the amount of $501,031; this match would be allocated from the $1,500,000 previously approved for the project by City Council through Resolution 07-24 in January 2024. "The Current" will provide 54 affordable housing units, at or below 60 percent area median income.

BACKGROUND OR DETAILED INFORMATION:

The More Housing Now and Land Use Initiative, introduced by the Colorado Department of Local Affairs (DOLA), aims to support local governments in their efforts to increase affordable and attainable housing development. The initiative focuses on adopting land use strategies and other measures to enhance housing opportunities for communities. Recognizing that a primary obstacle to development is the high cost associated with providing the necessary infrastructure—which can deter affordable and attainable housing projects—the More Housing Now Initiative specifically sets aside funding under the Energy & Mineral Impact Assistance (EIAF) program to target infrastructure expenses and facilitate these housing developments.

In 2022, the Grand Junction City Council allocated $1 million to support housing strategies. This initiative utilized $750,000 from the 2022 housing funds as a cash match for the $2,250,000 Department of Local Affairs (DOLA) Affordable Housing Incentive Grant. The grant was successful, and the City used its cash match along with the grant funds to purchase 15 acres for the Grand Junction Housing Authority (GJHA) for the future Centennial Park development of up to 300 new affordable units in three phases, prioritizing households below 60 percent and 80 percent of the area median income.

“The Current,” the first phase of the development, will create 54 units, including one- and two-bedroom apartments, with rental restrictions for 40 years at or below 60 percent of the area median income. This phase is aimed at increasing affordable and workforce housing for local families. GJHA has been diligent in securing funding from various sources, including an award of 9 percent LIHTC credits. Lower-than-expected tax credit pricing has resulted in a funding gap of $1,000,000 that has led to the postponement of construction on the project.

Phase one of the infrastructure for the project is estimated to cost approximately $1,501,031, with $1 million being requested through DOLA's More Housing Now Grant, and with approximately $501,031 in a grant match from the $1,500,000 approved for The Current by City Council through Resolution 07-24 in January 2024. If awarded, construction would begin immediately, with a Certificate of Occupancy anticipated by August 2026.

In 2024, City Council adopted eleven housing strategies to update the 2021 Housing Strategy to create a balanced approach for promoting both affordable and attainable housing. Affordable housing is defined by the City as rental housing for households earning less than 60 percent of the Area Median Income (AMI) or for-sale units for households earning less than 100 percent AMI. Strategies 3 and 5 of the adopted strategies aim to “Leverage city-owned land and/or strategically acquire land for affordable and mixed-income housing” and “Continue/expand funding for existing housing and homelessness services.” These strategies are intended to address the shortage of affordable and attainable housing through partnerships with local and regional affordable housing developers, support local partners in securing funding and identify critical needs that are underfunded and work to fill gaps.

FISCAL IMPACT:

The City budgeted $757,184 for Impact Fees and an additional $1.5 million on behalf of The Current in the 2024 adopted budget. No additional budget allocation would be necessary to achieve the required 25 percent grant match. The estimated total cost for phase one of the infrastructure for the project is estimated to cost approximately $1,501,031, with $1 million being requested through DOLA's More Housing Now Grant, and with $501,031 in a grant match from the $1.5 million included in the 2024 adopted budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 82-24 Authorizing the Interim City Manager to Submit a Grant Request to the Department of Local Affairs for the More Housing Now and Land Use Initiative.

Attachments

1. RES-DOLA More Housing Now The Current 20241114 docx

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. xx-24

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT REQUEST TO THE COLORADO DEPARTMENT OF LOCAL AFFAIRS MORE HOUSING NOW AND LAND USE INITIATIVE UNDER THE ENERGY & MINERAL IMPACT ASSISTANCE FUND PROGRAM.

RECITALS.

The More Housing Now and Land Use Initiative, introduced by the Colorado Department of Local Affairs (DOLA), aims to support local governments in their efforts to increase affordable and attainable housing development. The initiative focuses on adopting land use strategies and other measures to enhance housing opportunities for communities. Recognizing that a primary obstacle to development is the high cost associated with providing the necessary infrastructure—which can deter affordable and attainable housing projects—the More Housing Now Initiative specifically sets aside funding under the Energy & Mineral Impact Assistance (EIAF) program to target infrastructure expenses and facilitate these housing developments.

City Council has adopted eleven housing strategies to create a balanced approach for promoting both affordable and attainable housing. Affordable housing is defined by the City as rental housing for households earning less than 60% of the Area Median Income (AMI) or for-sale units for households earning less than 100% AMI. Strategy 3 and 5 of the adopted strategies aims to “Leverage city owned land and/or strategically acquire land for affordable and mixed-income housing” and “Continue/expand funding for existing housing and homelessness services”. These strategies are intended to address the shortage of affordable and attainable housing through partnerships with local and regional affordable housing developers, support local partners in securing funding and identify critical needs that are underfunded and work to fill gaps.

In 2022, the Grand Junction City Council allocated $1 million to support housing strategies. This initiative utilized $750,000 from the 2022 housing funds as a cash match for the $2,250,000 Department of Local Affairs (DOLA) Affordable Housing Incentive Grant. The grant was successful, and the city used its cash match along with the grant funds to purchase 15 acres for the Grand Junction Housing Authority (GJHA) for the future Centennial Park development of up to 300 new affordable units in three phases, prioritizing households below 60 percent and 80 percent of the area median income.

“The Current,” the first phase of the development, will create 54 units, including one- and two-bedroom apartments, with rental restrictions for 40 years at or below 60 percent of the area median income. This phase is aimed at increasing affordable and workforce housing for local families. GJHA has been diligent in securing funding from various sources including an award of 9% LIHTC credits. With lower-than-expected tax credit pricing have resulted in a funding gap of $1,000,000 that have led to the postponement of construction on the project.

Phase one of the infrastructure for the project is estimated to cost approximately $1,501,031, with $1,000,000 million being requested through DOLA's More Housing Now Grant, and with approximately $501,031 in a grant match from the $1,500,000 approved for The Current by City Council through Resolution 07-24 in January 2024. If awarded, construction would begin immediately, with a Certificate of Occupancy anticipated by August 2026.

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Phase one infrastructure will include the construction of sanitary sewer, water, and storm drain lines; installation of electric, telephone, and fiber conduit; and development of stormwater management systems, including drainage and irrigation. Additionally, this phase will cover design, testing, inspections, and fieldwork necessary for project infrastructure completion and will significantly reduce costs and accelerate timelines for future development phases.

The improved infrastructure will enhance transportation networks, as the site has been strategically selected for not only its accessibility, but also to increase future accessibility. It is located near an existing bus route and close to established bus stops. Enhanced infrastructure will also support economic development by creating construction jobs, providing much needed housing for local residents, and increasing local business opportunities. Its proximity to key employment and health service corridors including Community Hospital, Canyon View Park, grocery stores, and retail and commercial areas along Patterson and Highway 50.

The Project aligns with the criteria for the Grant whereby the City utilizes $501,031 in a grant match of the $1,500,000 approved for The Current by City Council through Resolution 07-24 in January 2024, in support of the project, which aligns with the grant's 25% match requirement.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby authorize the Interim City Manager to apply to the Colorado Department of Local Affairs for the More Housing Now and Land Use Initiative under the Energy & Mineral Impact Assistance Fund Program in the amount of $1,000,000, $501,031 in a grant cash match of the $1,500,000 approved for The Current by City Council through Resolution 07-24 in January 2024 for a total project cost of $1,501,031, all in accordance with the foregoing Recitals.

Dated this xx day of November 2024.

_____
Abram Herman
President of the City Council

ATTEST:

_____
Selestina Sandoval
City Clerk

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Grand Junction City Council

Regular Session

Item #5.c.

Meeting Date:	November 20, 2024
Presented By:	Andrea Phillips, Interim City Manager, Johnny McFarland, Assistant to the City Manager
Department:	City Manager's Office
Submitted By:	Johnny McFarland, Asst. to the City Manager

Information

SUBJECT:

A Resolution Adopting the City of Grand Junction Legislative Policy

RECOMMENDATION:

Staff recommends approval of this item.

EXECUTIVE SUMMARY:

This item is for City Council to consider the adoption of a City Legislative Policy (Policy). The Policy is intended to establish the roles of staff and Council with regard to legislative tracking, advocacy, and communication. The Policy also includes the annual adoption of the Council legislative agenda to position the City for advocacy on relevant legislative matters.

As discussed in the November 18, 2024, Council Workshop, staff will bring the legislative agenda back to the Council for further discussion and consideration of any alterations in preparation for the 2025 legislative session at a future Workshop.

BACKGROUND OR DETAILED INFORMATION:

For many years, the City has actively engaged in state legislative affairs, tracking and advocating for policies that advance its interests. Through these efforts, the City has fostered strong relationships with state legislators and other elected and appointed officials. The City is also an active member of the Colorado Municipal League (CML) and its Executive Board, a statewide advocacy organization representing nearly every city and town in Colorado. CML collaborates with state legislators on municipal policy issues during and outside the legislative session, relying on member feedback to shape its legislative policy positions.

Given the City's ongoing role in legislative advocacy, the importance of keeping City Council informed and involved, and the critical nature of legislative engagement, staff recommends the adoption of a formal legislative policy.

The Council-adopted legislative policy would define the roles and responsibilities of the Mayor, Council, Council's designated legislative liaison, and the City Manager regarding legislative communication and action. This policy would also establish a process for annual adoption of a Council legislative agenda. This agenda would serve as the City's official stance on proposed state and federal legislation, helping to foster awareness and consensus on key issues. Additionally, they would provide guidance for external stakeholders, including state and federal delegates and advocacy organizations at the regional, state, and federal levels. The recommended agenda for Council's consideration includes CML's Legislative Policy Statement, which broadly reflects the policy areas and positions most relevant to municipal governments. Council also approved legislative action in four specific areas of housing as outlined in the Grand Junction Housing Strategy Update, *Strategy 10: Support Legislative Efforts at the State Level to Improve Housing Outcomes.* As such, these four items would be considered components of the Council's Legislative Agenda. Page 22 of the Housing Strategy, which outlines the four legislative efforts, is attached with this item. While Council's adopted agenda would provide a firm basis for any legislative work done on behalf of the City, the policy would still allow for Council consideration, on an *ad hoc* basis, of issues not clearly defined within the adopted legislative agenda. Finally, the proposed policy would establish a process for Council consideration of City-initiated legislation.

This process and the annual adoption of priorities will ensure that Councilmembers and staff clearly understand roles and responsibilities and the Council's legislative positions. This will enable the appropriate parties to respond promptly to proposed legislation and keep all Councilmembers informed and involved in any actions taken on behalf of the City.

As discussed in the November 18, 2024, Council Workshop, staff will bring the legislative agenda back to the Council for further discussion and consideration of any alterations in preparation for the 2025 legislative session at a future Workshop.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (adopt/not adopt) Resolution No. 85-24, a resolution adopting the City of Grand Junction Legislative Policy

Attachments

1. Clean_POL-Legislative Policy 20241030
2. RES-Leg Policy 20241119

City of Grand Junction Legislative Policy

The 2024-2025 City of Grand Junction Legislative Policy ("Policy" or "Legislative Policy") establishes the City Council's position relating to certain legislative matters, whether those be federal, state, or local. The Policy outlines the procedures that will guide and set the roles of the City Council and Staff in legislative matters.

This Legislative Policy is adopted by Resolution of the City Council with the understanding that the Council intends the Policy to provide a process by which the City's interests are represented in key issues of concern to City government.

Unless otherwise directed by City Council, this Legislative Policy will serve, until amended or replaced, as the guide to when and on what matters the City Council will express a position, if at all, on legislative matters that may be either general specific, and/or breadth such that any legislation introduced may be deemed to have a positive or negative impact on the delivery of governmental services, the operation of government or that has a similar effect. Additionally, the absence of a topic from this policy does not suggest that it is unimportant to the City. If/when a legislative matter(s) arises that is not included, the City Council may either apply this policy or determine on an *ad hoc* basis if the City will express a position on the matter(s).

It is the intent of the City Council to review and revise this Legislative Policy annually in November. Said review will generally coincide with the Colorado Municipal League (CML) articulation of its legislative agenda.

The City Council may consider City-initiated legislation, if any, in the summer prior to the legislative session.

As a member of CML, the City benefits from a full-time presence at the capital and additionally benefits from CML's bill identification, monitoring, and advocacy consistent with its own adopted policy agendas. While not perfectly consistent with Grand Junction, CML generally advances and protects Grand Junction's interests and those of municipalities throughout the State.

Legislative Advocacy Processes

As provided in this Policy, legislative advocacy positions and processes are intended to provide clear direction and guidance to the City Council and Staff on who will be engaged in the legislative tracking and advocacy process and ensure that their actions reflect the City's objectives and priorities.

Typical advocacy positions include:

- *Support* - legislation that advances the City's goals and priorities.
- *Oppose* – legislation that could negatively impact the City or does not advance the City's goals and priorities.
- *Monitor* – legislation of interest that could positively or negatively impact the City but requires additional review before a position is taken and will allow the City to remain at the table among legislators and other stakeholders for consideration of potential bill modifications

The City Council and Staff will utilize the following procedures when engaging in legislative advocacy:

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1. The City Manager, or designee, will track legislation and identify positions on legislative matters that align with the City's current approved Legislative Policy and are likely to have a significant impact on the City.

2. The City Manager, or designee, will consider the advocacy positions and analysis completed by City Staff, local government/professional associations, and CML when determining the City's advocacy positions.

3. The designated Council legislative liaison, and the City Manager, or designee, shall determine appropriate advocacy actions, if any, and review all requests for advocacy on legislation to most efficiently and effectively advance the purposes of the City's Legislative Policy. Advocacy actions may include but are not limited to, letter(s), telephone call(s), email(s), meeting with the sponsor(s), and/or opponent(s), or testimony.

4. Only those people who have been expressly authorized by the City Manager, Mayor, designated legislative liaison, or a majority of the City Council, may advocate positions on pending or proposed legislation on behalf of the City as expressed in the adopted policy statement.

5. The City Manager, or designee will coordinate the initiation and development of legislative advocacy communication with the Mayor, designated Council liaison, and the City Attorney as deemed necessary. Such communication may include internal and external meetings, correspondence, and other means for the development and/or exchange of ideas expected to advance the purposes of this Policy.

6. Advocacy actions taken on behalf of the City will be executed by the Mayor, designated Council liaison, or the City Manager depending on the legislative issue. In the Mayor's absence, the City's legislative advocacy may be executed by the Mayor *pro tem*. If the Mayor and/or Mayor *pro tem* is unavailable or timing is a factor, the City Manager, or designee, is authorized to advocate in accordance with this Policy. The Mayor may designate in writing other members (s) of the City Council to advocate on behalf of the City. When feasible and time permitting, the City Manager shall notify the City Council of an advocacy action prior to the execution of such action.

7. When an advocacy letter or email pursuant to this policy statement is sent to the Colorado General Assembly or the United States Congress, City Councilmembers shall be included as a copy ("cc") on the correspondence.

8. When a member of City Council or Staff testifies before the Colorado General Assembly or the United States Congress on behalf of the City, City Council Members shall be notified in writing within a reasonable timeframe after completion of the testimony.

9. The City Manager may issue a letter of concern or interest without taking a formal position on a bill/proposed legislation. The City Manager's Office, in consultation with the City Attorney, as deemed necessary, is responsible for drafting and issuing letters of

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concern. When feasible and time permitting, the City Manager will notify the City Council of a letter of concern or interest prior to transmittal.

10. The City Manager, or designee, will provide the City Council with periodic updates as determined appropriate by the City Manager, summarizing legislative matters on which the City has a stated position, or others as determined relevant by the City Manager or upon inquiry by a Councilmember.

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Resolution No._____

A RESOLUTION CONCERNING THE 2025 LEGISLATIVE POLICY OF THE CITY COUNCIL

RECITALS:

The 2025 session of the Colorado General Assembly will convene on January 8, 2025; the General Assembly considers and acts on a wide array of issues, many of which have or may have a direct and/or indirect effect on the City, its operations and the services delivered to the community.

With this Resolution, the City Council sets, adopts, and determines its priorities regarding anticipated State legislative matters and outlines the issues in which the City is interested and may become involved in. Furthermore, the City Council establishes a procedure for participation in those matters; participation which may include, but not be limited to, writing letters, making calls, testifying, or otherwise appropriately expressing the City's position relative to any hearing, bill, or other matter before the General Assembly.

The City has a long and strong relationship with the Colorado Municipal League (CML) and 2025 is expected to be no different. The 2024-2025 CML Policy Statement is attached and incorporated by this reference as if fully set forth. While CML has an excellent perspective on what is important to municipalities, it represents 271 municipalities, many of which are on the Front Range and may have a different perspective on legislative/policy needs than others.

While there have been few instances over many years when CML's position is divergent from Grand Junction's, the City Council continues to rely on City staff and a designated member of the Council to monitor legislative and policy action during the General Assembly sessions. The 2025 session is no exception.

The City Council shall select a member of the Council to act as the legislative liaison annually. The Assistant to the City Manager Johnny McFarland is the designated staff member for the 2025 session. In addition to Mr. McFarland, the other professional City staff will be providing their expertise to evaluate actions proposed by, coming to or pending before the General Assembly in 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE GRAND JUNCTION CITY COUNCIL THAT the City does hereby adopt the attached Legislative Policy and by and with this Resolution the City Council expresses its general concurrence and support for the CML 2024-2025 Policy Statement as guidance for the 2025 legislative sessions; and,

FURTHERMORE, be it resolved that the City Council does authorize and direct the Council legislative liaison, with the assistance of City staff, to work with CML in support of the policy agenda as the same is reflected in bills, resolutions, and measures before the Colorado General Assembly during the 2025 legislative session(s).

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GRAND JUNCTION CITY COUNCIL

_____

Abram Herman
President of the City Council

ATTEST:

_____

Selestina Sandoval
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #5.d.

Meeting Date: November 20, 2024

Presented By: Trent Prall

Department: Engineering & Transportation

Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

A Resolution Supporting and Adopting the Mesa County Safety Action Plan

RECOMMENDATION:

Authorize the Mayor to sign a Resolution of support for and adopting the 2024 Mesa County Safety Action Plan.

EXECUTIVE SUMMARY:

In 2022, the City signed a memorandum of agreement (MOA) formalizing a fiscal commitment between the City of Grand Junction, City of Fruita, Town of Palisade, and Mesa County to apply for the Safe Streets and Roads for All (SS4A) grant program in an effort to fund and develop a Comprehensive Safety Action Plan for the aforementioned entities and other partners affiliated within the Grand Valley Metropolitan Planning Organization (GVMPO) as spearheaded by the Mesa County Regional Transportation Planning Office (MCRTPO). The action plan has been completed and each respective entity is requested by the GVMPO to pass a resolution in support for and adopt the 2024 Mesa County Safety Action Plan. Adoption of the Mesa County Safety Action Plan opens up additional SS4A Implementation funding, currently identified at $1 billion/year through the Bipartisan Infrastructure Law (BIL).

BACKGROUND OR DETAILED INFORMATION:

The Safe Streets and Roads for All Grant program (SS4A) is represented as a "once-in-a-generation funding opportunity" by the U.S. Department of Transportation (USDOT) as part of their Safe System Approach (SSA) to roadway safety. This approach incorporates Vision Zero, Towards Zero Deaths, Complete Streets, and other proven countermeasures in the effort to eliminate fatal and serious injuries for all roadway users.

This grant opportunity pledges a minimum of $1 billion annually for fiscal years FY22-26 with at least 40 percent of the annual funding awarded for Action Plan Grants and supplemental action plan activities. The remaining balance of the annual funding will be available for Implementation Grants. Implementation Grants will not be awarded without a comprehensive safety action plan in place, and will not be awarded concurrently with action plan grants.

Currently, the City of Grand Junction does not have a comprehensive safety action plan, nor do any of the other entities affiliated with the GVMPO. Based on this "gap" in policy, this grant now provides a unique opportunity to partner with these entities and create a plan that benefits not only the City of Grand Junction but the entire Grand Valley and beyond, via a safer, more homogeneous, roadway experience for all users in the region.

With the comprehensive safety plan adopted, the City and other Grand Valley entities would be eligible to apply for Implementation Grants.

Between 2016-2022, there were 17,208 crashes on Mesa County roads, resulting in 477 serious injuries and 117 fatalities. In September 2022, the Regional Transportation Planning Office(RTPO) applied for Safe Streets and Roads for All (SS4A) funding from the Federal Highway Administration (FHWA) with local match provided by Mesa County, Cities of Grand Junction and Fruita and Town of Palisade to address these unacceptable statistics. In January 2023, the RTPO was notified that full funding was awarded for the Mesa County Safety Action Plan. This plan is the first of its kind in Mesa County and, over the last year, has been a collaborative effort between local governments, law enforcement agencies, hospitals, representatives from D51, CMU/CU, non-profit and for-profit organizations, and Y2K, the consultant hired for this plan.

Mesa County Safety Action Plan

The overarching goal of the Mesa County Safety Action Plan is to identify solutions to reduce the deaths and serious injuries on roadways across Mesa County with an ultimate goal of zero deaths on our roadways. The plan was developed through:

- Identifying the problem(s) with a comprehensive crash analysis
- Robust stakeholder and community engagement
- Developing an Action plan that is ready for implementation

The safety strategies identified throughout the process are split into four categories:

- Build Safer Streets
- Protect Vulnerable Road Users
- Address Dangerous Behaviors
- Create a Culture of Safety

The project also included a Power BI Crash Analysis Dashboard for ongoing data analysis by staff and stakeholders, the identification of a High Injury Network (HIN), an Engineering Toolbox to be used as a resource for signalized intersections and rural roads, and project cards for nine priority locations.

Next Steps

In order to increase awareness of the many deaths and serious injuries on Mesa County roads and have a community-wide commitment to improving safety in Mesa County, the Mesa County Safety Action Plan will be taken to each board/council for adoption on the following days:
November 12: Mesa County Board of County Commissioners
November 12: Palisade Board of Trustees
November 20: Grand Junction City Council
November 26: Fruita City Council

Adoption of the Mesa County Safety Action Plan opens up additional SS4A Implementation funding, currently identified at $1 billion/year through the Bipartisan Infrastructure Law (BIL). RTPO and City staff will seek additional state and federal funds to assist with implementation of the plan.

FISCAL IMPACT:

If the plan is adopted by City Council, funding needed for grant match and/or improvements will be included in the budget accordingly through appropriation ordinances.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 86-24 supporting and adopting the Mesa County Safety Action Plan.

Attachments

1. Safety Action Plan- DRAFT for Adoption
2. RES-2024 Mesa County Safety Action Plan 20241113

Mesa County

Safety Action Plan

Enhancing Roadway Safety in Our Community

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Acknowledgments

The Regional Transportation Planning Office (RTPO) of Mesa County, Colorado would like to thank the dedicated team of local government staff, regional leaders, industry experts, transportation consultants, and engaged citizens that provided direction in the development of Mesa County's Safety Action Plan – Enhancing Roadway Safety In Our Community. Together, this team has analyzed crash trends, assessed a variety of effective solutions, and crafted an action plan aimed to eliminate fatal and serious injury crashes on Mesa County roadways.

REGIONAL TRANSPORTATION PLANNING OFFICE
Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

We also want to recognize the 117 people who have lost their lives on Mesa County roadways, and the 475 people who were severely injured between 2016 and 2022.

The Mesa County Safety Action Plan looked at local data and peer research to identify safety solutions for all users, including those driving, walking, rolling, biking, riding a motorcycle, and/or other modes. The plan provides strategies to address changes to both roadway user behavior and infrastructure. It is built on a foundation of partnerships from stakeholders who strive to find solutions to make roads safer throughout Mesa County, which includes the Cities of Grand Junction and Fruita and the Towns of Palisade, Collbran, and De Beque. **This plan is dedicated to those who have lost loved ones and who have had their lives significantly impacted by traffic crashes**. Your losses motivate us to strive toward a safer Mesa County.

Safety Action Plan Project Management Team

Dana Brosig P.E., Director - *Regional Transportation Planning Office (RTPO)*
Rachel Peterson, Transportation Planner - *Regional Transportation Planning Office (RTPO)*
Daniel Larkin, P.E., Transportation Engineer - *Mesa County*
Eric Mocko, P.E., Transportation Engineer - *City of Grand Junction*

Safety Action Plan Stakeholder Working Group

Government Engineering & Planning

John Vasey, Civil Engineering - *City of Fruita*
Eric Mocko, P.E., Transportation Engineer - *City of Grand Junction*
Henry Brown, Mobility Planner - *City of Grand Junction*
Trent Prall, P.E., Director of Engineering and Transportation - *City of Grand Junction*
Devan Aziz, Director of Community Development - *Town of Palisade*
Matt Nichols, Road Supervisor - *Mesa County*
Ross Mittelman, Trails Coordinator - *Mesa County Public Health*

Safety Action Plan Stakeholder Working Group (cont.)

ShaeLynn Watt, Data Analyst - *Mesa County Public Health*
Don Potter, Law Enforcement Liaison - *Colorado Department of Transportation (CDOT)*
Drewe Lee, EIT III, Region 3 Traffic - *Colorado Department of Transportation (CDOT)*
Karthik Vishwamitra,Traffic Access Engineer - *Colorado Department of Transportation (CDOT)*

Law Enforcement

Matt Ozanic, Captain - *Colorado State Patrol*
Douglas Norcross, Commander - *Grand Junction Police Department*
Amanda Simon, Sergeant - *Mesa County Sheriff's Office*

Hospitals / Healthcare

CJ Voigt, Trauma Program Manager - *Community Hospital*
Vee Edstrom, Trauma & Injury Prevention Coordinator - *Intermountain Health, St. Mary's Regional Hospital*

Education

Clint Garcia, Chief Operations Officer - *District 51 Grand Valley (School District)*
Kari Sholtes, Civil Engineering Instructor - *University of Colorado Boulder*

For-Profit

Roman Fulgenzi, Transportation Manager - *Student Transportation of America*

Non-Profit

Katie Falsetto,Western Slope Victim Services Specialist - *Mothers Against Drunk Driving (MADD)*

Safety Action Plan Consultant Team

Y2K Engineering

HDR

Funding

This plan was paid for in part by the Federal Highway Administration (FHWA) through a Safe Streets and Roads for All (SS4A) Action Plan grant award.

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DEFINITIONS

Helpful Definitions

Urban and Rural Crashes – crashes were separated into urban and rural classifications based on whether the crash occurred inside or outside a designated urban area. The urban area was based on the Adjusted 2020 Urban Area Boundary.

Killed and Serious Injury Crashes (KSI) - KSI crashes are crashes that resulted in one or more serious injuries or fatalities. Serious injuries are defined as broken extremities, severe lacerations, paralysis, etc. Fatal crashes are defined when one or more people die within 30 days of the crash as a result of the injuries sustained in the collision.

Crash Type – crash types were defined by the State of Colorado Crash Reporting Manual.

First Harmful Event – is the first point of injury or damage in the sequence of events in a crash.

01 Project Overview

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Project Overview

When considering Mesa County, Colorado, images of the Grand Mesa, stunning red rock formations, downtown Grand Junction, Palisade peaches, and a wealth of outdoor activities in its deserts, mountains, rivers, and lakes often come to mind—not unsafe roadways. Yet, over the past seven years, the county has experienced alarming crash trends, specifically people getting killed or seriously injured (KSI) on Mesa County roadways. In 2018, there were 56 people killed or seriously injured and in 2021 that number had spiked to 121 people. Recognizing the increasing severity of roadway crashes, the region has taken action by applying for a grant, developing this comprehensive safety action plan, and preparing to implement safety solutions.

About Mesa County

Mesa County is located in the sunny western portion of the Colorado River valley on Colorado's Western Slope and lies on the Western border of Colorado and Utah and covers 3,309 square miles. Five municipalities sit within its boundaries: City of Grand Junction, City of Fruita, Town of Palisade, Town of Collbran, and the Town of De Beque. The remainder of the county's (3,268 square miles) is unincorporated land, that is outside of the municipal boundaries. Approximately 71% of the county's total land mass is public land, managed by Federal and State agencies.

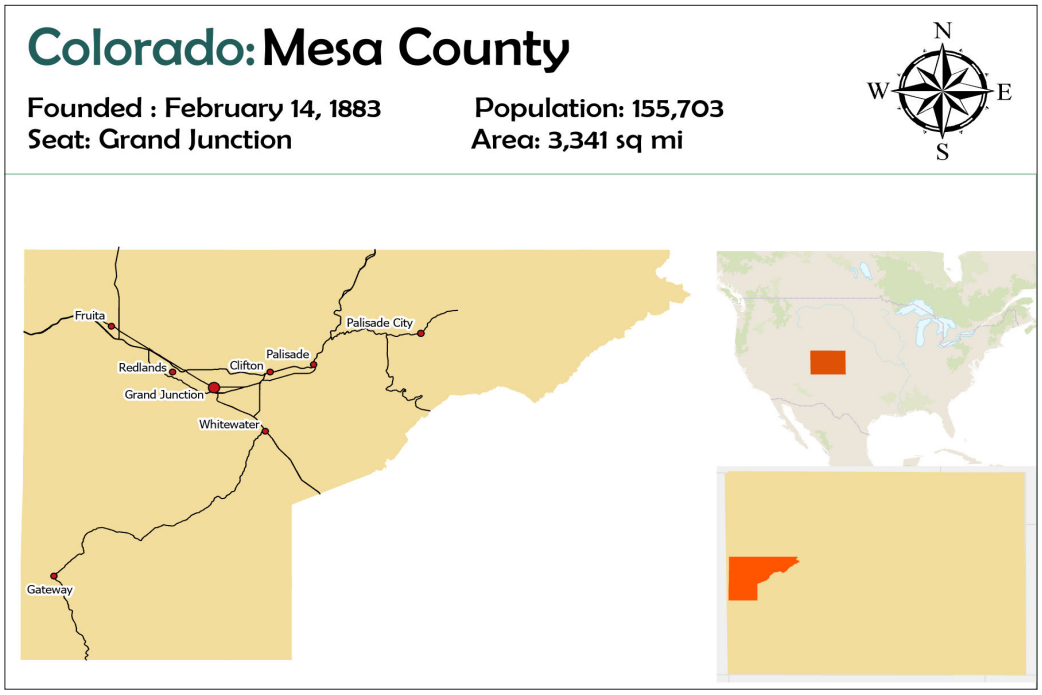


Figure 1: Mesa County Map

Mesa County has a population of 155,703, most of which is concentrated in and around the City of Grand Junction. The city is home to 65,725 residents, more than a third of the Mesa County population. The remaining population is spread across the neighboring areas of Clifton (20,413), Redlands (9,061), Fruitvale (8,271), and Orchard Mesa (6,688), and nearby City of Fruita (13,395) and Town of Palisade (2,565). Smaller communities include Loma, Mesa, and Whitewater. The county's two main highways, Interstate 70 and US Route 50, and two major rivers, the Gunnison River and Colorado River, meet in Grand Junction. Additionally, the Grand Mesa Scenic Byway (State Highway 65) runs through the northeastern part of the county.

The Regional Transportation Planning Office

The Regional Transportation Planning Office (RTPO) is an umbrella organization that provides technical and administrative staff for:

- Grand Valley Transit
- Grand Valley Metropolitan Planning Organization (MPO)
- Grand Valley Transportation Planning Region (TPR)

The Grand Valley MPO, or GVMPO, provides regional transportation planning and programming services for all road users, including those who drive, walk, bike, roll, take transit, deliver freight, or travel by other modes. In compliance with federal law, the Grand Valley MPO works to ensure transportation projects and planning efforts are comprehensive, and are undertaken cooperatively and regularly with state and local governments.

Prioritizing Roadway Safety in the Region

The Mesa County Safety Action Plan aims to identify solutions to reduce the number of deaths and serious injuries on our roads across Mesa County. The plan covers the entirety of Mesa County, including the cities of Grand Junction and Fruita and the towns of Palisade, Collbran, and De Beque.

The Mesa County Safety Action Plan looked at local data and peer research and was ultimately built on a foundation of partnerships between a diverse group of stakeholders who strive to find solutions to make Mesa County roads safer for all users.

Funding

In 2023 the Mesa County RTPO announced $260,000 in funding from the Safe Streets and Roads for All (SS4A) grant program. Mesa County, the City of Grand Junction, City of Fruita, and Town of Palisade committed an additional $65,000 to develop the Safety Action Plan - bringing the project total to $325,000.

SS4A Funding		Local Funding		Total Funding
$260,000	+	$65,000	=	$325,000

The Mesa County Safety Action Plan kicked off in October 2023 and was developed throughout 2024. The final plan was published in November 2024.

Safe Street and Roads for All (SS4A) Grant Program

In 2021, the Bipartisan Infrastructure Law established the SS4A program with $5 billion in appropriated funds between 2022 and 2026. The program provides financial support for the planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injuries on roads and streets involving all roadway users, **After completion of the Mesa County Safety Action Plan, additional funding is available and will be pursued to implement recommendations from the plan.**

Goals of the Safety Action Plan

- Meet the federal SS4A Safety Action Plan requirements.
- Develop a Comprehensive Roadway Safety Action Plan.
- Mesa County Lens: Recognize the different areas, transportation networks, and diverse community voices in Mesa County: rural, urban, and downtown.
- Establish a vision and actions in pursuit of a Safe System Approach.
- Inform stakeholders and the public to create awareness about SS4A and the safety action plan.
- Engage the public and collect meaningful feedback to inform the action plan.

Source: FHWA.

Figure 2: Federal Highway Administration safe systems approach

- Conduct data-driven safety analyses focusing on:
  - Crashes.
  - Key demographics.
  - Health.
  - Areas of concern.
- Develop a design "solutions toolbox" and strategies to:
  - Address how our community can create a safety culture.
  - Identify countermeasures for project design, construction, and operations and maintenance.
- Foster a collaborative and transparent process through stakeholder coordination meetings.

Guiding Principles

During this planning process, the following set of guiding principles was established to direct project development:

- **Leverage national resources such as United States Dept. of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and National Highway Traffic Safety Administration (NHTSA) to enrich the planning process and inform strategy development.**
- **Ensure transparency and accessibility throughout all phases of the planning process.**
- **Conclude the planning effort with a clear and actionable implementation plan that includes measurable outcomes.**
- **Address the unique needs of both rural and urban transportation networks in Mesa County.**
- **Define and prioritize equity within Mesa County, aligning efforts with the Federal 40 Initiative to promote inclusive access.**
- **Prioritize data-driven insights to guide decision-making and project prioritization.**

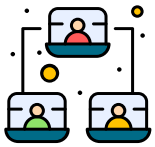
Scope and Schedule

Developing the Mesa County Safety Action Plan took 12 months and included project management and coordination, outreach and engagement, data analysis, and strategies and solutions. Figure 3 outlines major tasks, timeline, and occurrences developed throughout 2024, and identifies the associated project deliverables that guided the planning process and the development of this plan, which will be further explained in subsequent sections of this document. The plan kicked off in November 2023 and was finalized in October 2024.

Task 1: Project Management

Nov 2023 - Oct 2024

- Continuous Project Management Team Meetings



Task 2: Stakeholder Outreach & Public Engagement

Dec 2023 - Oct 2024

- Four Stakeholder Working Group Meetings
- Two online public events
- One Safety Workshop
- One Safety Symposium

Task 3: Safety & Data Analysis

Nov 2023 - July 2024

- Equity Analysis
- Comprehensive Crash Analysis
- High Injury Network
- Risk Assessment/ High Risk Network

Task 4: Solution Toolbox & Dashboard

May 2024 - Oct 2024

- Strategies & Countermeasures
- Solutions Toolbox
- Prioritization Methodology
- Development of 10 Projects
- Safety data dashboard
- Final report

Figure 3: Project Tasks and Deliverables

Stakeholder Working Group

A key component of this planning effort was the ongoing collaboration of the Stakeholder Working Group (SWG). Members of this group served as vital partners, contributing their expertise to deepen the understanding of crashes in Mesa County. Their insights were instrumental in shaping an implementable and supported safety action plan that aligns with current initiatives.

The SWG consisted of representatives from local governments, the school district, advocacy groups, enforcement agencies, universities, and hospitals/medical centers. Each agency involved in the SWG has active roadway safety efforts underway that span engineering, education, enforcement, evaluation, equity, and engagement. Highlights of these efforts are integrated throughout the plan in callout boxes and are additionally recognized in the safety strategies. An important aspect of this plan is to keep investing in activities that are working and are effective for Mesa County.

Figure 4: Stakeholder Working Group (not all in attendance) from August 2024

REGIONAL TRANSPORTATION PLANNING OFFICE
Grand Valley MPO · Grand Valley TPR · Grand Valley Transit
FRUITA COLORADO
CITY OF Grand Junction COLORADO
Community HOSPITAL
Intermountain Health
MESA COUNTY SHERIFF'S OFFICE COLORADO
TOWN OF PALISADE COLORADO
MESA COUNTY PUBLIC HEALTH
D51
MESA COUNTY
madd NO MORE VICTIMS
STATE PATROL COLORADO

ONGOING SAFETY EFFORT

Prioritizing Partnerships for Surge Enforcement Operations

In 2022, Colorado State Patrol (CSP) in Mesa County reported 22 fatal crashes within its jurisdiction. Acknowledging the rise in these fatal crashes, CSP recognized several key strengths that existed: strong partnerships with other enforcement agencies, a receptive media market, and supportive communities. These opportunities paved the way to address staffing challenges and improve data collection, enabling the launch of a Surge Enforcement Operation that focused on specific locations with a history of serious crashes.

- **Agency Partnerships:** Grand Junction Police Department, Mesa County Sheriff's Office, Palisade Police Department, Fruita Police Department, CSP Port of Entry, CSP Smuggling and Trafficking Unit, Colorado Parks and Wildlife and communications centers
- **Using All Available Data Sources:** CSP, Grand Junction Police Deptartment, Mesa County Real Time Crime Center, traffic cameras, and dispatch centers for road-rage, DUIs, and aggressive driving reports.
- **Community Partnerships:** Local media, social media, tow carriers, schools, and universities.
- **Comprehensive Planning that Included:** Individual event action plan, pre operation/post operation press release, secure communications, secure real-time crime center (RTCC), safety briefing, 5-hour operation, debrief/after action, and follow-up plan for next month.

Results:

- 1615 Traffic Contacts
- 12 DUI Arrests
- 257 Distracted Driving Citations
- 67% Reduction in 5-Year Fatal and Serious Injury (KSI) Crashes (Grand Junction Police Department having similar outcomes)
- Auto Theft Task Force using same roadmap – highest reduction in auto theft in Colorado
- Using RTCC and portable traffic cameras for special events
- Utilized Surge Enforcement Operation to proactively combat street racing

02 Establishing the Safety Action Plan's Purpose and Focus

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Development of the Mesa County Safety Action Plan Objectives

The first step in crafting a plan that responds to the safety needs of Mesa County is developing focus areas that guide the plan, alongside a series of actionable objectives to measure success.

This plan builds on existing planning efforts, studies, and other safety initiatives completed in Mesa County. Reviewing these previous documents allowed the project management team to understand and synthesize the goals already established by the communities within Mesa County. For relevant information and best practices addressing transportation safety, several documents were reviewed, including 12 local and regional transportation plans, Colorado's Strategic Transportation Safety Plan, and six national safety programs and initiatives. The previous planning work reviewed is visualized in Figure 5. For a detailed breakdown of key findings from planning efforts, see Appendix A.

Figure 5: Previous Planning Documents Timeline

Through review of the plans and studies previously mentioned, and in coordination with the Stakeholder Working Group (SWG), several key themes emerged as objectives for the Mesa County Safety Action Plan. These themes are displayed in Figure 6. These objectives were used in identifying strategies and implementation recommendations.

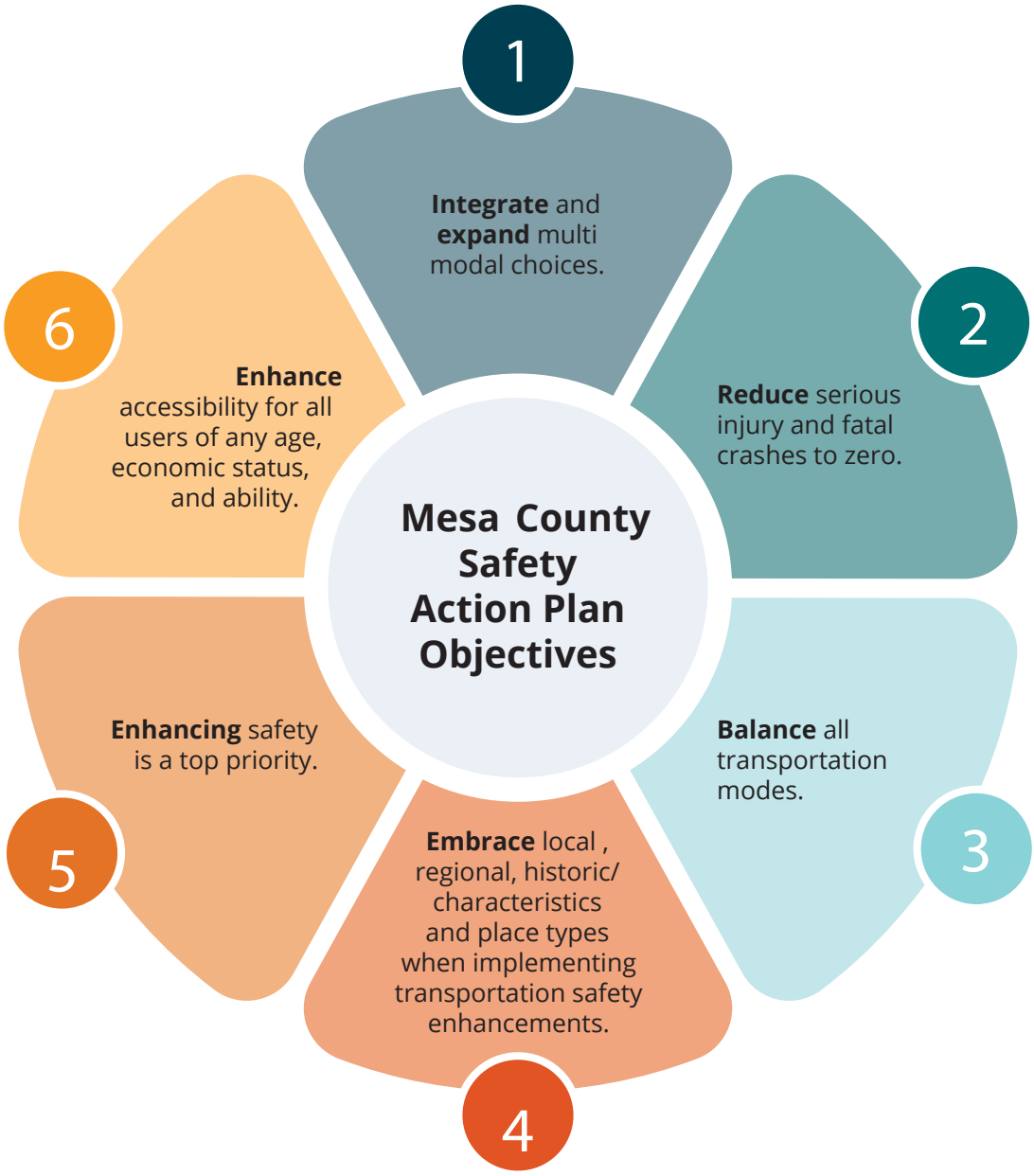


Figure 6: Safety Action Plan Objectives

Including Equity into the Process

One of the guiding principles of this planning effort was to conduct data-driven safety analyses using an equity lens on: crashes, key demographics, health, and areas of concern. Supporting this intention, one of the federal Safe Streets and Roads for All (SS4A) Action Plan requirements is to include an equity approach into the planning process. With these goals, the plan analyzed two different approaches to understand inequities in Mesa County. This information was used in the prioritization and implementation of the recommended strategies.

Colorado EnviroScreen

The Colorado Department of Public Health & Environment (CDPHE) first developed the Colorado EnviroScreen in 2022 and has since been written into Colorado law as a key tool to support statewide environmental justice action. The Colorado EnviroScreen aggregates data from 35 different sources, known as "indicators." The final score is used to identify communities experiencing greater environmental health burdens and/or facing more environmental health risks compared to other communities in Colorado (source – CDPHE). Figure 7 illustrates the process, indicators, and components of calculating the EnviroScreen score.

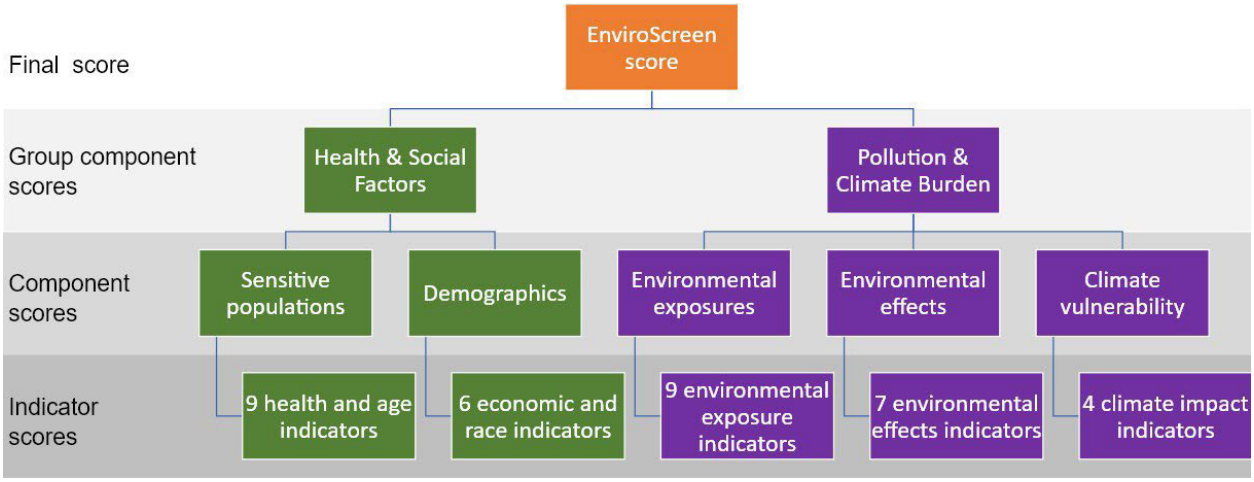


Figure 7: EnviroScreen Score Process. Source: CDPHE

Cumulative impacts refer to the combined effects of multiple burdens and stressors on communities over time. These burdens can include exposure to various pollutants, as well as social and economic stressors, all of which impact the health of communities. **A higher EnviroScreen Score means the area is more likely to be affected by environmental health injustices**. Figure 8 provides a county view of the EnviroScreen scores in the Mesa County.

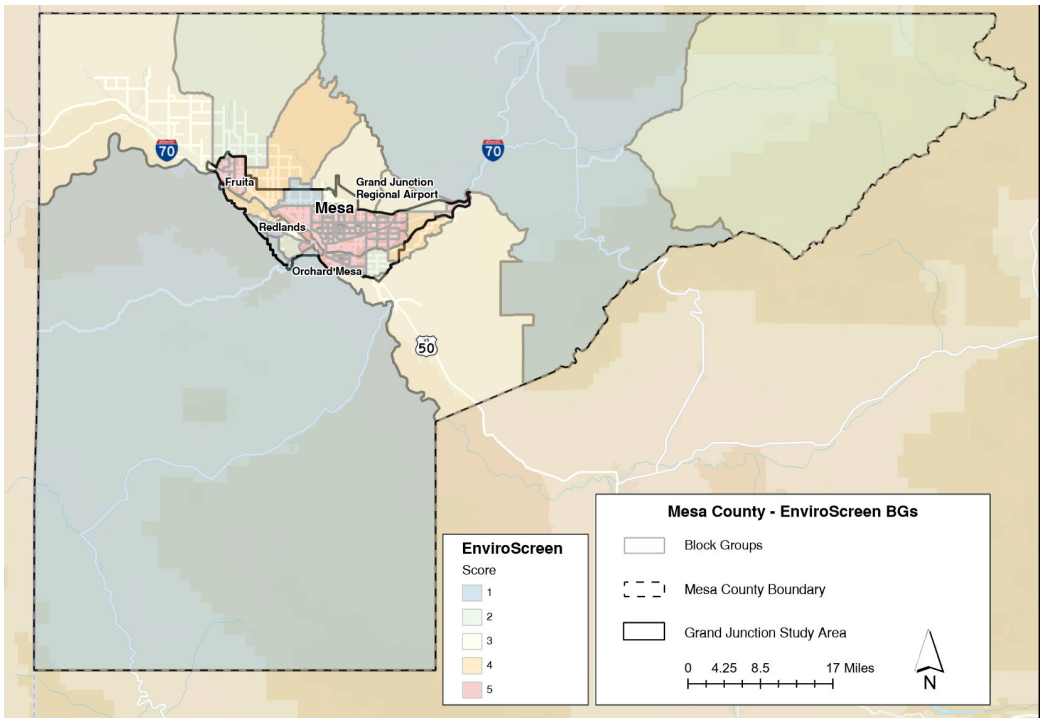


Figure 8: EnviroScreen Score Results – Mesa County

There is a concentration of census tracts in/near Grand Junction that have a high EnviroScreen score, indicating a high environmental health injustice; shown in Figure 9. Of the 82 census block groups that are in (whole or partially) the urban area of Mesa County, 67 have an EnviroScreen score of 5, 5 have a score of 4, and 10 tracts have a score between 1 and 3.

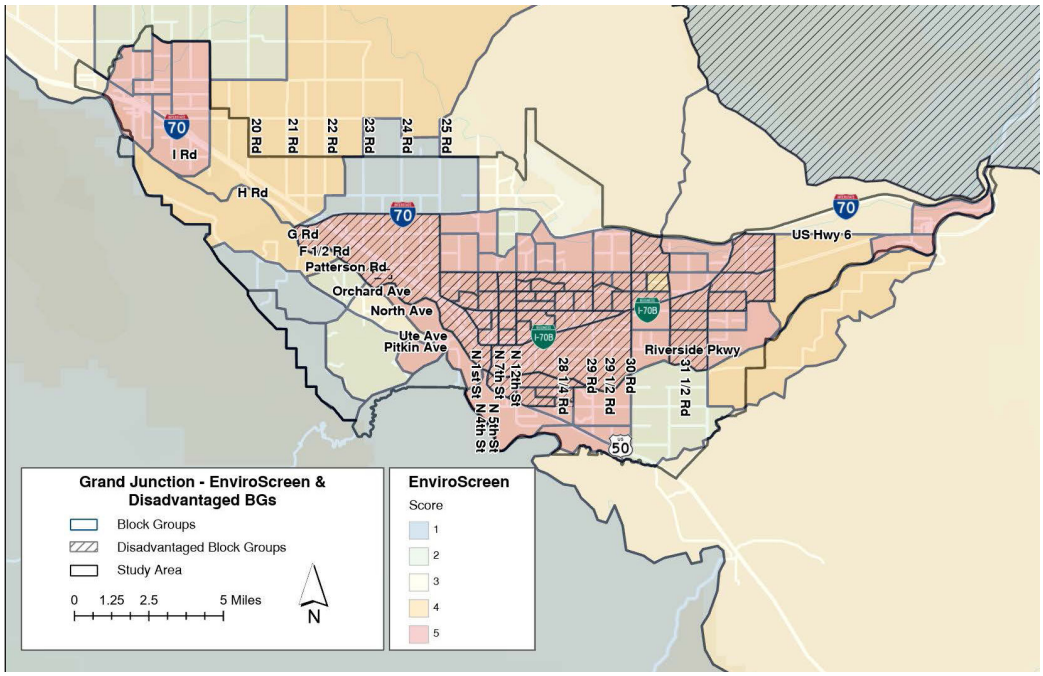


Figure 9: EnviroScreen Score Results – Mesa County Urban Area

Justice40 Initiative – Disadvantaged Communities

In 2021, President Joe Biden signed Executive Order 14008 outlining an investment initiative by the federal government, known as the Justice40 Initiative. A goal of investing 40 percent of certain funding opportunities and other investments to disadvantaged communities that are marginalized by previous underinvestment and overburdened by pollution was established. Related the transportation, the U.S. Department of Transportation (USDOT), Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from many of our grants, programs, and initiatives flow to disadvantaged communities. These grant programs SS4A.

Recognizing this initiative and the SS4A safety action plan requirements, an analysis of identifying disadvantaged communities in Mesa County was done through the USDOT Equitable Transportation Community (ETC) explorer. This interactive tool and its analysis results are required to be used for SS4A Implementation Grant Applications, specifically to identify disadvantage community for proposed funding, and to calculate rate of fatalities for disadvantaged communities. This evaluation tool provides the USDOT consistent data analysis across the nation to evaluate and compare grant requests. Like Enviroscreen, this evaluation tool relies on 56 factors that are analyzed through 5 Indices: Climate & Disaster Risk Burden, Environmental Burden, Health Vulnerability, Social Vulnerability, and Transportation Insecurity. Using the ETC tool to understand inequities, it determined that **45% of Mesa County's population is disadvantaged**. Figures 10 and 11 highlight this information at the county level, and at the urban area.

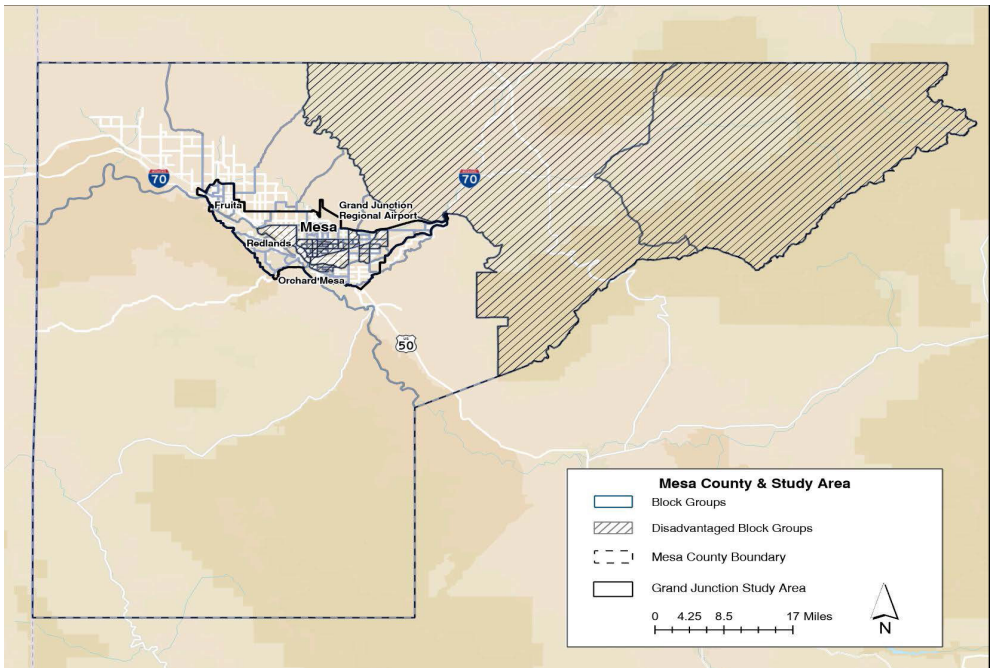


Figure 10: ETC Disadvantage Community Results – Mesa County

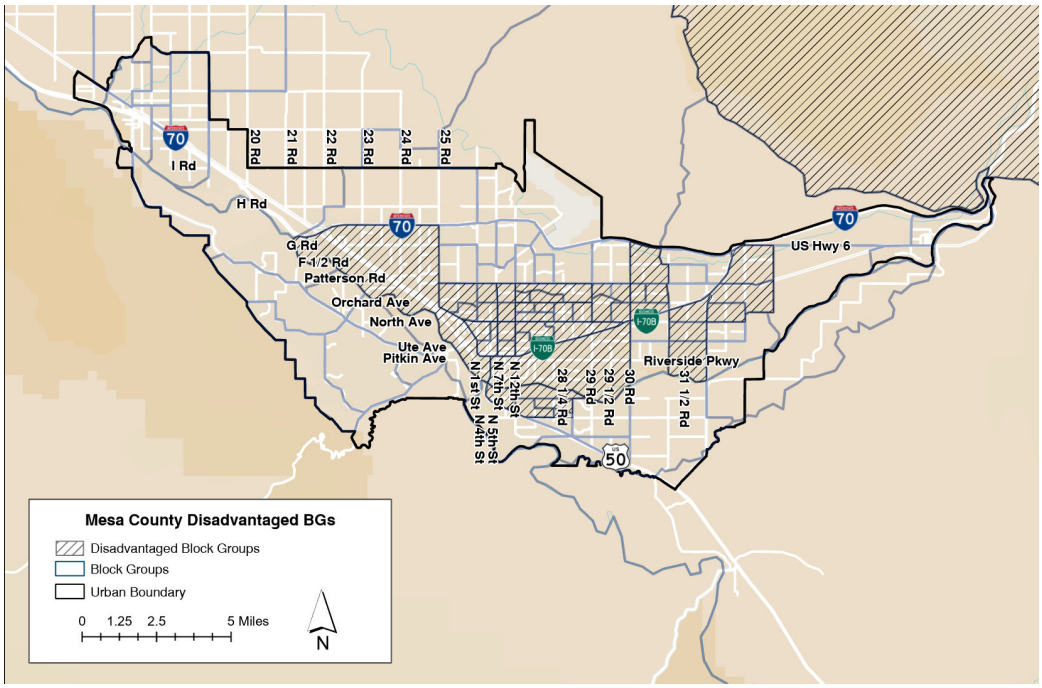


Figure 11: ETC Disadvantage Community Results – Mesa County Urban Area

Evaluating the data from both the EnviroScreen tool and the ETC Disadvantage Community, the majority of census tracts that scored a level 5 from the EnviroScreen are also noted as a Disadvantaged Community through the ETC tool as shown in Figure 12.

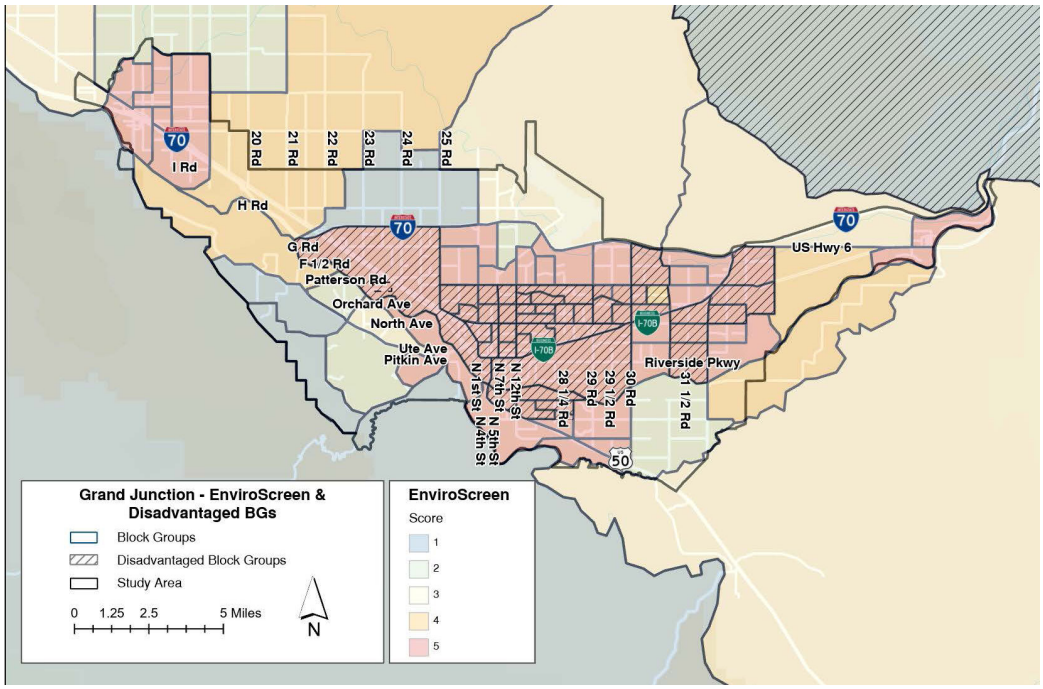


Figure 12: - EnviroScreen and ETC Disadvantage Community Results – Mesa County Urban Area

Comprehensive Crash Analysis

This section presents key findings from a comprehensive crash analysis for seven years of data from 2016 and 2022 (the most recent available data)to identify how, why, where, and when crashes occur in Mesa County. Understanding this crucial data will allow Mesa County to direct resources where they are needed most, and best address the root causes of crashes. **Appendix A** provides more information about the crash history in this time period.

Since 2016, the total number of crashes within the Mesa County has been relatively steady, with a slight decrease in recent years. A total of 17,086 crashes were reported in Mesa County over the seven-year period evaluated (2016-2022). Most crashes occurred in 2019 with 2,718 crashes while the lowest number of crashes occurred in both 2020 and 2022 with 2,230 crashes each year.

	Total Crashes	Fatal or Serious Injury Crashes	Fatal Crashes	Pedestrian Crashes	Bicycle Crashes	Motorcycle Crashes
Average Per Year	2,458	85	17	31	36	64
2016-2022	17,208	594	117	217	249	451

Figure 13 - Overview of Crash Trends in Mesa County

How Are Crashes Reported & Data Collected? Crash reports are filed by police officers from local jurisdictions (Grand Junction Police Department, Colorado State Patrol, etc.). The Colorado Department of Revenue is the owner of this dataset. Reports are shared and compiled annually by CDOT. The data used in this analysis was obtained by Mesa County for use in this study directly from CDOT and from a third-party vendor contracted to geocode crashes with missing coordinates. Reportable crashes included in this database represent crashes with injuries or fatalities, uninsured drivers, more than $1,000 in damages, alcohol or drugs involved, or by driver request.

How Was Data Analyzed?

The consulting team utilized Microsoft Power BI to gather and analyze data. They also developed a customized platform for Mesa County to facilitate efficient data management and derive valuable insights. This platform enabled a thorough evaluation of crash data, helping to identify overall trends and assess various factors, including the timing, locations, causes, involved individuals, and types of crashes.

An increase in the percentage of serious injury crashes occurred from 2020 to 2021. The percentage of minor injury crashes has increased in recent years (2020-2022) with a high of 15.7% in 2022. The minor injury crash percentage varied between 4.9% and 6.4% from 2016 to 2019. There was no apparent trend in the percentage of crashes that resulted in possible injury(s) with a low of 6.5% occurring in 2018 and a high of 18.4% occurring in 2020. The percentage of crashes that resulted in property damage only (no injuries) increased from 2016 to 2018 reaching a peak of 86.5% in 2018 before decreasing in the years after to a low of 64.7% in the latest year (2022).

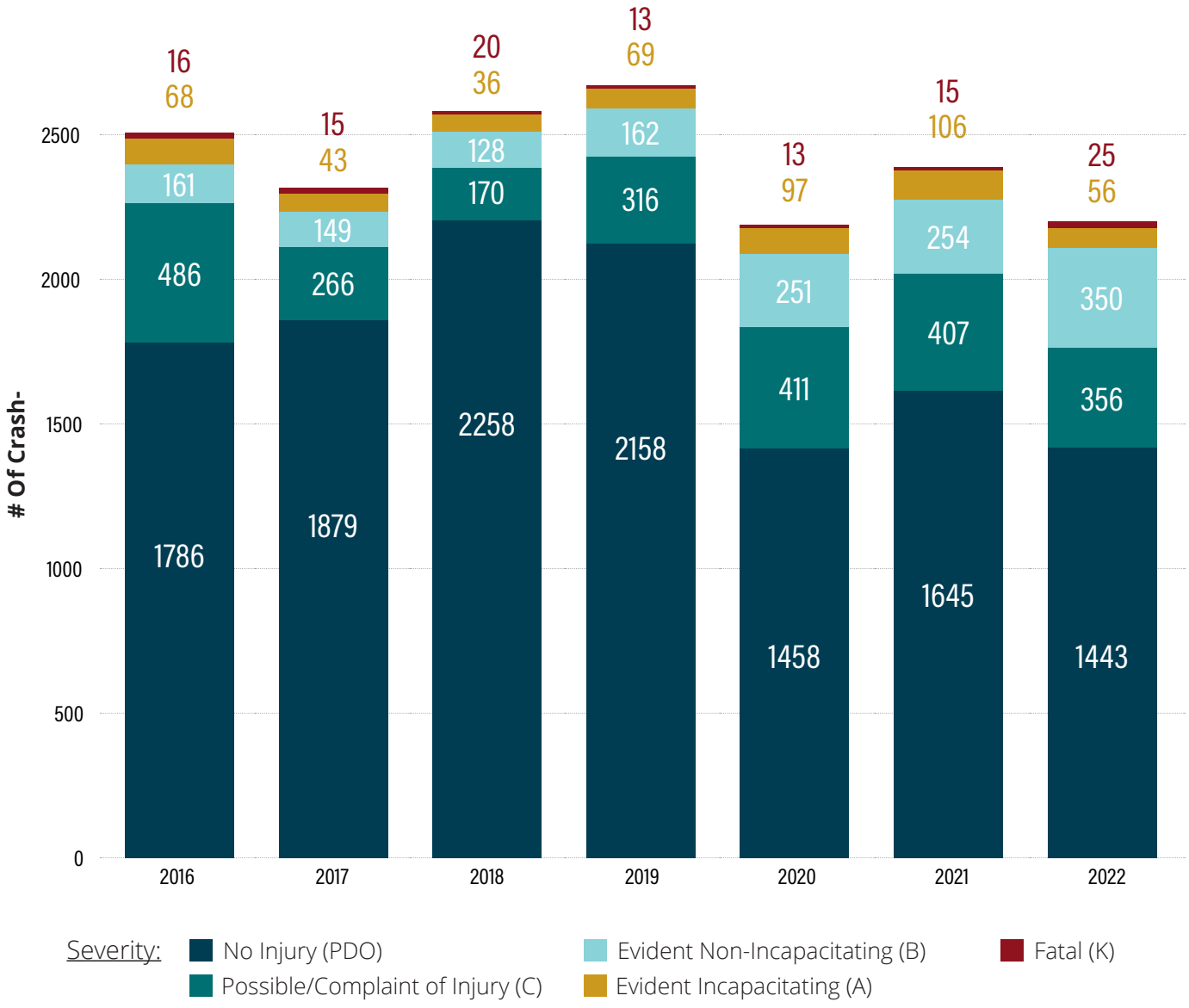


Figure 14: Total Number of Crashes per Year and Injury Severity, Mesa County, 2016-2022

Where

A heatmap of all crashes in Mesa County from 2016 to 2022 is shown in Figure 15. A majority of crashes are concentrated in Grand Junction and along Interstate 70 (I-70). This map also indicates the lack of concentration of crashes in the rural areas. Recognizing the difference of the crash picture between urban, freeway/interstate, and rural areas, the approach to further analyze crashes are separated into urban and rural areas

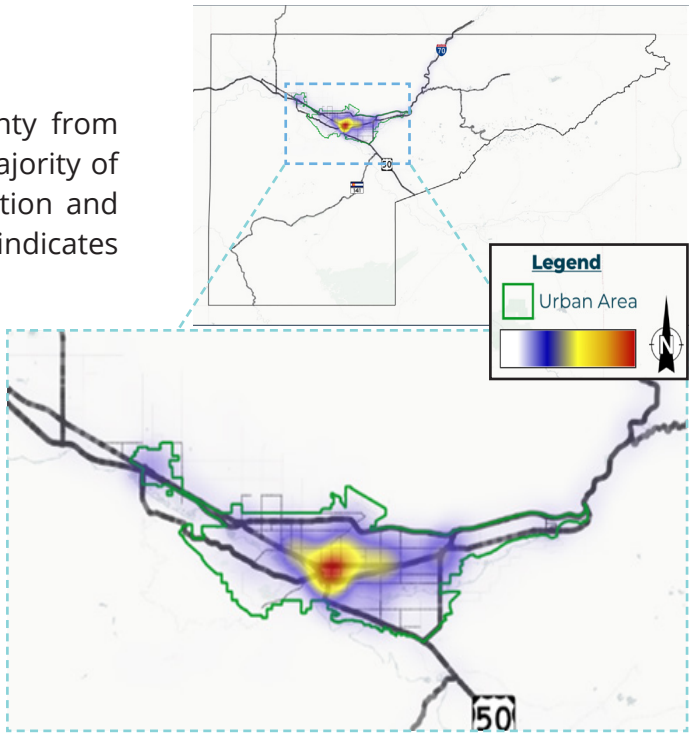


Figure 16: Heatmap of All Crashes in Mesa County, 2016-2022

Who

For this analysis, the user types are separated into four categories depending on who was involved in the crash: driver, motorcyclist, bicyclist, and pedestrian. Figure 17 shows the distribution of user types by injury severity for crashes in Mesa County within the study period. For crashes only involving drivers, the injury and fatal percentage is the lowest among all user types. Motorcyclists see the highest injury percentage of any user type and the second-highest percentage of fatal crashes. Crashes involving bicyclists had a high injury percentage but a low fatality percentage. Pedestrian crashes had the second-highest injury percentage and the highest fatality percentage of any user type.

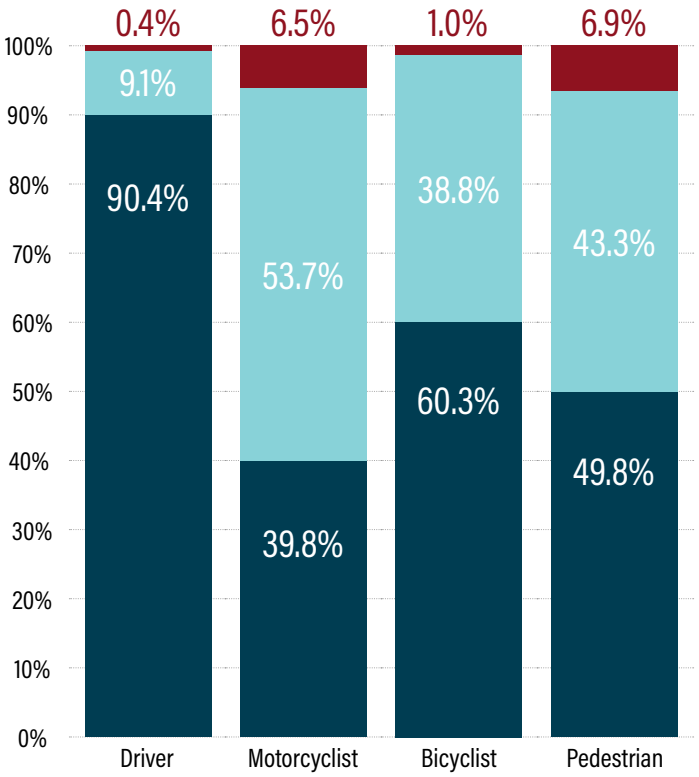


Figure 17: # of Crashes by User Type & Injury Severity, Mesa County, 2016-2022

Urban vs. Rural Crashes

Approximately 88% of all crashes in Mesa County were reported in urban areas (15,014 crashes) and the remaining 12% of crashes occurred in rural areas (2,072 crashes). Despite the lower number of total crashes, rural crashes accounted for 23% of all serious injury crashes (475 crashes) and 35% of all fatal crashes (41 crashes). A comparison between urban and rural crashes organized by injury severity is shown in Figure 18.

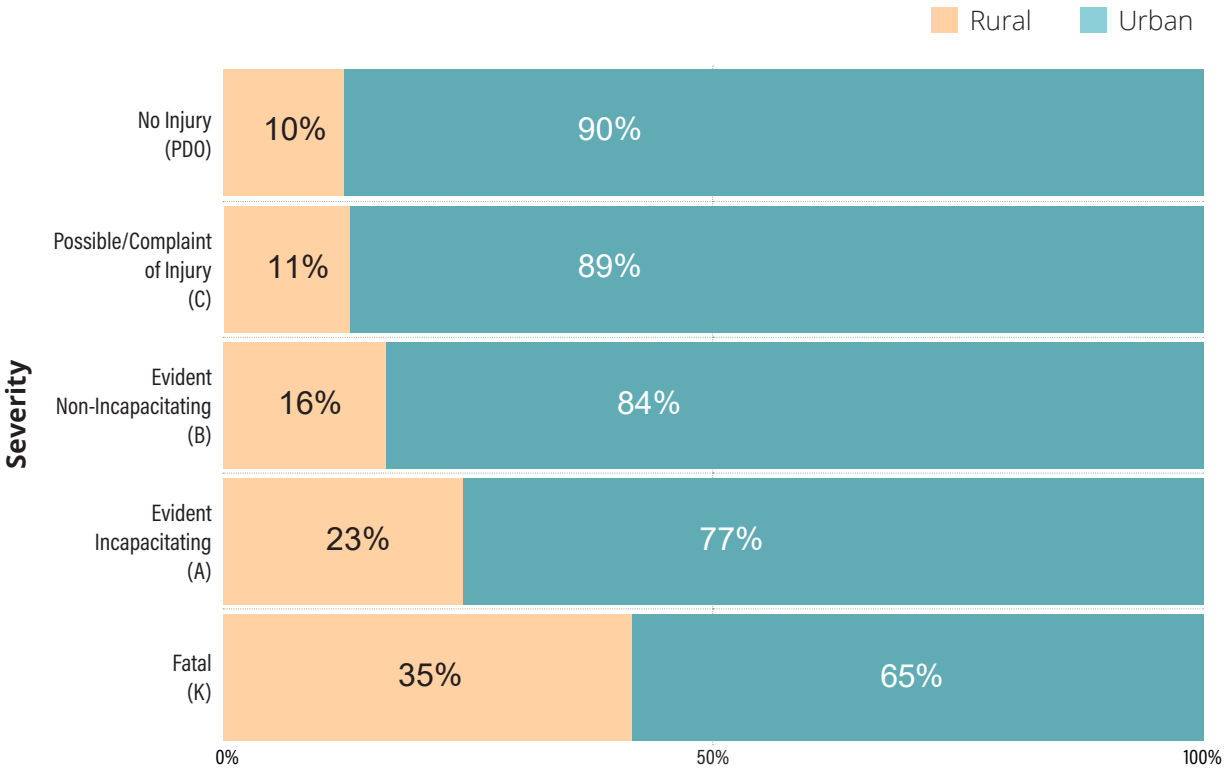


Figure 18: Urban vs. Rural Crashes by Injury Severity, Mesa County, 2016-2022 (N = 17,086)

Approximately 75% of KSI crashes occur within the designated urban area of Mesa County. KSI crashes steadily decreased from 2016 to 2018 before increasing steadily until 2021. The most recent year of analysis, 2022, saw a dip in the number of KSI crashes compared to previous years. Rural KSI crashes were relatively low in 2016 and 2017 before increasing to a relatively constant value from 2018 to 2022. There was no apparent effect on the amount of KSI crashes for rural crashes as a result of the pandemic in 2020. The number of urban KSI crashes increased in 2020 and 2021 before dropping in 2022.

Urban Crashes

Urban Crash Location

60% of urban crashes were intersection related.

56% of these crashes were at unsignalized intersections.

24% of Motorcycle crashes in urban areas resulted in death or serious injury.

97% of Pedestrian and Bicyclist KSI crashes occur in urban areas.

Contributing Factors to Urban Crashes

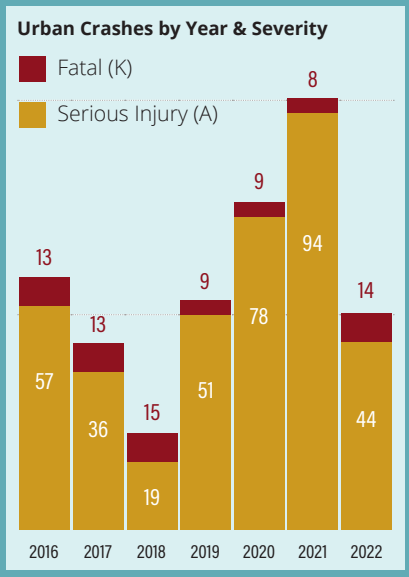
Impairment is a factor in **23%** of urban KSI crashes.

Speeding is a factor in **22%** of urban KSI crashes. Aggressive driving is the most common contribution factor.

Vulnerable road users (such as pedestrians, bicyclists, and motorcyclists) are involved in **16%** of urban KSI crashes.

31% of urban crashes involved **drivers under the age of 25**.

67% of KSI Approach Turn Crashes occurred at **Signalized intersections**



Rural Crashes

Rural Crash Location

87% of rural crashes were non-intersection crashes.

The majority, **77%** occurred on state highways.

49% of Motorcycle crashes in rural areas resulted in death or serious injury.

3% of Pedestrian and Bicyclist KSI crashes occur in rural areas.

Contributing Factors to Rural Crashes

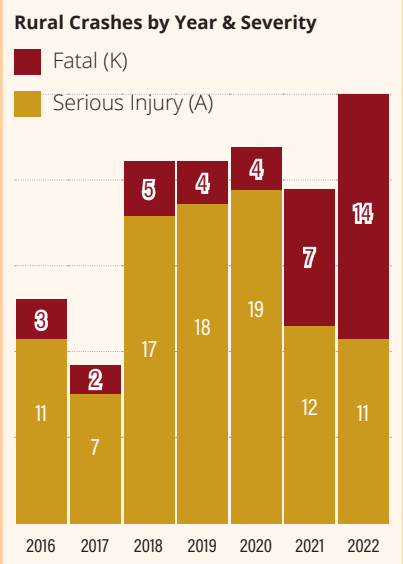
Impairment is a factor in **21%** of rural KSI crashes.

Speeding is a factor in **42%** of rural KSI crashes. Aggressive driving is the most common contribution factor.

Overturning accounts of **35%** of rural KSI crashes.

Wild animals contribute to **12%** of rural crashes

65% of rural crashes involved male drivers.



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Identifying Focus Areas

Based on the crash analysis, seven focus areas were determined that guided the identification and creation of strategies that directly connect to addressing these types of crashes. As shown in Figure 22, there are five focus areas related to the urban area: signalized intersections, driving under the influence/impairment, people walking/pedestrians, people biking/bicyclists, and speeding. And three priorities for the rural area: speeding, overturning vehicles, and motorcyclists.

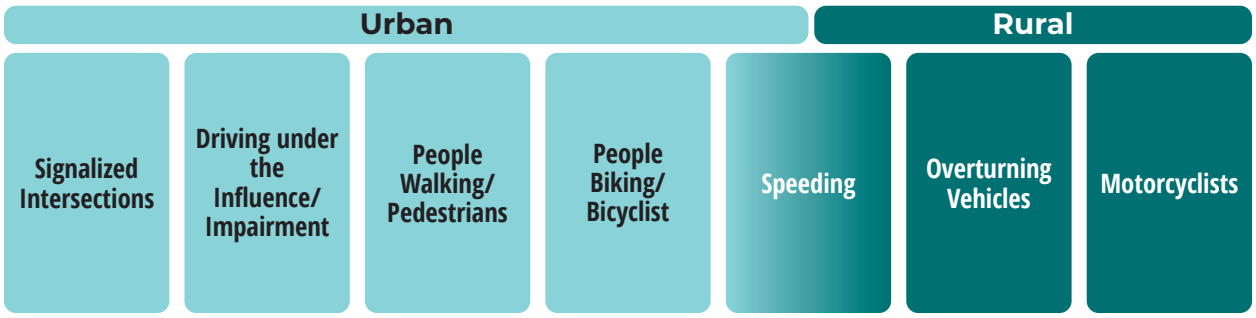


Figure 22: Initial Urban and Rural Focus Areas for Mesa County Safety Action Plan

As work advanced in selecting strategies and countermeasures to respond to the crash trends, further refinement of focus areas occurred. Building Safe Streets grouped signalized intersections and overturning vehicles together, Addressing Dangerous Behaviors became the umbrella category for driving under the influence/impairment and speeding, Protecting Vulnerable Road Users consolidated people walking/pedestrians, people biking/bicyclists and motorcyclists, and Creating a Culture of Safety transpired from the need to address policy and systemic changes.

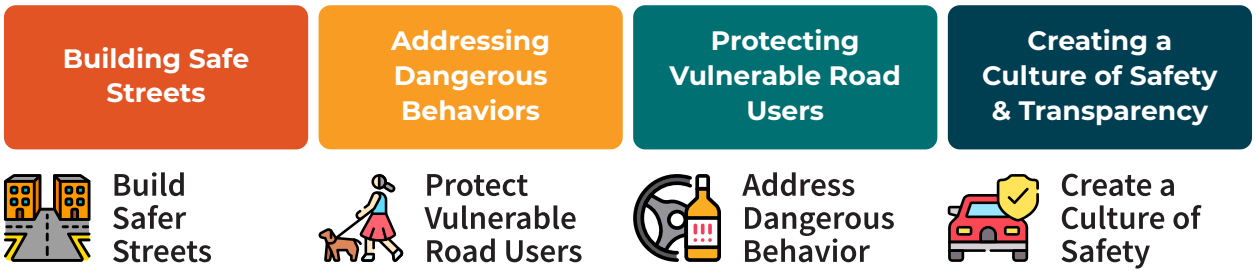


Figure 23: Focus Areas for Mesa County Safety Action Plan

High Injury Network

Mesa County developed a High Injury Network (HIN) to identify priority locations where a high number of people have been killed and severely injured in traffic crashes. The HIN is a useful framework that helps governments focus their limited resources on what's needed at these dangerous roads and intersections, including appropriate design solutions. The HIN will change over time as safety trends change.

Figure 24 provides a visual representation of the Mesa County HIN for traffic crashes between 2016 and 2022. Of the 594 fatal and serious injury crashes in Mesa County overall, 458 (77%) occurred in urban areas. Of the urban crashes, 280 (61%) occurred on road segments and 178 (39%) were at intersections. **The HIN accounts for 31% of all fatal and serious injury crashes in Mesa County** even though HIN locations account for only a fraction of the overall transportation network. Tables 1 and 2 display HIN Intersection and HIN Segment locations respectively.

Table 1: Intersections on the HIN

Intersection	KSI Count 7-Years
S 4th St & Ute Ave	7
29 Rd : D Rd & Riverside Pkwy	5
29 Rd & Teller Ave 5	5
25 Rd & Patterson Rd 5	5
29 Rd & Patterson Rd 5	5
28 1/4 Rd & Patterson Rd	4
N 10th St & North Ave	3
N 7th St & Elm Ave	3
N 1st St & Rood Ave	3
N 5th St & Grand Ave	3
N 12th St & Grand Ave	3
N 1st St & North Ave	3
N 12th St & North Ave	3
28 1/4 Rd & North Ave	3
29 Rd & North Ave	3
I70-B & North Ave	3
31 1/2 Rd & I-70B	3
24 1/2 Rd & Patterson Rd	3
29 1/2 Rd & Patterson Rd	3
30 Rd & Patterson Rd	3

The HIN looks at the urban areas of Mesa County and a detailed technical memorandum provides more in-depth information on the HIN analysis (see Appendix B). The project management team aimed to develop a High Risk Network (HRN) for the rural areas where there were fewer crashes. **However, after analyzing current data, it was determined that more data needs to be collected and analyzed to determine a HRN.**

Whats the Difference Between an "Arterial" and "Collector"?

Arterial Streets include freeways, multi-lane highways, and other major high-capacity roadways. Arterials typically do not directly connect to local/ neighborhoods streets. Collectors are major and minor roads that connect local/neighborhood streets with the Arterial Streets. Collectors also typically have lower speeds than Arterials.

Source: US Dept. of Transportation

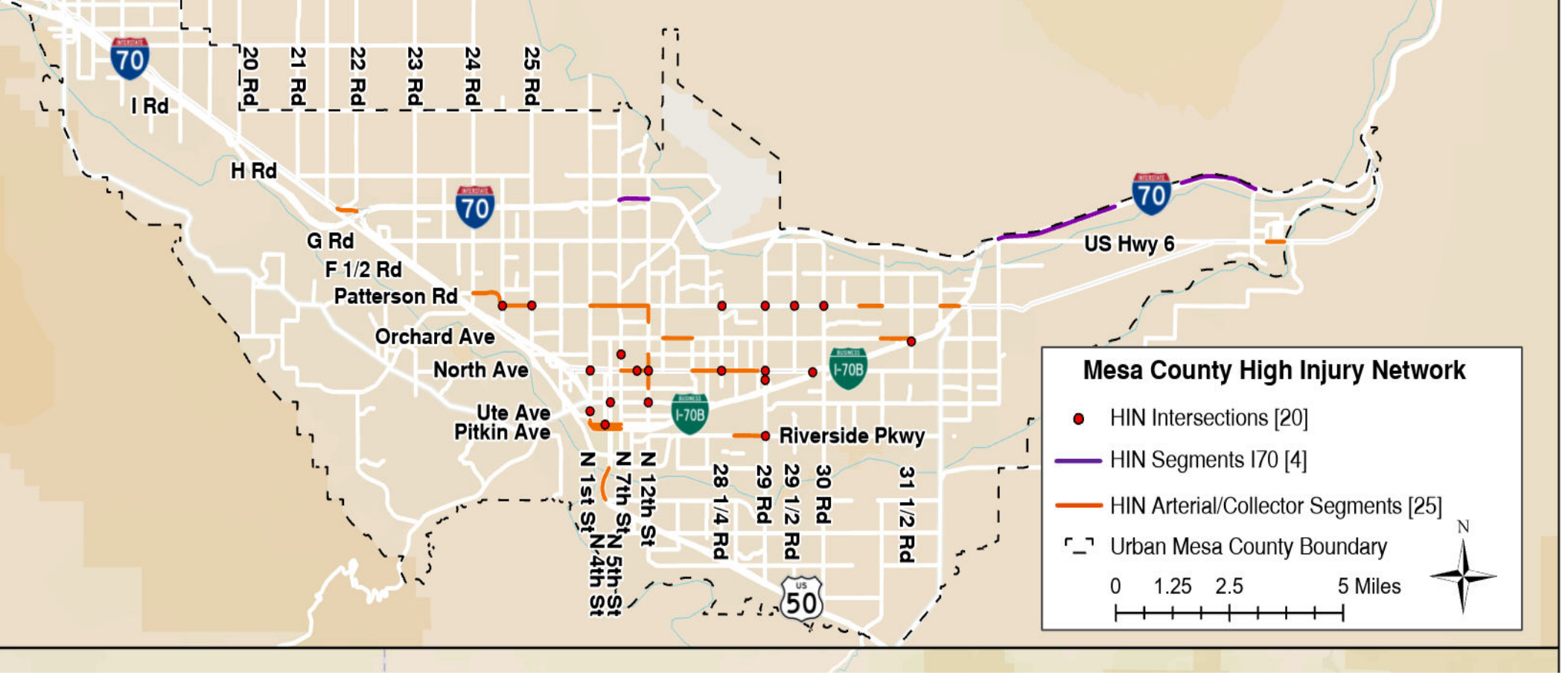


Figure 24: Mesa County High Injury Network (HIN)

The Mesa County HIN includes:

20 intersections, 21 Arterial/Collector Segments, & 4 I-70 segments.

As roadway improvement projects are implemented and new crash data becomes available, the transportation network will be re-evaluated on a regular basis to identify changes to the HIN.

Table 2: Collector/Arterial Roadway Segments on the HIN

Segment Name	From	To	Length (Miles)	KSI Crashes	KSI Crash/ Mile	Evaluation
North Ave	23rd St	28 1/4 Rd	0.5	5	10.0	Collector/Arterial
North Ave	7th St	12th St	0.5	4	8.5	Collector/Arterial
N 12th St	North Ave	Elm Ave	0.3	3	12.0	Collector/Arterial
North Ave	28 1/2 Rd	Melody Ln	0.4	3	8.0	Collector/Arterial
Patterson Rd	Cottage Meadows Ct	31 Rd	0.4	3	7.5	Collector/Arterial
Patterson Rd	7th St	12th St	0.5	3	6.0	Collector/Arterial
Patterson Rd	1st St	7th St	0.5	3	6.0	Collector/Arterial
Orchard Ave	15th St	23rd St	0.5	3	6.0	Collector/Arterial
Patterson Rd	24 1/2 Rd	25 Rd	0.5	3	5.9	Collector/Arterial
Hwy 50	Riverside Pkwy Ramp	Unaweep Ave	0.5	3	5.8	Collector/Arterial
E 1/2 Rd	31 Rd	31 1/2 Rd	0.5	3	5.7	Collector/Arterial
Riverside Pkwy	Evergreen Rd	29 Rd	0.5	3	5.6	Collector/Arterial
Ute Ave	1st St	7th St	0.6	3	5.1	Collector/Arterial
Pitkin Ave	1st St	7th St	0.6	3	4.8	Collector/Arterial
Patterson Rd	24 Rd	24 1/2 Rd	0.6	3	4.8	Collector/Arterial
I-70	EB, Mile Marker 38	EB, Mile Marker 39	1.0	3	2.9	Interstate
I-70	EB, 33 Rd	EB, Mile Marker 38	1.0	3	2.9	Interstate
I-70	WB, Mile Marker 40.3	WB, Elberta Ave	1.3	3	2.3	Interstate
North Ave	28 1/4 Rd	28 1/2 Rd	0.2	2	8.0	Collector/Arterial
N 12th St	Bookcliff Ave	Patterson Rd	0.2	2	8.0	Collector/Arterial
N 12th St	Gunnison Ave	North Ave	0.3	2	7.4	Collector/Arterial
N 8th St	Iowa Ave	Main St	0.3	2	7.0	Collector/Arterial
Patterson Rd	32 Rd	I-70B	0.3	2	6.2	Collector/Arterial
Hwy 6 & 50	Valley Ct	I-70 Wb Ramp	0.3	2	6.0	Collector/Arterial
I-70	EB, 26 1/2 Rd	EB, 27 Rd	0.5	2	4.0	Interstate

Integrating Direction from the Community

Stakeholder Working Group (SWG)

In March 2024, the project management team hosted a four-hour workshop with the SWG to inform, engage, and establish partnership with the variety of agencies and organizations that are invested in creating a safe place for Mesa County residents and visitors. With the goals outlined for the workshop, the project team created an interactive sessions and activities that focused on: learning from others, crash data trends, focus areas, initial strategy development, and discuss how roadway safety efforts are currently administered.

Activity 1 - Focus Area Discussion

- Rural & Urban Focus Areas
- What's Missing?
- What Stands Out?
- What will the Community Think?
- Are there any current tools – programs are in place that directly connect to these issues?

Activity 2 - Connecting Strategy Ideas to the E's

Attendees were asked to write out ideas/ solutions/ thoughts/ strategies on how to address the focus areas within the seven E's: Enforcement, Evaluation, Engagement, Education/ Encouragement, Engineering, Equity, and Emergency Responder.

Activity 3 - Identification of Constraints & Opportunities

- Processes
- Structure & Programs
- Mesa County Residents
- Funding

Results

The SWG members provided detailed feedback from each activity that led to the:

- Refinements of focus areas and addition of Creating a Culture of Safety.
- Draft of initial Safety Action Plan strategies.
- Identification of issues to address in implementation.

What We Heard from the Community – Phase 1

The first public engagement touchpoint for this project took place in the Spring of 2024. A self-guided online meeting was open from March 13 to April 28, 2024, and included an interactive comment map and survey. In addition, Mesa County attended community events with a comment map and directed visitors to the online meeting. Between the online meeting and events there were a total of 1,160 participants.

The overarching goals of Phase 1 engagement were to have the community:

Learn about:

- The purpose of the plan, including funding and schedule.
- Community safety concerns, including existing conditions and crash trends
- Next steps and how to stay involved.

Provide feedback on:

- Areas where they have safety concerns.
- Goals of the plan.
- Safety areas to prioritize.

Online Meeting

754 Recorded Users

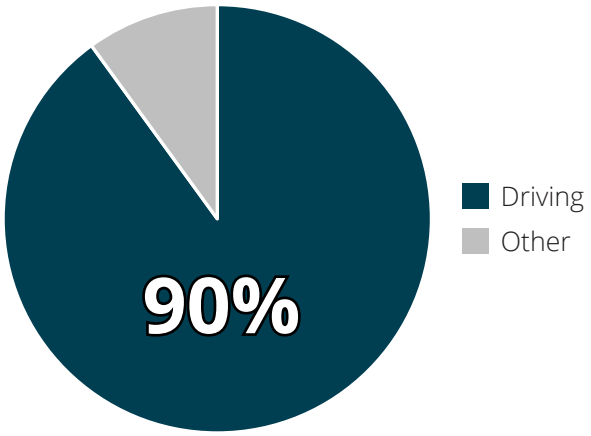
275 Survey Responses

245 Map Comments

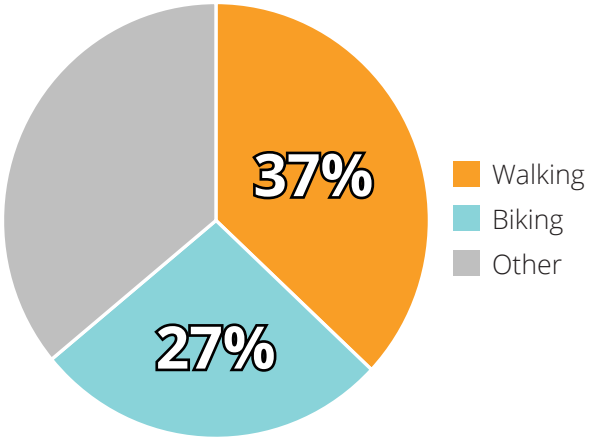
Community Events

- **Cesar Chavez Celebration.**
- **Sustainability and Adaptation Open House.**
- **Arbor Fest**

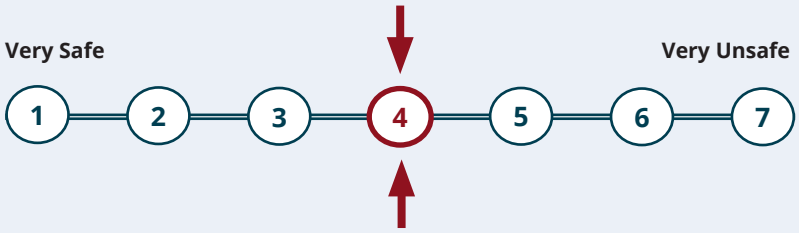
Key Takeaways from Engagement Phase 1



PRIMARY Mode of Transportation Around Mesa County



SECONDARY Mode of Transportation Around Mesa County



Respondents rated Mesa County roadways on a scale of 1 (very unsafe) to 7 (very safe). **The average rating was 4.**

DISTRACTED DRIVING (16%) and **SPEEDING VEHICLES** (15%) were identified by respondents as top safety topics.

81% of respondents agree or strongly agree that their **PERSONAL CHOICES AND DRIVING BEHAVIORS** play a role in safer roadways in Mesa County.

Top 3 **SAFETY CONCERNS** were:

1. DISTRACTED DRIVING
2. SPEEDING VEHICLES
3. RECKLESS / CARELESS DRIVING

Top 3 **DESIRED SAFETY IMPROVEMENTS:**

1. DESIGN OF ROADS & INTERSECTIONS
2. TRAFFIC SIGNAL OPERATIONS
3. ENFORCEMENT

Additional Themes from Community Feedback

Traffic Signal Timing and Red-Light Runners

- Several intersections are highlighted for frequent red-light violations.
- Reports of issues with traffic signal timing, leading to frustration and red light running.
- Witnessing frequent instances of drivers running red lights, which poses a significant safety hazard.

Enforcement and Education

- Calls for stricter enforcement of traffic laws, including texting while driving, expired registrations, speeding, and red-light violations.
- Suggestions for community education in addressing road safety issues and increasing awareness of traffic laws.

Bicycle and Pedestrian Infrastructure

- Issues with pedestrian and cyclist safety due to inadequate sidewalks, bike lanes, and crossings, particularly in areas with high-density housing, schools, and parks.
- Concerns about pedestrian safety, including the need for more crosswalks, improved visibility, and better education for drivers and pedestrians on rules of the road.

Speeding and Aggressive Driving

- Concerns about speeding, tailgating, and road rage, with suggestions for increased enforcement, higher penalties, and better education on traffic laws.
- Reports of street racing, dangerous driving habits, and crashes.
- Reports of many drivers exceeding the speed limit by 10 mph or more.

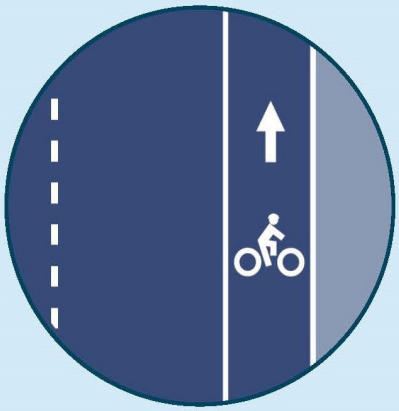
Bold Changes to Create Safer Streets for People Walking, Biking, and Driving

In summer 2024, the City of Grand Junction launched a pilot project designed to reduce speeds on 4th and 5th Streets between North Ave. and Ute Ave., that will increase safety for motorists, cyclists, and pedestrians. Both streets were one-direction, with two vehicle lanes and on-street parking on both sides.

During the pilot, vehicle traffic was narrowed to one way, one lane on each street (4th and 5th). A protected bike lane, with vertical elements and parked cars was constructed on the right-hand side and diagonal parking remains on the left-hand side of both roadways.

This project was identified in the City of Grand Junction's Pedestrian & Bicycle Plan, and by the 1981 Downtown Plan of Development and the 2019 Vibrant Together Master Plan for improvements.

U.S. Department of Transportation
Federal Highway Administration



Safety Benefits:

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes.[3]

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.[7]

30%

for total crashes on urban 2-lane undivided collectors and local roads.[7]

Bicycle lane in Washington, DC. Source: Alex Baca, Washington Area Bicyclist Association.

03 Establishing Strategies and Actionizing the Plan

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Strategy Development

A key component of the Safety Action Plan is the creation of strategies - a variety of work efforts that function as a collective effort - to reduce Killed and Serious Injury (KSI) crashes in Mesa County. Mesa County used a six-month continuous process to develop the final list of strategies that included a comprehensive identification of an unconstrained list of known, effective strategies related to the focus areas, a stakeholder assessment and removal of low value strategies, and refinement of remaining strategies based on applicability and anticipated results.

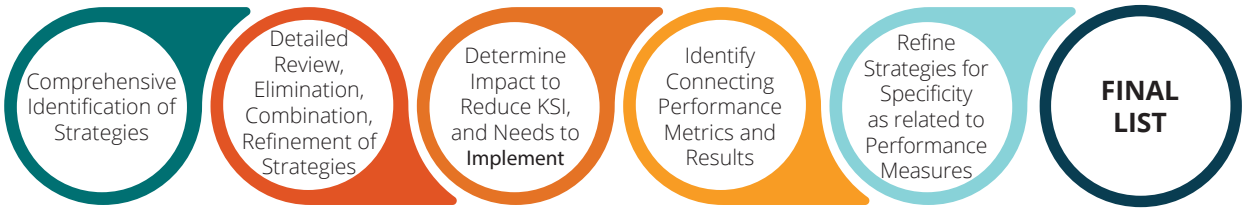


Figure 25: Strategy List Creation Process

In identifying and finalizing the strategy list, six principles were identified and integrated into the process:

Figure 26: Strategy List Creation Principles

Proven Results and Effectiveness

Highway safety has been an integral part of federal initiatives since the 1960's, when the Highway Safety Act of 1966 was enacted. As this was the first national initiative, it then progressed through the decades becoming more intentional, and relative to the local roadway systems through formalized funding sources like the Highway Safety Improvement Program (HSIP) in 2005. Highway safety was furthered by research and analysis with the launch of the crash modification factors clearing house (CMFC) in 2010, the Safe Systems Approach, and the launch of the SS4A program in 2021. There are many additional milestones in the history of transportation safety, which now provide technicians with a variety of proven strategies to reverse the trend of KSI crashes. Each one of these resources offers a wide range of countermeasures that have proven results and effectiveness in reducing KSI crashes.

For this planning effort, the main resources that were used to identify and evaluate strategies were:

United States Department Of Transportation (USDOT): Federal Highway Administration (FHWA) & National Highway Traffic Safety Administration (NHTSA)

- Proven Safety Countermeasures
- Safe System Roadway Design Hierarchy
- Behavioral Safety Strategies for Drivers on Rural Roads
- Manual for Selecting Safety Improvements on High Risk Rural Roads
- Low-Cost Safety Improvements for Rural Intersections
- The Crash Modification Factors Clearinghouse
- National Highway Traffic Safety Administration Countermeasures That Work
- PedBikeSafe – Pedestrian & Bicycle Safety Guide and Countermeasure Selection System
- Systemic Safety User Guide

Colorado Department of Transportation

- Strategic Transportation Safety Plan

Figure 27: Example of USDOT 'Proven Safety Countermeasure'

Each of these resources provide information about the background, application, evaluation process/methodology, and effectiveness of different countermeasures (strategies). While each resource measures effectiveness outcomes slightly different, each one is based on a research based methodology.

Holistic Approach

Another principle that was used in strategy development was using the Safe Systems approach, and the "Swiss Cheese Model", show in Figure 28, that recognizes one type of action will not solve the KSI crash problem, but building redundancy into the action plan will create layers of protection to keep people safe on Mesa County roadways. This principle helped the project management team and SWG review and include strategies that are not just focused on one type of solution, but holistically considered: engineering, enforcement, education and encouragement, equity, and evaluation work efforts.

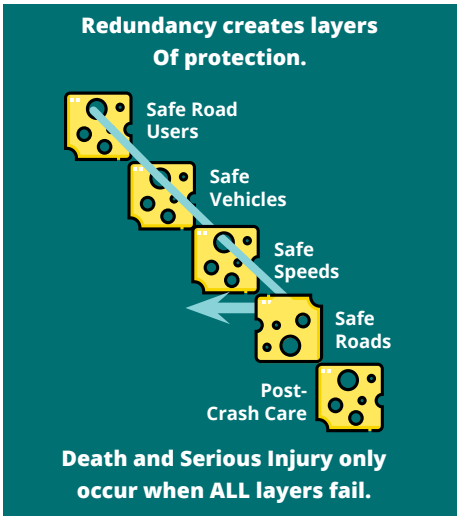


Figure 28: Swiss Cheese Model of Traffic Safety

Application

Another important factor that was considered in the strategy development process is the application of a strategy. For this plan, strategies were evaluated on where and how they could be applied. A strategy can have more than one application. Depending on the application type, it could have a higher impact on reducing KSI crashes.

- **Site Specific**
  - **High Injury Network (Urban**) – Roadway locations in Mesa County's urban area that have the highest amount of KSI's crashes.
  - **High Risk Network (Rural)** – Roadway locations in Mesa County's rural area that have similar characteristics of roadways of KSI crashes.
  - **Location Specific** – While many transportation projects are not on a HIN or HRN, local agencies can review crash trends from data analysis, look at context sensitive countermeasures, and integrate them into project development or a non-engineering effort like enforcement or an education campaign. Additionally, improving safety is integrated into roadway maintenance projects such as road overlays, ADA improvements, etc.
- **Systemic** - The Federal Highway Administration (FHWA) promotes the systemic approach as a complementary technique to the traditional, site-based "hot spot" approach. *'A systematic approach to safety involves the installation of a safety countermeasure at all sites system-wide that meet specific criteria. This is also sometimes described as a policy-based approach, in which all sites that meet criteria will eventually receive a certain treatment. It is also exclusionary in some ways, working from the assumption that a countermeasure should be installed everywhere except for those sites that do not meet certain criteria."* FHWA - Systemic Safety User Guide
- **Programmatic/Systematic** – Deploying strategies, typically low-cost, proven safety countermeasures, that can be integrated in existing transportation programs or into design or maintenance projects.

Resources

Another fundamental part of finalizing the safety strategies for this plan was consideration of funding and staffing resources, and availability. With finite and limited resources throughout Mesa County and within different types of work efforts (engineering, enforcement, education, etc.) decisions have to be made on what to fund and support. Part of this balancing, is the impact of reducing traffic fatalities and improving safety, and cost.

Keep it Local

The first step in the strategy development process was to develop a comprehensive list of strategies. Utilizing the resources mentioned previously in this section and connecting them to the results of the crash analysis. While it's important to initially be inclusive to all relevant strategies, a guiding principle to determine if it's actionable in Mesa County, was understanding if it can be implemented and both community leaders and residents will be accepting.

The Stakeholder Working Group (SWG) and the public involvement played a key role in finalizing the strategies from a local perspective. Specifically, questions that were addressed and inquired about included:

What work is being done now?

What has been tried before?

Who are leaders and partners?

Are resources available?

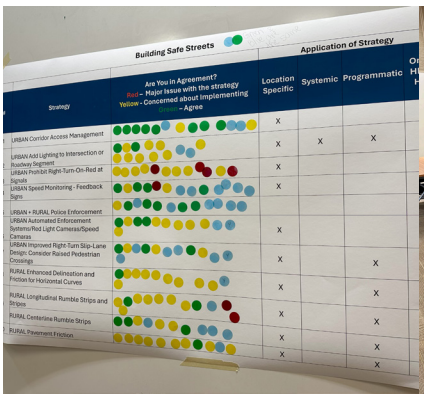
Is there community and political support?

Is there a legal framework in place to administer?

Phase 2 Stakeholder and Community Input

Related to the development of strategies, the SWG met twice in May and September 2024. The May 2024 work session focused on removing strategies from the comprehensive list, revising strategies for better alignment with existing work efforts, and initial prioritization. This was done through small working groups that discussed strategies grouped by the plan's focus areas. This work effort eliminated over a dozen strategies and provided more focused direction on others.

The SWG works session in September 2024, the fourth and final meeting, was focused on finalizing the strategies with specific actions, identifying the agencies responsible for implementation, and committing resources. This work is included in the final list of strategies.



Community engagement activities provided an update on the plan and gathered feedback on the strategies and prioritization. A self-guided online meeting was held between August 12 and September 8, 2024 attended by 103 people. In addition, Mesa County participated in seven existing community events between August 6 and September 5, 2024, and hosted the Western Colorado Transportation Safety Symposium on August 28, 2024. During these efforts, a total of approximately 450 participants were engaged. The engagement opportunities were promoted via social media, e blasts, and a press release.

Engagement Results

450 Community Participants

35 Safety Pledges

60 Priority Board Responses

50 Strategy Board Responses

Key Takeaways from Engagement Phase 2

Key takeaways from the combined survey responses of the online meeting and in-person events that influenced the prioritization and implementation of the strategies are highlighted below.

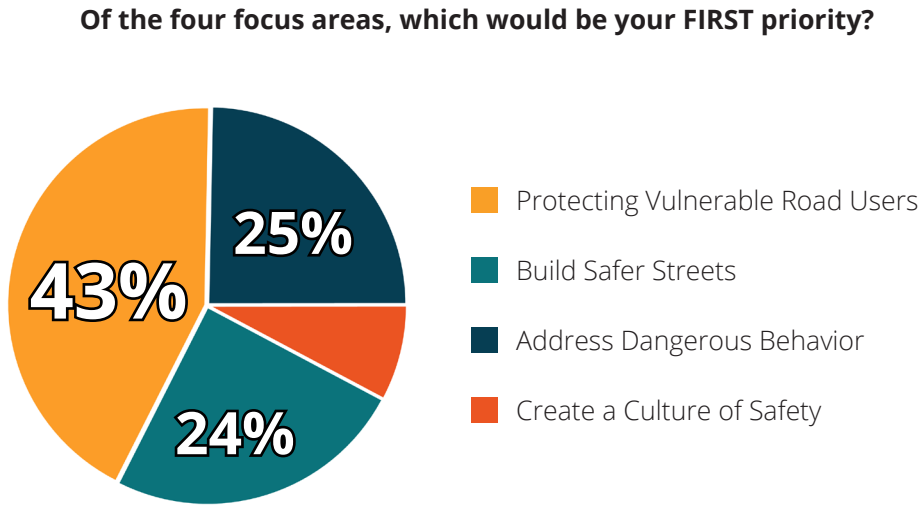


Figure 29 displays the average responses to the strategies presented to the community by focus area.

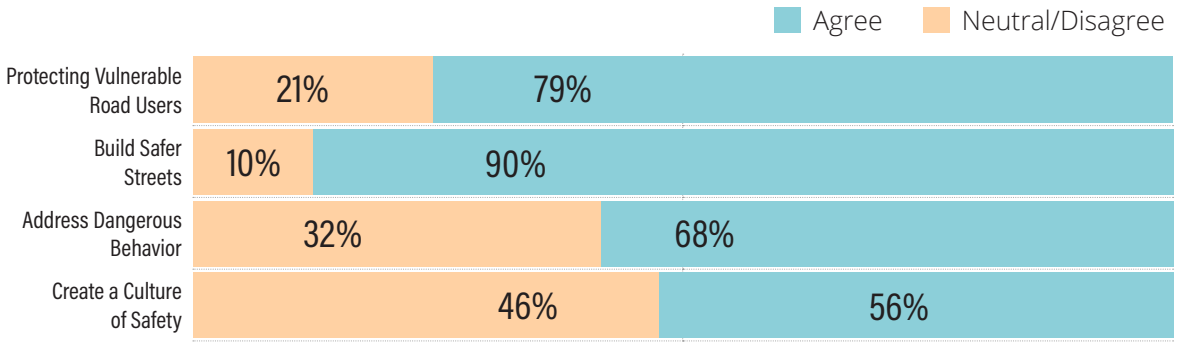


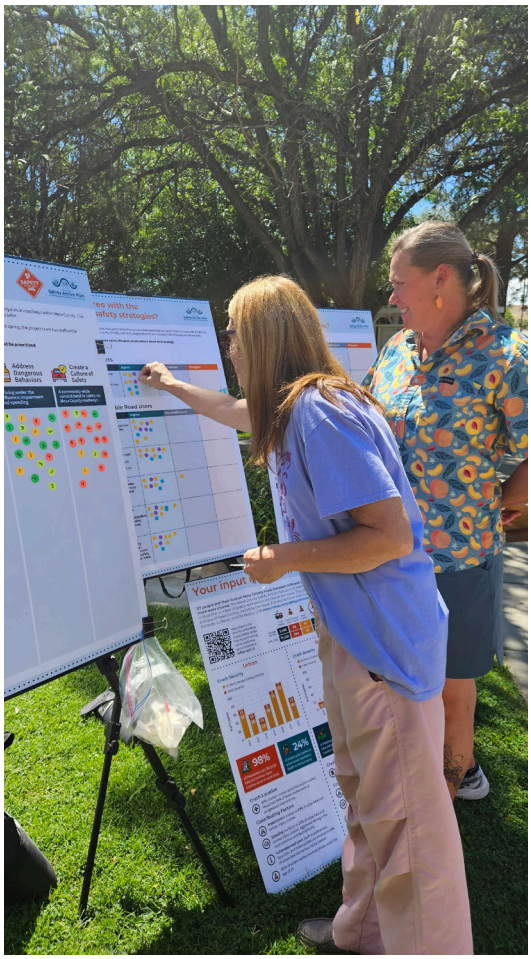
Figure 29: Average Response to Strategies Presented to the Community by Focus Area

The open-ended comments from the online meeting indicate the need for improved education and awareness campaigns for both drivers and cyclists, stricter enforcement of traffic laws, better road design including separated bike lanes and pedestrian paths, and a focus on reducing speeding and improving safety at intersections to address the systemic causes of dangerous roads and hostility toward cyclists.

OZARK TRAIL
Safe Routes to School
MESA COUNTY

Your input is critical

My Safety Pledge...


Your input

Safety Action Plan Strategies

The Mesa County Safety Action Plan is committing to 30 strategies that will support its goal of achieving zero fatalities on the transportation network in the future. The strategies are organized by the 4 focus areas and 10 objectives:

Building Safe Streets

Actions in this area will influence the physical design of urban and rural intersections and roadways..

Objective 1: Enhance intersection operations and visibility where conditions have been or could be a crash factor

Objective 2: Focus on proactively reducing severe crashes based on contextual factors

Objective 3: Ensure funding aligns with safety improvement projects

Protect Vulnerable Road Users

Actions in this area will protect people walking, people biking, people rolling, and motorcyclists.

Objective 1: Host targeted events and education campaigns for the general public that promote safe behaviors and increase awareness of traffic laws

Objective 2: Prioritize vulnerable road user improvements on High Injury Network (HIN) segments

Objective 3: Build upon Safe Routes to School (SRTS) efforts

Address Dangerous Behaviors

Actions in this area focus on influencing the behavior and attitudes of people traveling throughout Mesa County. These actions address driving under the influence and speeding.

Objective 1: Reduce speeding and red-light running

Objective 2: Host targeted events and education campaigns for the public that promote safe behaviors and increase awareness of traffic laws

Create a Culture of Safety

Actions in this area focus on creating a community-wide commitment to the Mesa County Safety Action Plan.

Objective 1: Unite, equip, and empower multi-disciplinary leaders to actively work together in pursuit of implementing the Mesa County Safety Action Plan

Objective 2: Support a transparent and data driven safety crash analysis

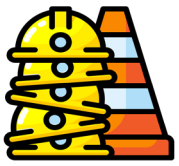
The following four tables list the strategies, actionable steps, type of strategy (engineering, evaluation, education and engagement, and enforcement), leaders and partners, effectiveness of strategy, range of costs, the schedule for implementation, and recommended performance measures.

Table 3: Build Safe Streets Strategy List

Build Safe Streets

Actions in this area will influence the physical design of urban and rural intersections and roadways.

#	Strategy	Actionable Steps
Objective 1: Enhance intersection operations and visibility where conditions have been or could be a crash factor		
BSS 1.1	Improve lighting at dangerous intersections	Evaluate High Injury Network (HIN) locations, prioritize locations for lighting improvements through local agency processes, upgrade or install lighting, and maintain infrastructure.
BSS 1.2	Make improvements at dangerous intersections	Evaluate HIN intersection locations, use the toolbox, seek funding and grants when applicable, improve or modify infrastructure, monitor and evaluate effectiveness, and maintain infrastructure.
Objective 2: Focus on proactively reducing severe crashes based on contextual factors		
BSS 2.1	Develop a High Risk Network (HRN) for rural areas of Mesa County	Identify data gaps and needs for contextual factors most associated with severe crash types, collect data, map corridors and intersections with the highest risk for severe crashes, and evaluate data.
BSS 2.2	Prioritize capital improvements on the High Injury Network (HIN)	Analyze one location on the HIN per year, use the toolbox to analyze and identify improvements, seek funding and grants when applicable.
BSS 2.3	Develop a road safety audit (RSA) program, and engage with relevant agencies to understand implementation	Conduct one RSA per year, seek funding to implement recommendations. Ensure the RSA includes assessment for context sensitive corridor access management improvements and use of speed setting tools to review and evaluate roadway segment speed limits.
BSS 2.4	Prioritize capital improvements on the High Risk Network (HRN)	After the HRN is complete, evaluate one HRN location per year, and use the Rural Road Engineering Toolbox to analyze and identify improvements. Seek funding for implementation/construction.
Objective 3: Ensure funding aligns with safety improvement projects		
BSS 3.1	Prioritize improvement projects on the HIN in regional and local budgets	Prioritize HIN roadway segments upgrades - proven engineering safety countermeasure improvements - into regional and local budgets, CIP, TIP, and RTP for funding.



Type	Leader(s)	Partner(s)	Effectiveness	Cost	Schedule	Performance Monitoring
Engineering	Local Gov.	CDOT	4 stars	Varies	Ongoing	Number of projects receiving lighting improvements compared to prior years.
Engineering	Local Gov.	CDOT	1 to 4 stars	Varies	Ongoing	Number of intersections receiving improvements compared to prior years.
Evaluation	RTPO	Local Gov.	2 stars	Low: $10,000 to $100,000	Annually	Number of segments/intersections receiving improvements compared to prior years.
Engineering	CDOT; Local Gov.	RTPO	1 to 5 stars	Varies	Annually	Launch program and complete 1 audit/year
Engineering & Evaluation	Local Gov.	RTPO; CDOT	5 stars	Varies	Annually	Number of segments/intersections receiving improvements compared to prior years.
Engineering	Mesa County; CDOT	Local Agencies	1 to 5 stars	Varies	One-Time	Complete HRN analysis process.
Engineering	RTPO; Local Gov.	CDOT	1 to 5 stars	Varies	Varies	Number of segments/intersections receiving improvements compared to prior years.

1 Star: 1 star from NHTSA or CMF Clearinghouse, or 10% reduction from FHWA resource
2 Stars: 2 stars from NHTSA or CMFC, or 20 - 30% reduction from FHWA resource
3 Stars: 3 stars from NHTSA or CMFC, or 30 - 40% reduction from FHWA resource
4 Stars: 4 stars from NHTSA or CMFC, or 40 - 50% reduction from FHWA resource
5 Stars: 5 stars from NHTSA or CMFC, or 50% or more reduction from FHWA resource

Low Cost: $10,000 to $100,000
Medium Cost: $100,000 to $500,000
High Cost: $500,000 to $1,000,000
Major Cost: $1 million +

Table 4: Protect Vulnerable Road Users Strategy List

Protect Vulnerable Road Users

Actions in this area will protect people walking, people biking, people rolling, and motorcyclists.

#	Strategy	Actionable Steps	
Objective 1: Host targeted events and education campaigns for the general public that promote safe behaviors and incr			
VRU 1.1	Host a Cycle (both Motorcycle and Bicycle) - Safety Summit(s)	Work with a variety of partners to organize and promote a Cycle (both Motorcycle and Bicycle) - Safety Summit event for new and experienced bicyclists and motorcyclists.	E Er
VRU 1.2	Implement targeted education campaigns for drivers, pedestrians, and bicyclists	Study various safety messaging and approaches. Determine methods of outreach. Develop and implement education campaigns: -for DRIVERS to learn about vulnerable road user awareness -for PEDESTRIAN/BICYCLISTS to learn about basic riding skills, safety practices, and road rules Collect input on campaigns, refine, and ensure efforts are ongoing.	E Er
Objective 2: Prioritize vulnerable road user improvements on High Injury Network (HIN) segments			
VRU 2.1	Compliment local transportation plans for vulnerable road users	Evaluate the HIN for locations that are identified for bicycle infrastructure improvements in regional and local agency plans. Seek funding and grants when applicable.	E
VRU 2.2	Prioritize sidewalk infill, inspection, and maintenance	Continue to implement sidewalk upgrades into capital improvement projects and prioritize completing sidewalk gap projects through implementation of the Grand Junction Pedestrian and Bicycle Plan, and other regional and local agency plans.	E
VRU 2.3	Enhance bus stop access and amenities	Evaluate HIN segments for transit routes and current transit stop conditions for safe and convenient access to transit and ADA compliance. Ensure new capital improvement projects, developments and redevelopments include bus stop upgrades. Seek funding and grants when applicable.	Ev E
VRU 2.4	Upgrade or install mid-block crossings	Analyze one location on the HIN segments per year for applicable mid-block crossings. Seek funding and grants when applicable.	E
VRU 2.5	Identify locations of right-turn slip-lane design that are on the HIN and evaluate for pedestrian improvements	Analyze one location of a right-turn slip-lane that is on the HIN, and evaluate for pedestrian improvements (narrow, convert, shorten turning radii, or install raised pedestrian crossings).	E
Objective 3: Build upon Safe Routes to School (SRTS) efforts			
VRU 3.1	Prioritize improvement projects on the HIN in regional and local budgets	Prioritize HIN roadway segment upgrades - proven engineering safety countermeasure improvements - into regional and local budgets, CIP, TIP, and RTP for funding.	E
VRU 3.2	Update Safe Routes to School (SRTS) Walking and Bicycling Audits and develop improvement plans for infrastructure and non-infrastructure projects	Update SRTS Walking and Bicycling Audits and develop a capital improvement plan to consider for implementation. Prioritize locations that are within a 1/4 mile of the HIN. Integrate HIN locations into SRTS project evaluation and selection process as appropriate.	E Er E

Type	Leader(s)	Partner(s)	Effectiveness	Cost	Schedule	Performance Monitoring
ease awareness of traffic laws						
ducation & ngagement	RTPO; CSP	CSP; Law Enforcement; Local Gov; Hospitals	2 to 3 stars	Low: $10,000 to $100,000	Annually	Plan and conduct a Cycle Safety Symposium on an annual basis and evaluate by post event survey, and track # of attendees, # of safety message touchpoints.
ducation & ngagement	RTPO	Hospitals; CSP; Law Enforcement; Local Gov; School Districts; Non-Profits	1 star	Low: $10,000 to $100,000	Ongoing	Launch campaign and evaluate depending on type of campaign
ngineering	Local Gov.	RTPO	4 stars	Varies	Ongoing	Number of segments/intersections receiving bicycle improvements compared to prior years.
ngineering	Local Gov.	RTPO	5 stars	Varies	Varies	Number of segments/intersections receiving new/ improved sidewalks compared to prior years.
valuation & ngineering	RTPO	Local Gov.	2 stars	Varies	Varies	Number of bus stops with new/improved access and/or amenities compared to prior years.
ngineering	Local Gov.	CDOT	5 stars	Varies	Annually	Number of mid-block improvements compared to prior years.
ngineering	CDOT	RTPO; Local Gov.	3 stars	Varies	Varies	1st year - create a list/inventory right-turn slip lane locations on CDOT roads. Future years - establish evaluation and improvement cadence.
ngineering	Local Gov; School Districts	CDOT	1 to 5 stars	Varies	Varies	Number of segments/intersections receiving bicycle improvements compared to prior years.
Evaluation, ngagement, ngineering	RTPO	Local Gov; School Districts	5 stars	Low: $10,000 to $100,000	Varies	Number of SRTS programs (non-infrastructure) updated/implemented and projects (infrastructure) compared to prior years.

1 Star: 1 star from NHTSA or CMF Clearinghouse, or 10% reduction from FHWA resource
2 Stars: 2 stars from NHTSA or CMFC, or 20 - 30% reduction from FHWA resource
3 Stars: 3 stars from NHTSA or CMFC, or 30 - 40% reduction from FHWA resource
4 Stars: 4 stars from NHTSA or CMFC, or 40 - 50% reduction from FHWA resource
5 Stars: 5 stars from NHTSA or CMFC, or 50% or more reduction from FHWA resource

Low Cost: $10,000 to $100,000
Medium Cost: $100,000 to $500,000
High Cost: $500,000 to $1,000,000
Major Cost: $1 million +

Table 5: Address Dangerous Behaviors Strategy List

Address Dangerous Behaviors

Actions in this area focus on influencing the behavior and attitudes of people traveling throughout Mesa County. These actions addre

#	Strategy	Actionable Steps
Objective 1: Reduce speeding and red-light running		
ADB 1.1	Pilot speed feedback signs	Install fixed or temporary equipment, conduct pilot, study pilot results, and consider moving forward with permanent installation or expansion.
ADB 1.2	Pilot automated enforcement, such as red-light cameras and speed cameras	Begin legal and administrative modifications to support pilot testing, install equipment, conduct pilot, study the pilot results, and consider moving forward with permanent installation or expansion.
ADB 1.3	Install and enhance video monitoring systems	Install and enhance video monitoring systems at 1 to 2 HIN locations on CDOT roadways to monitor near-miss conflicts.
Objective 2: Host targeted events and education campaigns for the general public that promote safe behaviors and incr		
ADB 2.1	"Continue Surge Enforcement Operations on a monthly basis at key locations connected to the High Injury Network (HIN) and High Risk Network (HRN)"	Create an individual event action plan, release information to partners and media, execute operation, ensure clear communication during Surge Enforcement Operations, debrief, refine, and ensure efforts are ongoing.
ADB 2.2	Continue support of saturation patrols	Use data-driven methods to prepare for patrols, coordinate with other agencies, execute patrol, debrief, refine, and ensure efforts are ongoing. Continue funding for law enforcement officer training on the latest BAC enforcement techniques including field sobriety tests, the use of breathalyzer devices, and purchase of equipment that supports saturation patrols.
ADB 2.3	Implement targeted education campaigns to drivers for dangerous behaviors (speeding, tailgating, distracted driving, seatbelt use, etc.)	Study various safety messaging and approaches. Determine methods of outreach. Develop and implement education campaigns. Collect input on campaigns, refine, and ensure efforts are ongoing.
ADB 2.4	Implement targeted education campaigns for driving under the influence	Study various safety messaging and approaches. Determine methods of outreach. Develop and implement education campaigns by working with enforcement, public schools, and pharmacies on alcohol, drugs, cannabis, and RX medications. Collect input on campaigns, refine, and ensure efforts are ongoing.
ADB 2.5	Implement targeted education campaigns for teens and young adults	Study various safety messaging and approaches. Determine methods of outreach. Develop and implement education campaigns. Collect input on campaigns, refine, and ensure efforts are ongoing.

ss driving under the influence and speeding.

Type	Leader(s)	Partner(s)	Effectiveness	Cost	Schedule	Performance Monitoring
Engineering	Local Gov.	CDOT	4 stars	Low: $10,000 to $100,000	Annually	Launch pilot and measure results
Enforcement	Local Gov.	CDOT	5 stars	Varies	Varies	1st year, work with CDOT, local law enforcement and judicial system to understand and establish administrative requirements.
Engineering & Evaluation	CDOT	Local Gov.	-	Low: $10,000 to $100,000	Annually	1 location/year and evaluate results to determine future frequency of installation
rease awareness of traffic laws						
Enforcement	CSP	Law Enforcement	4 stars	Low: $10,000 to $100,000	Ongoing/ Monthly	Complete monthly Surge Operations and measure results related to traffic stops, citations, and other trends
Enforcement	CSP; Law Enforcement	Local Gov.	3 stars	Low: $10,000 to $100,000	Ongoing	Complete ongoing Surge Operations and measure results related to traffic stops, citations, and other trends
Education	CSP; Law Enforcement; RTPO	Local Gov; Hospitals; School Districts; Non-Profits	1 to 2 stars	Low: $10,000 to $100,000	Ongoing	Launch campaign and evaluate depending on type of campaign
Education	Hospitals; RTPO	CSP; Law Enforcement; Local Gov; Non-Profits	1 to 2 stars	Low: $10,000 to $100,000	Ongoing	Launch campaign and evaluate depending on type of campaign
Education	School Districts; RTPO	Hospitals; CSP; Law Enforcement; Local Gov; Non-Profits	1 to 2 stars	Low: $10,000 to $100,000	Ongoing	Launch campaign and evaluate depending on type of campaign

1 Star: 1 star from NHTSA or CMF Clearinghouse, or 10% reduction from FHWA resource
2 Stars: 2 stars from NHTSA or CMFC, or 20 - 30% reduction from FHWA resource
3 Stars: 3 stars from NHTSA or CMFC, or 30 - 40% reduction from FHWA resource
4 Stars: 4 stars from NHTSA or CMFC, or 40 - 50% reduction from FHWA resource
5 Stars: 5 stars from NHTSA or CMFC, or 50% or more reduction from FHWA resource

Low Cost: $10,000 to $100,000
Medium Cost: $100,000 to $500,000
High Cost: $500,000 to $1,000,000
Major Cost: $1 million +

Table 6: Create a Culture of Safety Strategy List

Create a Culture of Safety

Actions in this area focus on creating a community-wide commitment to the Mesa County Safety Action Plan.

#	Strategy	Actionable Steps
Objective 1: Unite, equip, and empower multi-disciplinary leaders to actively work together in pursuit of implementing t		
CCS 1.1	Fund a Safety Action Plan Coordinator position	Determine position need, role, and responsibilities. Seek funding for a full- or part-time position.
CCS 1.2	Create a multi-agency Transportation Safety Task Force	Continue partnerships with Stakeholder Working Group members, identify additional stakeholders, develop a charter, review crash data, funding and resources, action plan progress, and safety performance. Monitor and evaluate task force progress.
CCS 1.3	Prioritize collaboration with CDOT	Create a working partnership with CDOT, Mesa County and Local Agencies, and meet regularly for programmatic, systemic, location specific safety improvements based on the HIN, HRN, and crash analysis.
CCS 1.4	Continue the Transportation Safety Symposium	Evaluate the 2024 Western Colorado Transportation Safety Symposium, identify goals and objectives for the next event, plan logistics, organize a planning committee, market to past attendees and potential new attendees, host and evaluate event.
Objective 2: Support a transparent and data driven safety crash analysis		
CCS 2.1	Using the crash analysis dashboard, clean and update crash data	Continue monitoring and utilizing the crash data dashboard, update data annually, and ensure the data is accessible to safety partners.
CCS 2.2	Create public-facing annual reports about the Mesa County Safety Action Plan	Define performance indicators, collect and analyze data, develop a clear narrative for the public, develop and distribute the report.

Type	Leader(s)	Partner(s)	Effectiveness	Cost	Schedule	Performance Monitoring
the Mesa County Safety Action Plan						
-	RTPO	Local Gov.	-	Low: $10,000 to $100,000	Ongoing	Fund and hire new position.
Evaluation; Engagement; Engineering; Education	RTPO	Safety Task Force Members	2 stars	Low: $10,000 to $100,000	Quarterly	Continue and expand Stakeholder Working Group, set cadence of meetings, hold meetings, and track progress of strategies.
Evaluation; Engagement; Engineering; Education	RTPO	CDOT; Mesa County; Local Gov.	1 to 5 stars	Low: $10,000 to $100,000	Quarterly	Meet quarterly and track outcomes related to data evaluation, project development, and funding.
Evaluation; Engagement; Education	RTPO	Hospitals; CSP; Law Enforcement; Local Gov; Non Profits	2 stars	Low: $10,000 to $100,000	Annually	Plan and conduct the Western Slope Transportation Safety Symposium on an annual basis and evaluate by post conference survey
Evaluation	RTPO	CDOT; Local Gov; CSP; Law Enforcement	4 stars	Low: $10,000 to $100,000	Annually	Report to the Grand Valley Regional Transportation Committee on an annual basis, related to implementation of strategies, crash trends, and reduction in KSI crashes.
Evaluation & Education	RTPO	Safety Task Force Members	-	Low: $10,000 to $100,000	Bi-Annually	Report to the public and the Grand Valley Regional Transportation Committee on an bi-annual basis, related to implementation of strategies, crash trends, and reduction in KSI crashes.

1 Star: 1 star from NHTSA or CMF Clearinghouse, or 10% reduction from FHWA resource
2 Stars: 2 stars from NHTSA or CMFC, or 20 - 30% reduction from FHWA resource
3 Stars: 3 stars from NHTSA or CMFC, or 30 - 40% reduction from FHWA resource
4 Stars: 4 stars from NHTSA or CMFC, or 40 - 50% reduction from FHWA resource
5 Stars: 5 stars from NHTSA or CMFC, or 50% or more reduction from FHWA resource

Low Cost: $10,000 to $100,000
Medium Cost: $100,000 to $500,000
High Cost: $500,000 to $1,000,000
Major Cost: $1 million +

Actionizing the Plan and Monitoring Progress

To reach the goal of zero deaths and serious injuries on roadways in Mesa County, a collaborative partnership between organizations and within agencies is needed. The RTPO, as the umbrella organization for transportation planning in the region and transit operations, is the essential organization to foster cooperation amongst local governments, various agencies, and supporting organizations for implementation and monitoring progress of the Safety Action Plan.

Recognizing a that there are many different leaders responsible for implementation, a significant portion of the first five years monitoring progress will be gathering information on how/if strategies are being implemented and to what extent. This will support a future effort to set specific targets for implementation (ex. 1 location/year, 1 education campaign effort/quarter). Once all actions in the plan have established targets, anticipated outcomes (based on effectiveness information), can be calculated and a date to reach zero deaths on Mesa County roadways can be committed to.

The Performance Review Cycle

The progress and future establishment of targets, will be centered around reviewing the outcomes of the strategies, adjusting measures and/or action items, consistently reporting on a bi-annual basis, and continuously worked on by the Regional Transportation Safety Task Force.

The performance review cycle provides a framework to support actionizing the plan, and providing flexibility for adjustments based on measuring and monitoring impact to reduce deaths on roadways in Mesa County.

The RTPO and the Regional Transportation Safety Task Force will utilize it's forum to track, monitor, and analyze progress of strategies.

Implement and Perform

As noted in the strategy tables, there are a variety of leaders and partners responsible to implement strategies, which also have different time frames: ongoing, annually or quarterly, one time, and varies .

While the strategies are committed to, the implementation of them remains to be more fully

understood in the future. With each strategy a suggested implementation/performance indicator is noted. Outlining performance, will help understand if progress is being made by responsible agencies, and to establish targets in the future (ex. 1 location/year, 1 education campaign effort/quarter).

For strategies that have ongoing or varies noted for their schedule to implement, progress will be monitored if the strategy was implemented, and how often. It is recommended that this is done over a five-year period to then establish an understanding of what the leaders are able to do. From there, a clearer time-frame can be established, and then progress to reaching zero KSI crashes in Mesa County can be established. As noted in the strategy tables, there are a variety of leaders and partners responsible to implement strategies, which also have different time frames: ongoing, annually or quarterly, one time, and varies .

Review - Measure - Adapt

As Key work efforts of the performance review cycle are outlined in Table 7. This schedule drafts a proposed schedule of when and what activities should be completed. Part of this work effort will be establishing targets for strategies, that can result in identifying a year and appropriate milestones to reach zero deaths on Mesa County roadways.

Table 7: Key Work Efforts of the Performance Review Cycle

Schedule	Review	Measure	Adapt & Set Targets
Monthly	Track performance metrics for strategies that are one-time efforts until strategy is launched and complete.		N/A
Twice a Year	Track performance metrics for strategies that are ongoing efforts.		N/A
Annually	Track performance metrics for strategies that are annual & varies strategies.		N/A
	Update crash dashboard with new data.	Measure progress to reducing KSI trends in focus areas.	Review crash trends, modify focus areas, and document notable trends
	Produce annual Mesa County Crash Analysis Report		
Every Two Years	Produce the Safety Action Plan Progress Report	Measure performance metrics for ongoing, annual, and varies to understand implementation patterns.	Establish targets (example - 1 location/year, 1 education campaign/quarter) for 50% of strategies, and analyze and document proposed KSI reduction.
	Update the HIN and HRN based on the previous 5-years of crash data.	Use new data to refresh HIN and HRN analysis.	Modify HIN and HRN as appropriate
Third - Fifth Year	Complete setting targets for all strategies.	Measure performance metrics for ongoing, annual, and varies to understand implementation patterns.	Complete setting targets for all strategies, analyze proposed KSI reduction, and determine year and milestones to reach zero deaths.

Blending the HIN and Equity Into Existing Programs

The greatest impact on improving safety and reducing KSI crashes is necessary. Many strategies that are led by local agencies and organizations, include a focus on the HIN and/or HRN. Considering the HIN and/or HRN into existing programs and processes requires a necessary shift to change the KSI trend.

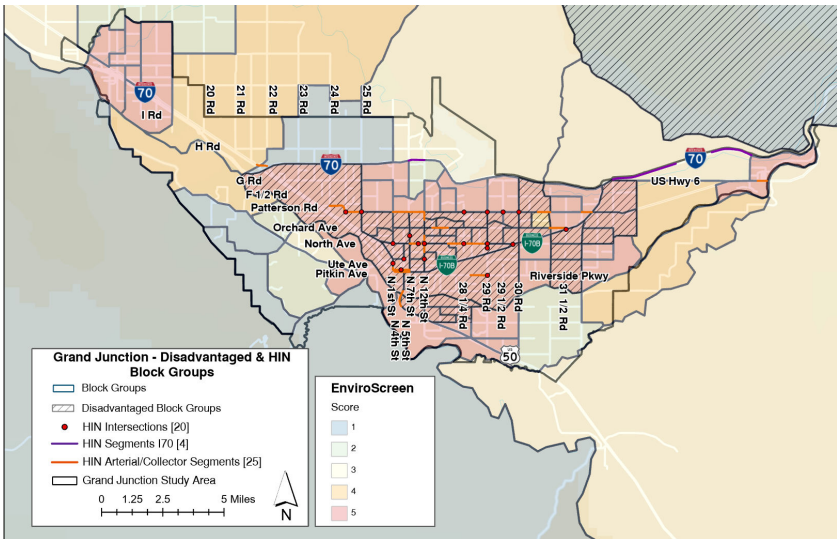


Figure 30 - Disadvantage Community EnviroScore HIN Urban Area

Additionally of note, **41 of the 45 HIN locations (intersections and individual segments) are located within areas of need, identified as Disadvantaged Communities through the ETC explorer, AND as Level 5 through the Colorado EnviroScreen** as shown in Figure 30 . Prioritizing locations on the HIN, will not only provide safety benefits, but it will make neighborhoods in Mesa County more equitable.

Continuing to Value Partnerships – Creating a Regional Transportation Safety Task Force

The members of the stakeholder working group for this project demonstrated their clear commitment to working together, exploring new ideas and partnerships, and committing to change the trend of KSI crashes in the region. Once the plan is adopted, a Regional Transportation Safety Task Force will be created and hosted by the RTPO. This task force will include all leaders and partners identified in this action plan and the task force will be opened to other interested agencies and organizations using the attendee list from the Western Slope Safety Summit as a starting point.

Western Colorado Transportation Safety Symposium

The Western Colorado Transportation Safety Symposium was hosted by RTPO and Mesa County to educate and connect participants to the transportation safety community. The event was held on August 28 from 8:30 a.m. to 4 p.m. and had eight breakout sessions and two key-note speakers. Over **120 people attended** from a diverse group of professionals, first responders, advocates, and interested members of the community seeking to acquire new knowledge in transportation safety, engage in dialogue, and establish connections with like-minded people. Attendees included representatives from 48 organizations/agencies.

31% **Engineering, Maintenance, & Consulting**

22% **Law Enforcement & Judicial**

19% **Planning & Policy**

12% **Education**

10% **Vulnerable Road User Advocates**

6% **Hospitals & Non-Profits**

Supplemental Resources for the Action Plan

In support of two engineering strategies: BSS 1.2 and BSS 2.4, an ***engineering countermeasure toolbox*** was created to support local governments with options for improving roadway safety. The toolbox is meant to be used as a resource for signalized intersections and rural roads, and offers 24 proven engineering based solutions that can be used in a context sensitive, programmatic, and/or systemic approach. Please see **Appendix C** for the Toolbox.

With an emphasis on action, the project team identified ten priority locations to create a series of '***project cards,'*** which include information about: existing conditions, severe crashes, draft ideas of improvements, and a high level cost estimate. These project cards have initial ideas that need to be further studied, engineered, designed, and funding identified for implementation.

To align with the strategies, HIN locations were utilized, followed by a five-factor analysis to reduce the list to ten sites. This analysis considered the percentage of KSI crashes at each location, the total number of KSI crashes, an EPDO (equivalent property damage only) calculation that assesses the cost of various crash types relative to crashes, an EPDO (equivalent property damage only) calculation that assesses the cost of various crash types relative to property damage, the total number of pedestrian and bicycle crashes, and the inclusion of neighboring HIN locations. After further coordination with the City of Grand Junction, one location (Eighth Street) was removed from the project card development due to recent roadway improvements and future planned enhancements.

The 9 HIN locations that are advancing into projects cards are:

- S. 4th St. & Ute Ave.
- 25 Rd. & Patterson Rd.
- 29 Rd. & Patterson Rd.
- 29 Rd. & Teller Ave.
- 29 Rd. & Riverside Pkwy./ D Rd.
- Elm Ave. & N 7th St.
- North Ave: 23rd St. to 28 1/4 Rd.
- North Ave.: 7th St. to 12th St.
- N. 12th St.: North Ave. to Elm Ave.

A Safer Future for All Roadway Users

The effectiveness of a roadway safety action plan is measured not only by data but also by the collective community changes that emphasize the principle that deaths and serious injuries on our roads are unacceptable. The analysis, resources, and partnerships developed through this planning initiative are steering Mesa County toward the ambitious goal of zero fatalities on its roadways.

In the near future, we will implement pilot projects, long-term strategies, and sustained efforts focused on engineering, education and encouragement, enforcement, and evaluation activities. These initiatives will address high-injury networks (HIN) and high-risk neighborhoods (HRN), fostering a culture of safety.

Recognizing that reaching this goal depends on collaboration among government agencies, the public, non-profit organizations, educational institutions, local businesses, and visitors to the Grand Valley, it's important to acknowledge that this journey is just beginning. We will continue to work together and Pledge for Safer Mesa County.

ONGOING SAFETY EFFORT

Slow Down and Move Over When Lights Are Flashing

Every day, law enforcement officers, emergency responders, tow truck operators, maintainers and construction crews risk their lives to keep us safe. Tragically, many have been killed in the line of duty. Recently on September 4, 2024, two dedicated Colorado Department of Transportation roadway maintenance teammates, Trent Umberger and Nate Jones, lost their lives from a vehicle crash near Palisade while conducting roadside repairs. Unfortunately, an additional community member lost their life in the same crash.

In 2023, Colorado strengthened its Move Over Law to provide greater protection for roadside workers and motorists. The law requires drivers to move over a lane when encountering any stopped vehicle on a highway with its hazards or safety lights flashing. If moving over isn't possible, drivers must slow down to at least 20 mph below the posted speed limit. No one should lose their life while responding to emergencies, crashes, or maintaining our roads. Being more attentive and following the law might just save a life.

My Safety Pledge...
A commitment to roadway safety ensures the well-being of ourselves, our loved ones, and everyone around us. By making responsible choices, we create a safer community.
Let's pledge to enhance roadway safety in our community, together!
I pledge to:
Be alert and avoid distractions
Always wear a seatbelt or helmet
Obey speed limits, traffic lights, and traffic signs
Travel sober or have a sober ride home
Share the road
Safety Action Plan
Name
City
Doing my part to be safe on our roadways matters to me because:
Jessi Spencer
Grand Junction
My Kids and friends/ family matter
Iliana M.-L
Clifton
It's the right thing to do.
Michael Killen
FRUITA
SAFETY FIRST!
Laura Richardson
Grand Junction
I value my life and the lives of those around me.
Leila Schoenstein
Grand Junction
I want to keep myself & others safe.
ELIJAH SWANK
FRUITA
I DON'T WANT PEOPLE TO DIE
Erin Allard
GJ
I care about my neighbors & community
Joshua Kinsteiner
Grand Junction
I want everyone to get home safe

Appendix A

Mesa County Crash Safety Review

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

REGIONAL TRANSPORTATION PLANNING OFFICE
Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

MEMORANDUM

TO: Rachel Peterson

FROM: Denise Baker, PE(AZ), PhD, RSP1, dbaker@y2keng.com
Kurt Larson, EIT, klarson@y2keng.com
Eileen Yazzie, AICP, eyazzie@y2keng.com

DATE: May 7, 2024

SUBJECT: Mesa County Crash Safety Review - *Revised*

INTRODUCTION

Mesa County is currently in the process of developing a Comprehensive Roadway Safety Action Plan, which will help in refining the County's strategic approach to enhancing roadway safety. This project involves a review of current safety trends, existing programs and processes, and public/stakeholder involvement to create a vision and plan for the future. This memorandum is intended to provide an overview of historical crash trends within Mesa County over the study period of 2016 to 2022 through the development of a dynamic crash dashboard. Crash data within Mesa County was obtained from January 1, 2016, to December 31, 2022. At the time of the analysis, 2023 crash data was not available. While the present memorandum reflects the most recent data made available to the consultant team, these results are subject to further refinement.

METHODOLOGY

Crash reports are filed by police officers from local jurisdictions (Grand Junction Police Department, Colorado State Patrol, etc.) for specific crashes. The Colorado Department of Revenue is the owner of this dataset. The reports are shared and compiled annually by the Colorado Department of Transportation (CDOT). The data used in this analysis was obtained by Mesa County for use in this study directly from CDOT and from a third-party vendor contracted to geocode crashes with missing coordinates. Reportable crashes included in this database represent crashes with injuries or fatalities, uninsured drivers, more than 1,000 dollars in damages as a result of the crash, alcohol or drugs involved, or by driver request.

The data used in this report includes exported crash data from 2016-2022 DiExSys VZS (third-party vendor licensed by Mesa County), complemented by additional CDOT data in 2021 and 2022 to add extra fields not available from DiExSys Road Safety Analytics. Power BI software was used to

compile all crashes provided and clean the data that was provided. That allows for a streamlined way to manage the existing data and draw meaningful insights. The data presented here is the latest available data, however, it is subject to change as new information is obtained and more refinements are performed.

HELPFUL DEFINITIONS

Throughout this memorandum, a few specific terms will be used. They are defined below.

Urban and Rural Crashes – crashes were separated into urban and rural classifications based on whether the crash occurred inside or outside a designated urban area. The urban area was defined using a provided shapefile that was based on 2020 decennial census urban area boundaries. The urban definition used in this report is not yet approved by FHWA and is subject to change.

KSI - Killed and Serious Injury Crashes – killed and serious Injury (KSI) crashes were crashes that resulted in one or more fatalities or serious injuries. Serious injuries are defined as broken extremities, severe lacerations, paralysis, etc. Fatal crashes are defined when one or more people die within 30 days of the crash as a result of the injuries sustained in the collision. These collisions correspond to “K” and “A” injuries in the KABCO scale.

Crash Type – crash types were defined by the State of Colorado Crash Reporting Manual.

First Harmful Event – the first harmful event is the first point of injury or damage in the sequence of events in a crash.

OVERALL CRASH TRENDS

Since 2016, the total number of crashes within the Mesa County has been relatively steady, with a slight decrease in recent years. A total of 17,086 crashes were reported in Mesa County over the seven-year period evaluated (2016-2022). The most crashes occurred in 2019 with 2,718 crashes while the lowest number of crashes occurred in both 2020 and 2022 with 2,230 crashes each year.

The average percentage of fatal crashes was 0.7% for the study period, with a low of 0.5% in 2019 and a high of 1.1% in 2022. An increase in the percentage of serious injury crashes occurred from 2020 to 2021 with an average of 4.4% compared to the other analysis years which saw a high of 2.7% (2016). The percentage of minor injury crashes has increased in recent years (2020-2022) with a high of 15.7% in 2022. The minor injury crash percentage varied between 4.9% and 6.4% from 2016 to 2019. There was no apparent trend in the percentage of crashes that resulted in possible injury(s) with a low of 6.5% occurring in 2018 and a high of 18.4% occurring in 2020. The percentage of crashes that resulted in property damage only (no injuries) increased from 2016 to 2018 reaching a peak of 86.5% in 2018 before decreasing in the years after to a low of 64.7% in the latest year (2022). **Figure 1** shows the number of crashes by injury severity for each year in the analysis period. **Figure 2** shows the number of fatal and serious injury crashes from 2016 to 2022.

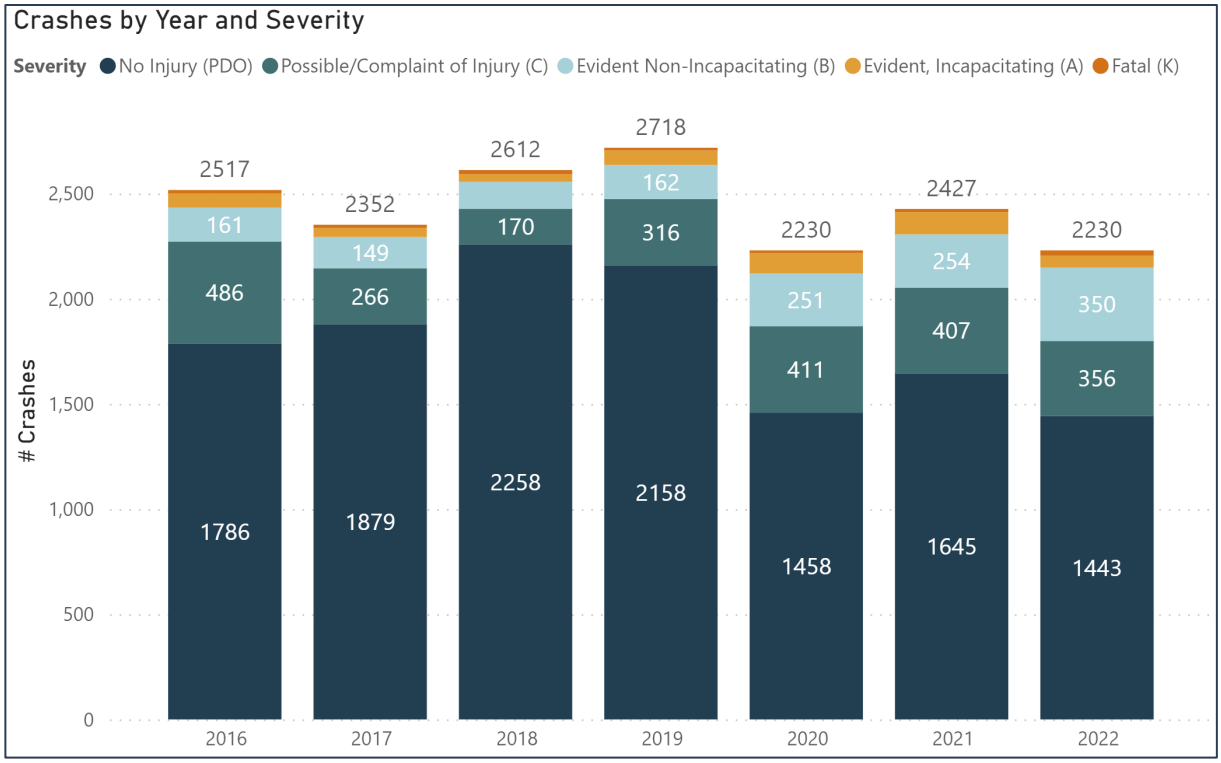


Figure 1: Total Number of Crashes per Year and Injury Severity, Mesa County, 2016-2022

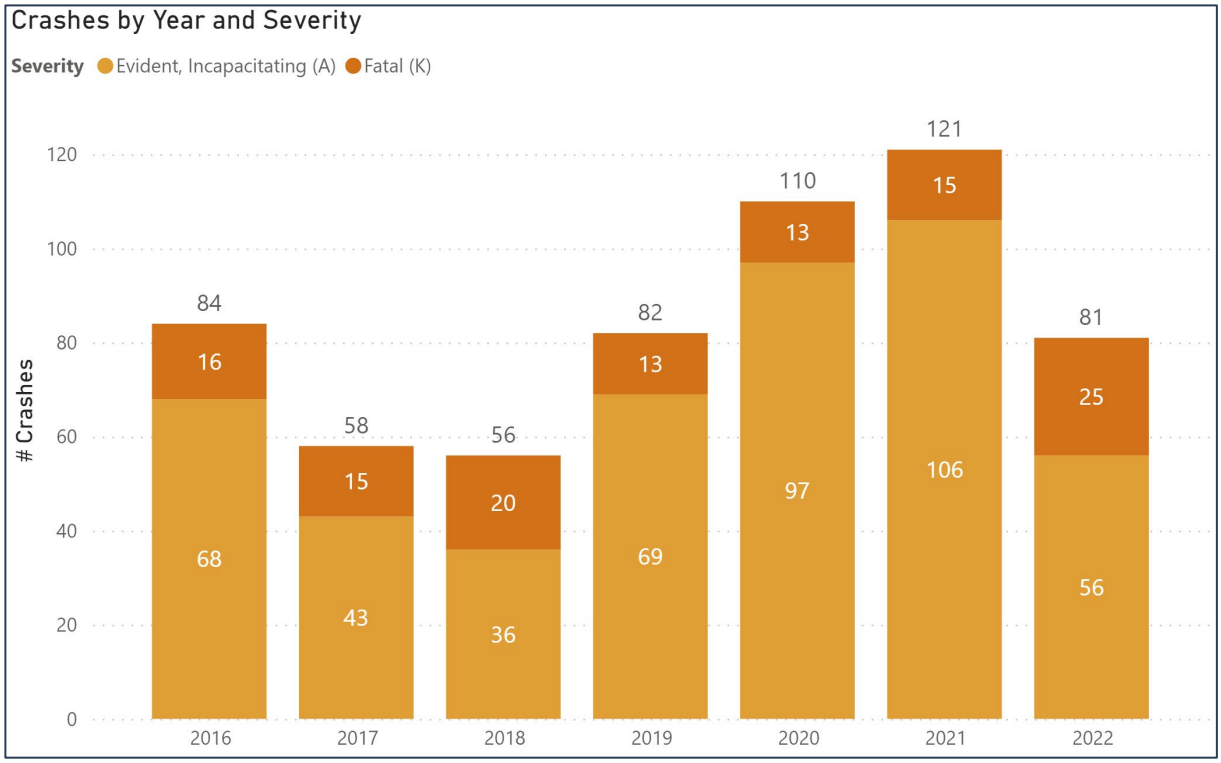


Figure 2: Total Number of KSI Crashes per Year, Mesa County, 2016-2022

CRASH TYPE

Table 1 shows the distribution of crashes in Mesa County by crash type from 2016 to 2022. The most frequently reported crash types were rear-end crashes (27.0% of all reported crashes) followed by broadside crashes (18.6% of all crashes) and fixed object crashes (13.0% of all crashes). Together, these three crash types make up over half of all crashes. Pedestrian and bicyclist crashes made up 3.1% of all crashes.

Table 1: Number of Crashes by Year and Crash Type, Mesa County, 2016-2022

	2016	2017	2018	2019	2020	2021	2022	Total	%
Animal	116	52	110	99	87	75	67	**606**	**3.6%**
Approach Turn	163	148	148	186	147	176	176	**1144**	**6.7%**
Bike	40	71	51	49	35	32	34	**312**	**1.8%**
Broadside	464	424	508	502	420	485	382	**3185**	**18.6%**
Curb/Embankment	89	75	75	110	110	102	104	**665**	**3.9%**
Fixed Object	323	294	364	364	325	311	241	**2222**	**13.0%**
Non-Fixed Object	178	154	141	173	138	162	123	**1069**	**6.3%**
Overturning/Rollover	121	134	137	167	142	181	112	**994**	**5.8%**
Pedestrian	30	33	39	37	26	28	27	**220**	**1.3%**
Rear End	739	719	752	760	579	608	449	**4606**	**27.0%**
Sideswipe	233	220	264	243	188	230	224	**1602**	**9.4%**
Other	21	28	23	30	34	37	291	**461**	**2.7%**
Total	**2,517**	**2,352**	**2,612**	**2,718**	**2,230**	**2,427**	**2,230**	**17086**	**100%**

Table 2 shows the number of pedestrian and bicyclist crashes per year, as well as the injury severity. Both pedestrian and bicyclist crashes have seen a decrease in recent years (2020-2022). Over the seven-year period, pedestrians were involved in an average of 31 crashes per year, and bicyclists were involved in an average of 45 crashes per year. Together, pedestrian and bicyclist crashes accounted for 14.7% of all KSI crashes (87 crashes).

Table 2: Number of Pedestrian/Bicyclist Crashes by Year and Injury Severity, Mesa County, 2016-2022

	2016	2017	2018	2019	2020	2021	2022	Total
Bicyclists	**40**	**71**	**51**	**49**	**35**	**32**	**34**	**312**
No Injury (O)	6	39	37	23	4	9	11	**129**
Possible Injury (C)	17	9	4	9	7	7	6	**59**
Minor injuries (B)	9	18	6	11	19	10	13	**86**
Serious Injury (A)	8	5	3	6	5	6	2	**35**
Fatal (K)	0	0	1	0	0	0	2	**3**
Pedestrians	**30**	**33**	**39**	**37**	**26**	**28**	**27**	**220**
No Injury (O)	6	14	16	14	6	4	6	**66**
Possible Injury (C)	9	5	4	7	8	5	4	**42**
Minor injuries (B)	8	7	13	9	6	10	10	**63**
Serious Injury (A)	5	3	3	6	6	7	4	**34**
Fatal (K)	2	4	3	1	0	2	3	**15**
Combined	**70**	**104**	**90**	**86**	**61**	**60**	**61**	**532**

WHERE

A heatmap of all crashes in Mesa County from 2016 to 2022 is shown in **Figure 3**. A majority of crashes are concentrated in Grand Junction and along Interstate 70 (I-70).

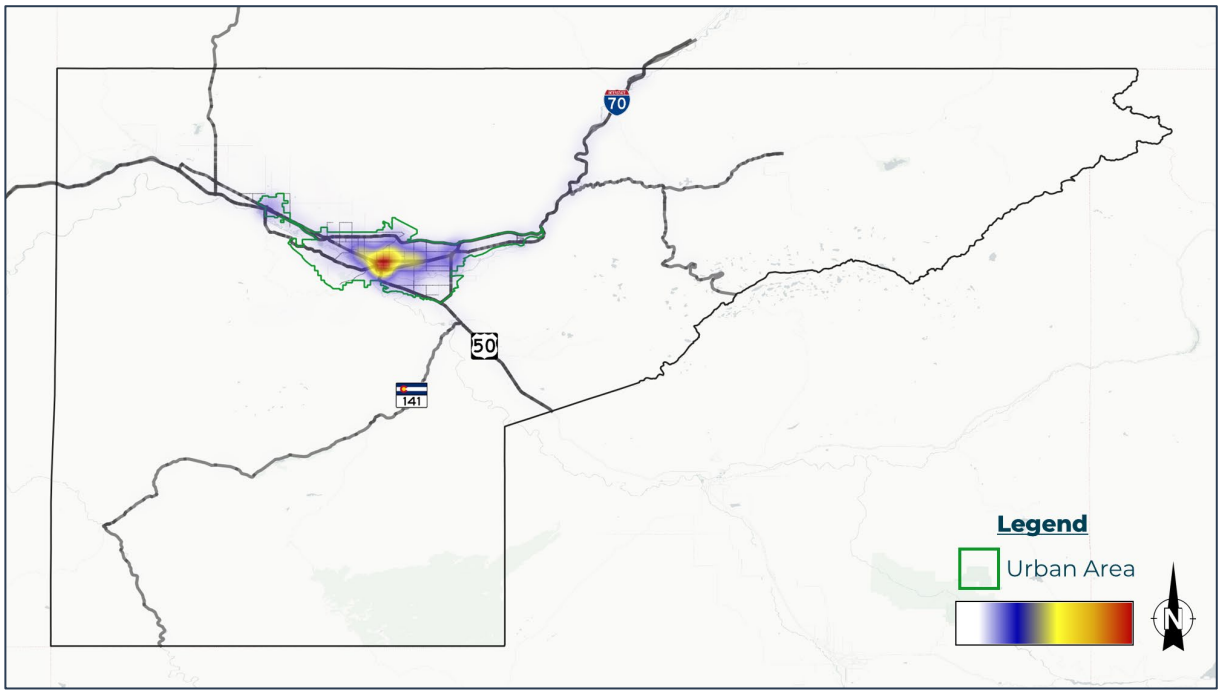


Figure 3: Heatmap of All Crashes in Mesa County, 2016-2022

WHEN

Figure 4 shows the frequency of crashes in Mesa County by month. The month with the greatest number of crashes was December with 1,638 crashes, while February saw the lowest number of crashes with 1,217 crashes. From February to April, there was a decrease in the frequency of crashes before increasing in May. An increase in crashes occurred from August to October and then decreased to a local minimum in November. December and January saw a peak in the crash frequency before decreasing in the subsequent months, as previously described. The months with the highest number of crashes (January and December) coincided with the lowest average temperatures[1] in Mesa County. Increased crashes in January and December coincide with increased snow and ice on roadways.

The frequency of serious injury and fatal crashes by month is shown in **Figure 5**. The greatest frequency of serious injury crashes happened in September (49 crashes) followed by October (48 crashes). Despite the high number of total crashes, December and January experienced the lowest number of serious injuries with 28 and 31 crashes, respectively. The highest number of fatal crashes occurred in June (19 crashes) followed by July (17 crashes). A noticeable decrease in fatal crash frequency happened from November to April before increasing during the summer months.

[1] Source of temperature data: NOAA: National Centers for Environmental Information

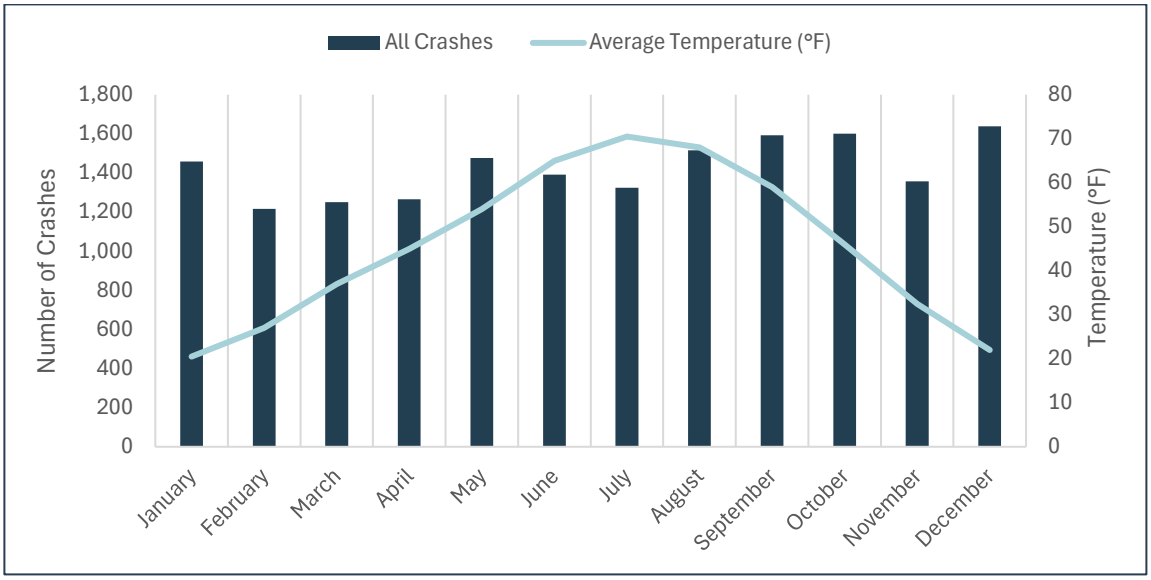


Figure 4: Number of Crashes by Month in Mesa County, 2016-2022

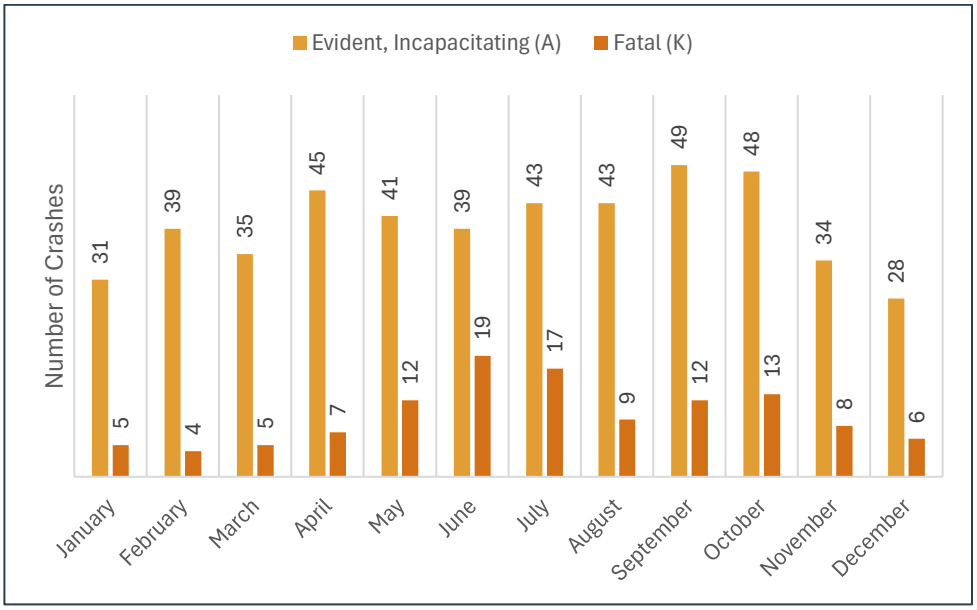


Figure 5: Number of Serious Injury and Fatal Crashes by Month in Mesa County, 2016-2022

The distribution of crashes by weekday is shown in **Figure 6**. Crashes occurred most frequently on Fridays, while the fewest crashes happened on Sundays. Serious injury crashes occurred most on Fridays and least on Mondays and Tuesdays. Fatal crashes remained relatively the same throughout the week with a peak on Saturdays and Sundays.

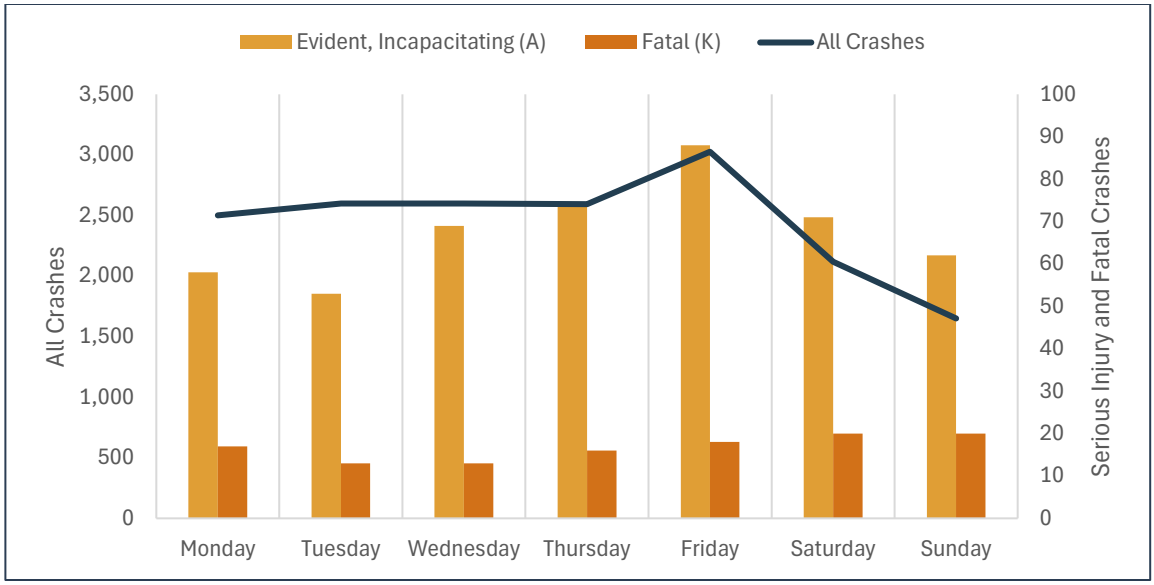


Figure 6: Number of Crashes by Day of the Week in Mesa County, 2016-2022

Crashes on Fridays had an AM peak hour from 8:00 to 9:00 AM and a PM peak hour from 5:00 to 6:00 PM, similar to the distribution throughout the day for other days of the week. Considering crashes that involved impairment, Friday was the day with the third highest number of crashes, with Saturday and Sunday having the most. Impairment crashes occurred most frequently from 6:00 PM to 3:00 AM during the night and early morning.

Figure 7 shows that the majority of crashes (72.0%) occurred during daylight, with 28.0% of crashes occurring during dawn, dusk, or dark conditions.

Figure 8 shows how the crashes are distributed by lighting conditions over the course of the day. In addition to the AM peak around 7:00 to 8:00 AM, a large number of crashes occur at noon and during the PM peak from 3:00 to 6:00 PM.

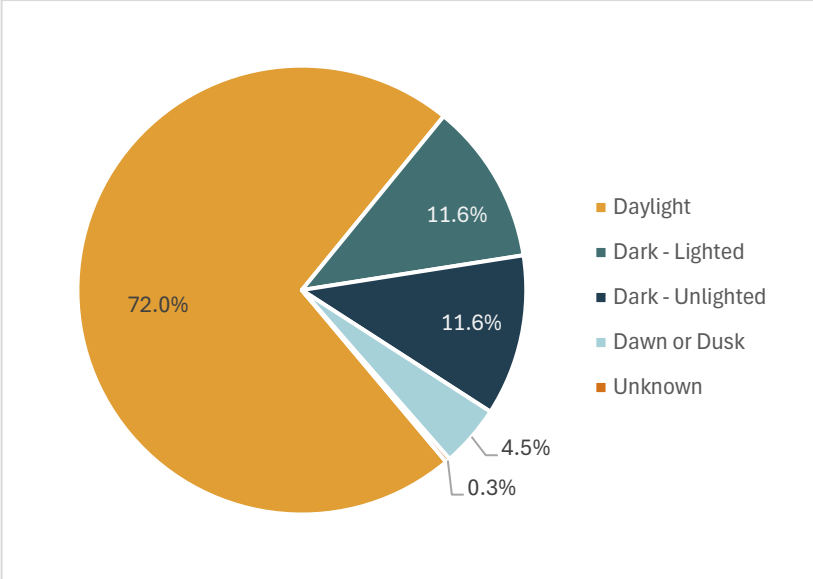


Figure 7: Share of Crashes by Light Condition in Mesa County, 2016-2022 (N = 17,086)

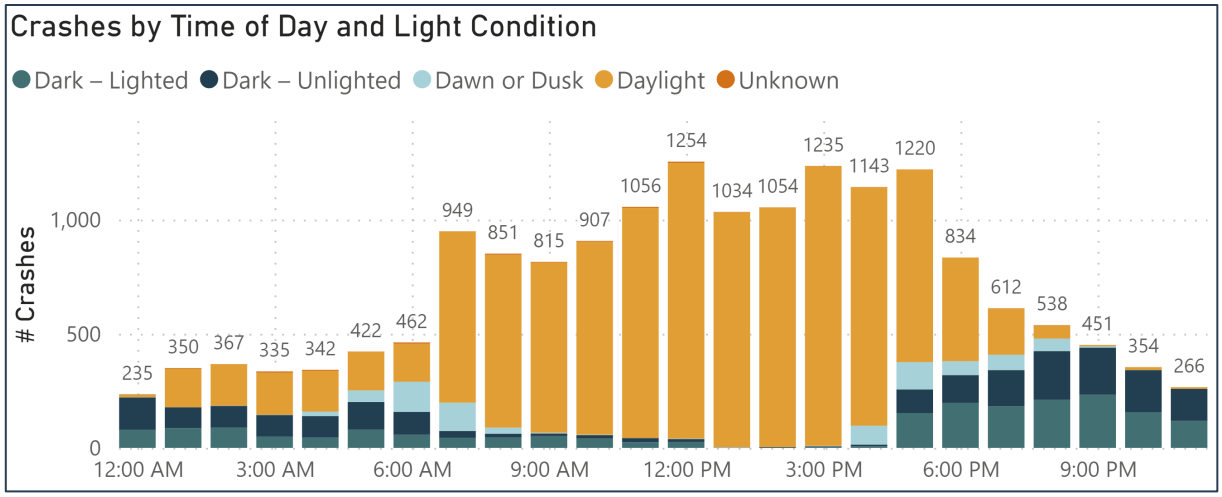


Figure 8: Number of Crashes by Hour and Lighting Condition, Mesa County, 2016-2022

URBAN VS RURAL CRASHES

Approximately 87.8% of all crashes in Mesa County were reported in urban areas (15,014 crashes) and the remaining 12.2% of crashes occurred in rural areas (2,072 crashes). Despite the lower number of total crashes, rural crashes accounted for 22.7% of all serious injury crashes (475 crashes) and 35.0% of all fatal crashes (41 crashes). A comparison between urban and rural crashes organized by injury severity is shown in **Figure 9**.

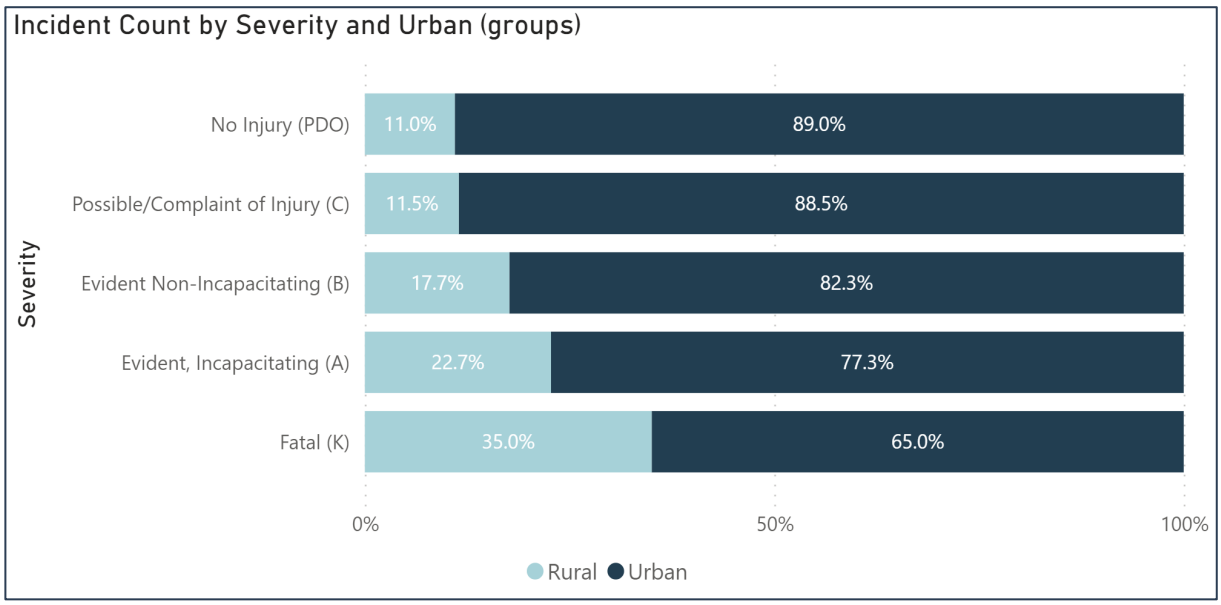


Figure 9: Urban vs. Rural Crashes by Injury Severity, Mesa County, 2016-2022 (N = 17,086)

Pedestrian and bicyclist crashes occurred at a higher frequency for urban crashes compared to rural crashes. Pedestrian and bicyclist crashes made up 1.4% and 2.1% of urban crashes compared to 0.2% and 0.2% of rural crashes, respectively. However, motorcyclists were involved in a higher share of rural crashes than urban crashes. Although rural motorcyclist crashes make up a higher percentage of rural crashes when compared to urban motorcycle crashes, the number of

motorcyclist crashes in the urban area is approximately four times the number in the rural area. Motorcyclist crashes made up 4.2% of rural crashes compared to 2.4% of urban crashes. The comparison of user types for urban and rural crashes is shown in **Figure 10**.

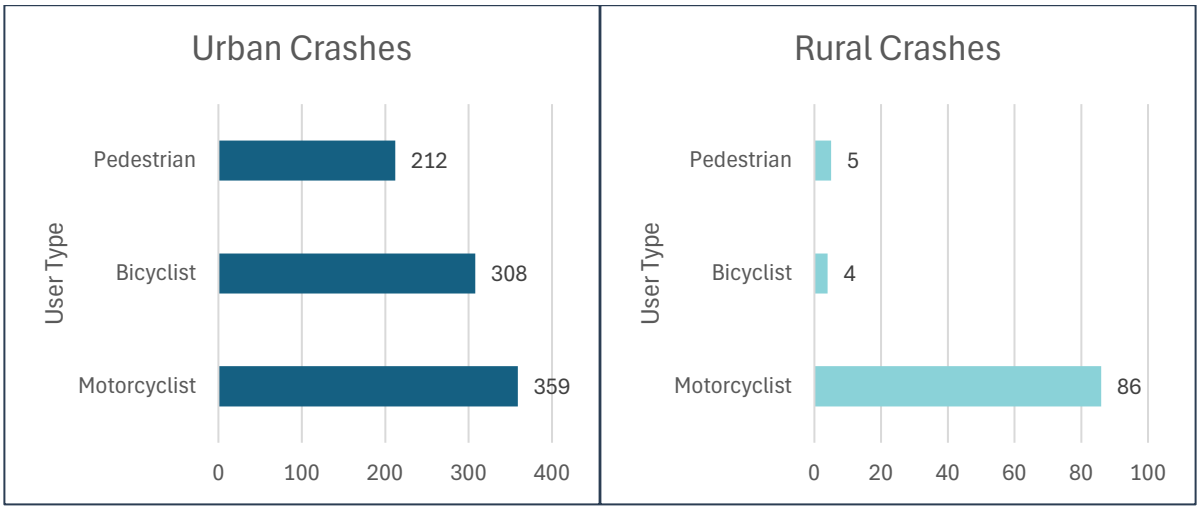


Figure 10: User Type of Urban vs Rural Crashes, Mesa County, 2016-2022

The top three crash types present in rural crashes are fixed object, overturning/rollover, and animal crashes. For urban crashes, the most common crash types are rear-end, broadside, and fixed object crashes. Fixed object crashes make up nearly a third of all rural crashes (31.9%) compared to only 10.9% of urban crashes. The crash types of urban and rural crashes are displayed in **Figure 11**.

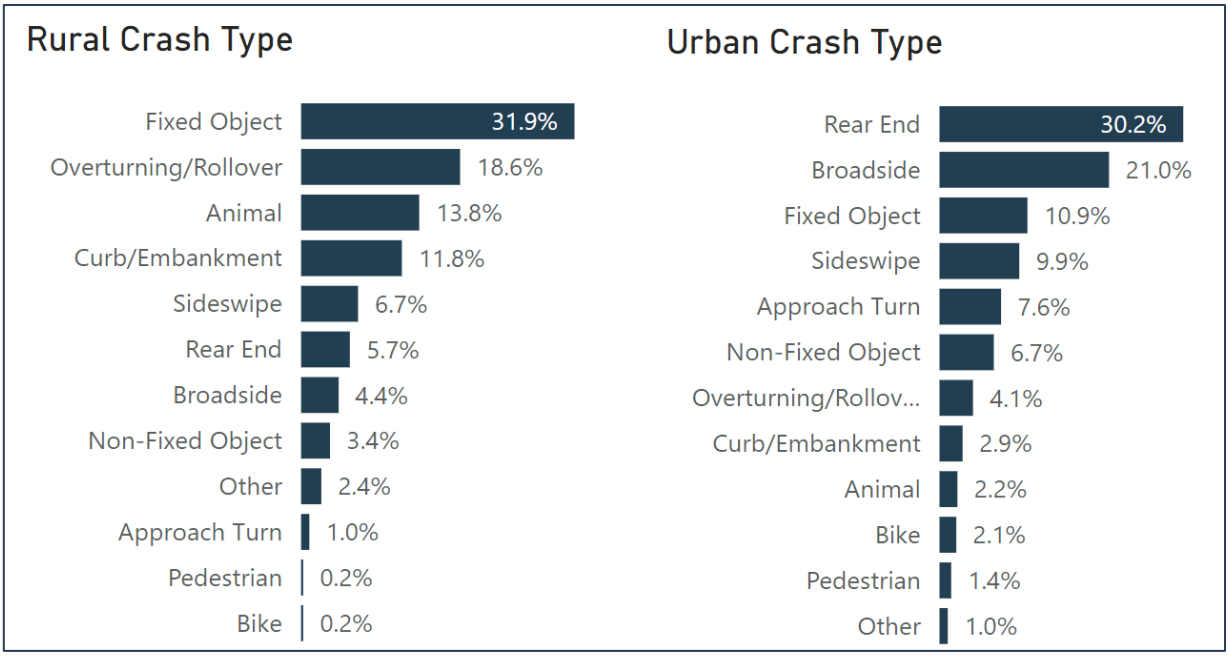


Figure 11: Crash Type (All Severities), Urban vs. Rural, 2016-2022

FATAL AND SERIOUS INJURY (KSI) CRASH TRENDS

This analysis uses the KABCO scale of crash severity, where “K” denotes a fatal crash, “A” is a serious injury crash, “B” is a minor injury crash, “C” is a possible injury crash, and “O” is a property damage-only (PDO) crash. This subsection of the report further details crashes that resulted in at least one serious injury or fatality, and this sub-set of crashes is referred to as “KA” or “KSI” Crashes. A review of critical crashes can identify key trends for further investigation. Compared to reviewing fatal crashes only, reviewing the combination of fatal and serious injury crashes provides a greater sample size and reduces the volatility between years. Additionally, the Vision Zero model aims to reduce fatalities and serious injuries on roadways, aligning this evaluation with Vision Zero goals.

A total of 592 KSI crashes were reported in Mesa County from 2016 to 2022. These crashes consisted of 475 serious injury crashes and 117 fatal crashes. The greatest number of KSI crashes occurred in 2021 (121 crashes) followed by 2020 (110 crashes). 2017 and 2018 saw a great decrease in KSI crashes with 58 and 56 crashes, respectively. Fatal crashes were most frequent in 2022 (25 crashes) and least frequent in 2019 and 2020 (13 crashes each year).

Figure 12 compares the crash type of KSI crashes with crashes that resulted in no injury, possible injury, or minor injuries (non-KSI crashes). The most common crash type of non-KSI crashes was rear-end crashes, while the most common crash type for KSI crashes was broadside crashes. The second and third most common crash types for KSI crashes were overturning/rollover and fixed object crashes, respectively.

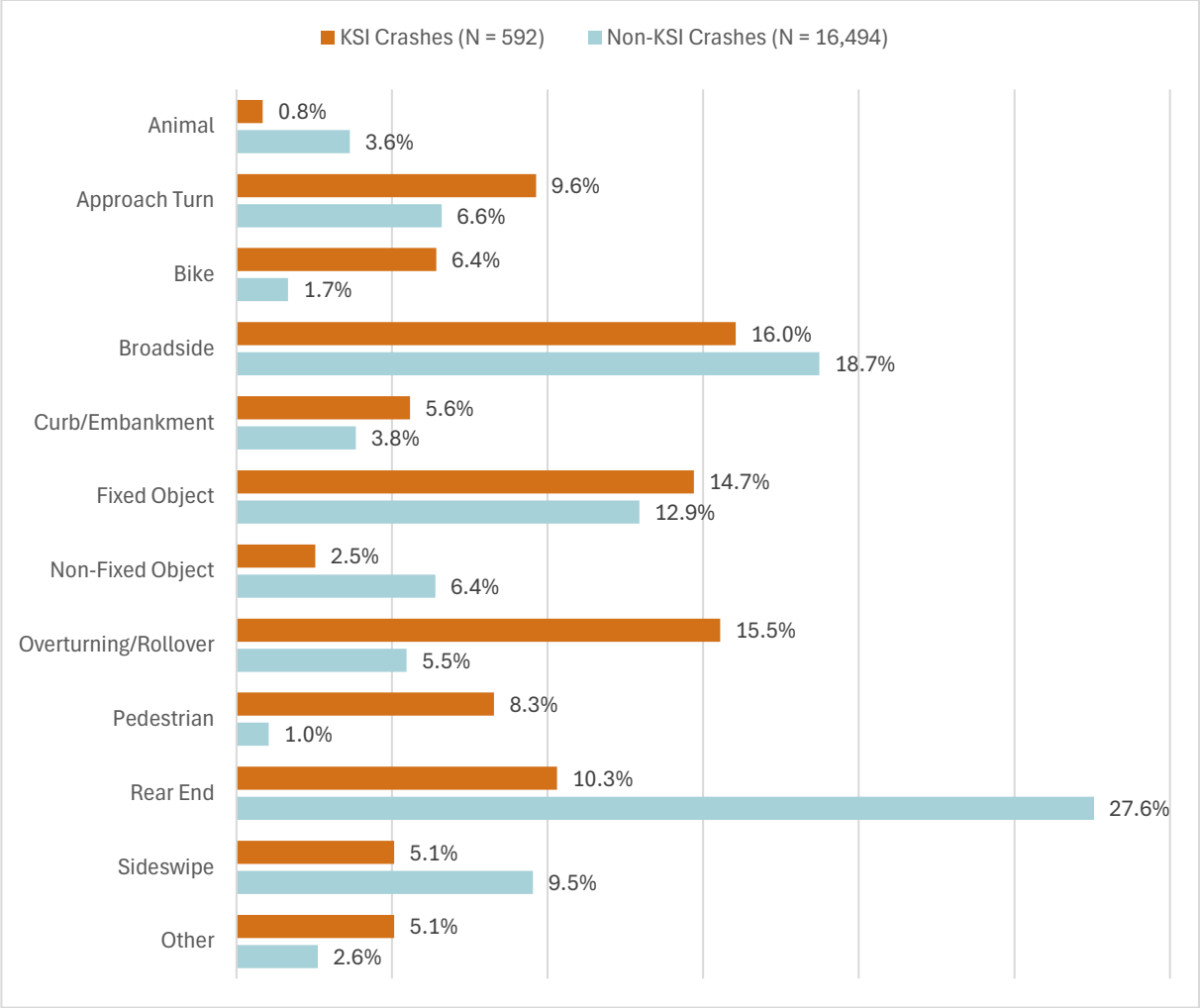


Figure 12: Crashes by Crash Type and Injury Severity, Mesa County, 2016-2022

WHO

For this analysis, the user types are separated into four categories depending on who was involved in the crash: driver, motorcyclist, bicyclist, and pedestrian. **Figure 13** shows the distribution of user types by injury severity for crashes in Mesa County within the study period. For crashes only involving drivers, the injury and fatal percentage is the lowest among all user types. Motorcyclists see the highest injury percentage of any user type and the second-highest percentage of fatal crashes. Crashes involving bicyclists had a high injury percentage but a low fatality percentage. Pedestrian crashes had the second-highest injury percentage and the highest fatality percentage of any user type.

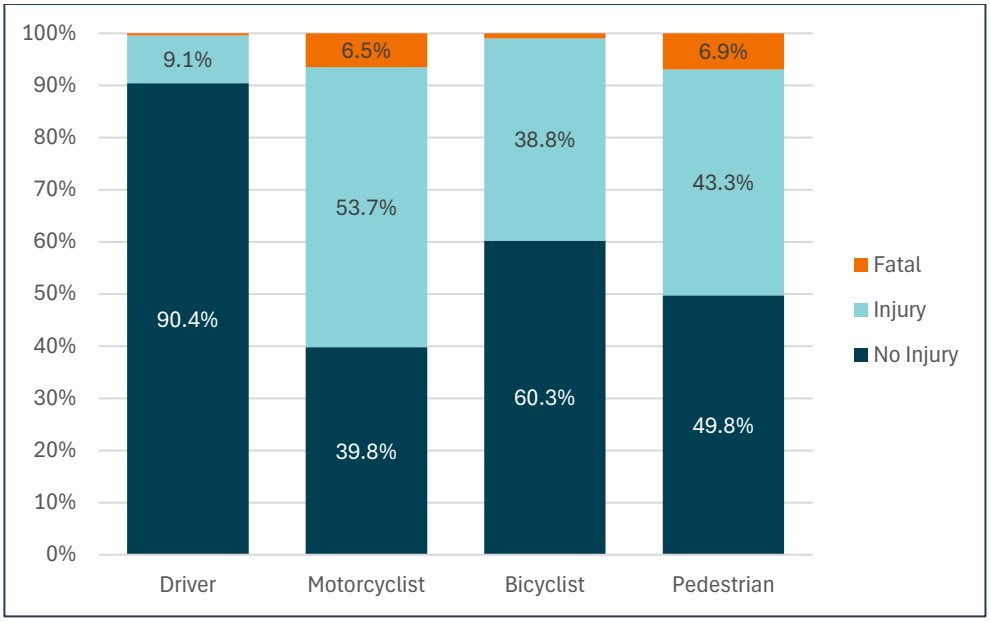


Figure 13: Number of Crashes by User Type and Injury Severity, Mesa County, 2016-2022

WHEN

The distribution of KSI crashes by month in the period of 2016 to 2022 is shown in **Figure 14**. The months with the highest number of KSI crashes were September and October with 61 crashes each. Right behind those months was July with 60 KSI crashes. The lowest number of KSI crashes occurred in the period from November to March.

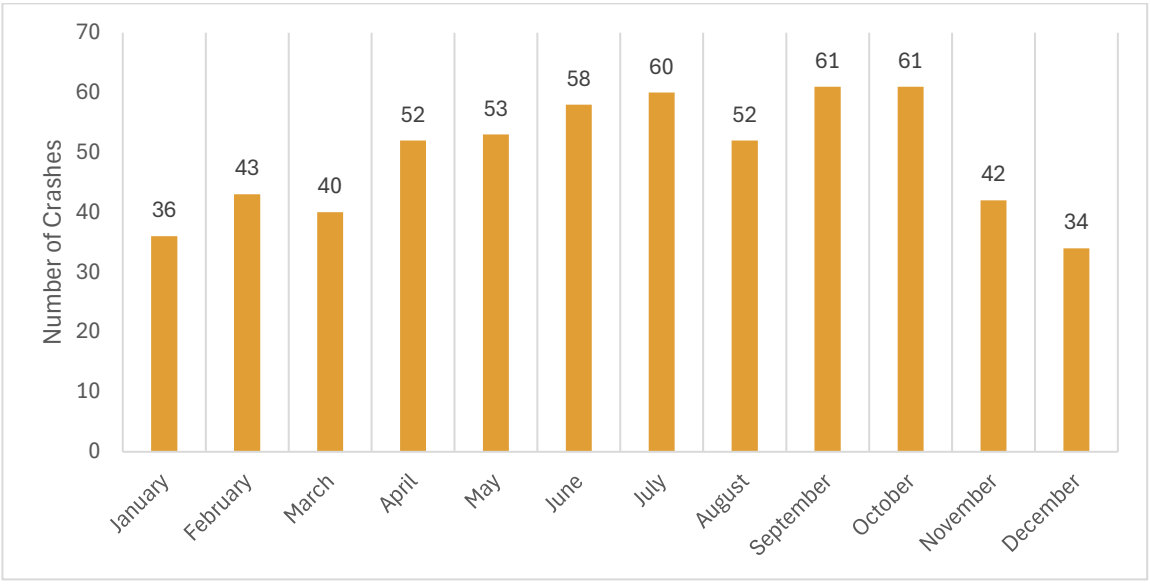


Figure 14: Number of KSI Crashes by Month, Mesa County, 2016-2022

Figure 15 shows the distribution of KSI crashes by day of the week. Similar to all crashes, the day with the highest frequency of KSI crashes was Friday, while Tuesday was the day that saw the lowest frequency of KSI crashes.

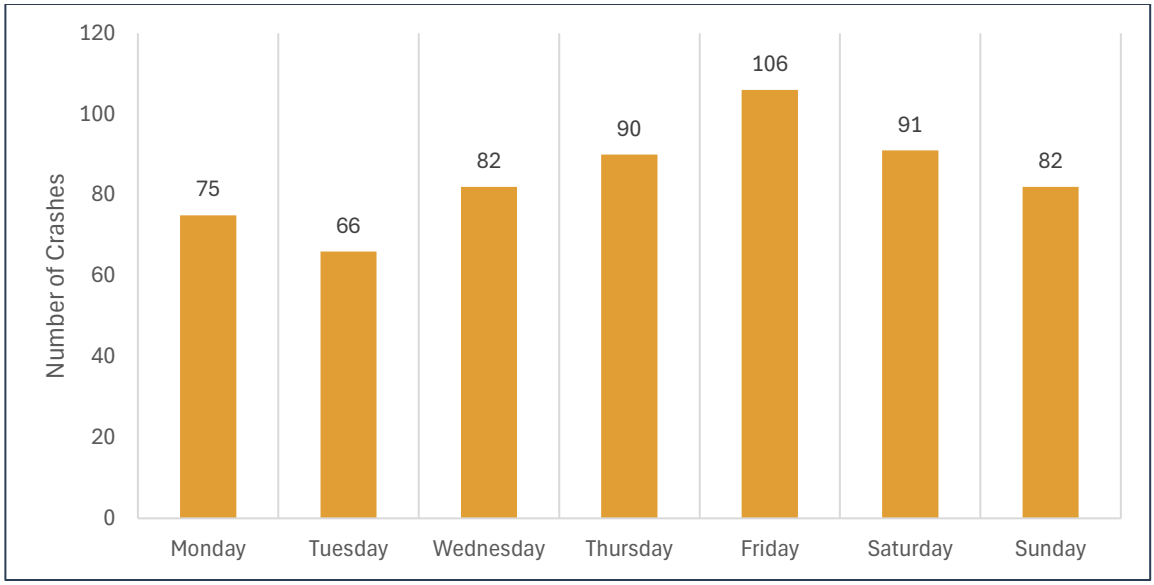


Figure 15: Number of KSI Crashes by Day of the Week, Mesa County, 2016-2022

URBAN VS RURAL KSI CRASHES

Approximately 74.8% of KSI crashes occur within the designated urban area of Mesa County. KSI crashes steadily decreased from 2016 to 2018 before increasing steadily until 2021. The most recent year of analysis, 2022, saw a dip in the number of KSI crashes compared to previous years. Rural KSI crashes were relatively low in 2016 and 2017 before increasing to a relatively constant value from 2018 to 2022. There was no apparent effect on the amount of KSI crashes for rural crashes as a result of the pandemic in 2020. The number of urban KSI crashes increased in 2020 and 2021 before dropping in 2022. The trends of urban and rural KSI crashes are displayed in **Figure 16**.

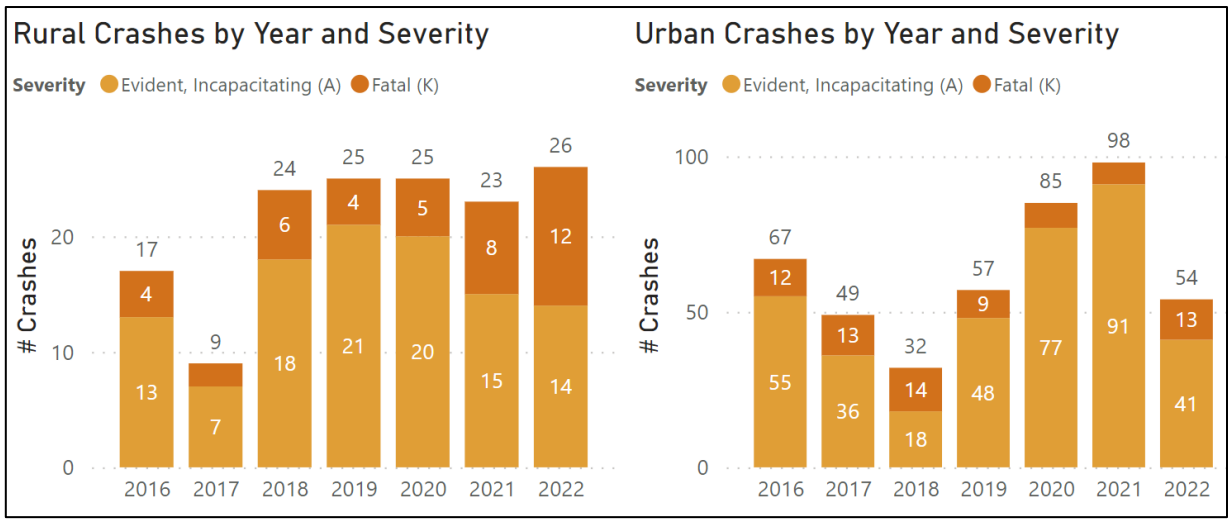


Figure 16: KSI Crashes per Year, Urban vs. Rural, 2016-2022

The most common crash type among urban KSI crashes was broadside crashes, followed by approach turn and rear-end crashes. For rural KSI crashes, overturning/rollover, fixed object, and curb/embankment crashes were the most common occurring crash types. KSI crashes involving

vulnerable road users were much more common among urban crashes in comparison to rural crashes. Animal KSI crashes were notable for rural crashes while being nearly non-existent for urban crashes. **Figure 17** shows the crash types of urban and rural KSI crashes.

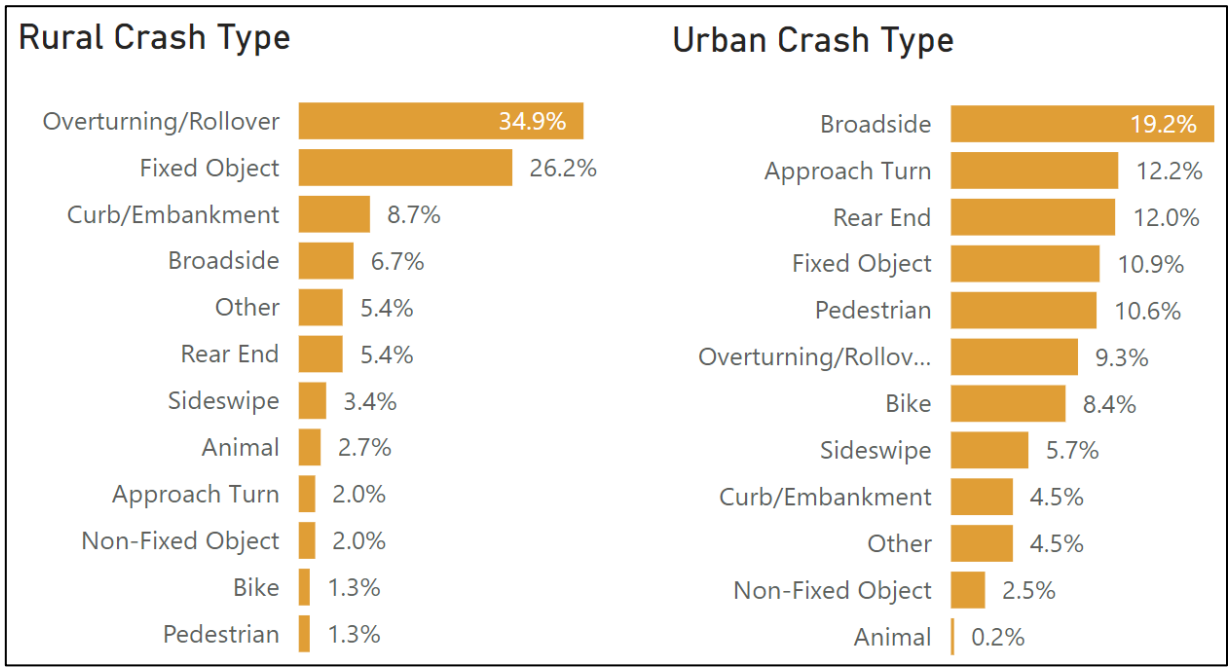


Figure 17: Crash Type of KSI Collision, Urban vs Rural, 2016-2022

The peak months of April and October experienced the greatest number of urban KSI crashes. The summer period from July to September also saw a high number of KSI crashes in the urban area. During wintertime, there was a low number of urban KSI crashes. Among rural KSI crashes, June had the greatest number of crashes followed by July and September. The lowest number of rural KSI crashes occurred in the middle of spring and the beginning of winter. **Figure 18** shows the distribution of crashes throughout the year by month.

The day of the week that experienced the highest number of urban KSI crashes was Friday. Thursday and Wednesday were the next highest days, while Tuesday and Monday were the lowest. Saturday and Sunday are when the greatest number of rural KSI crashes occurred. Monday and Thursday were the next highest days, and Tuesday and Wednesday consisted of the lowest number of crashes. **Figure 18** shows the distribution of urban and rural KSI crashes by day of the week.

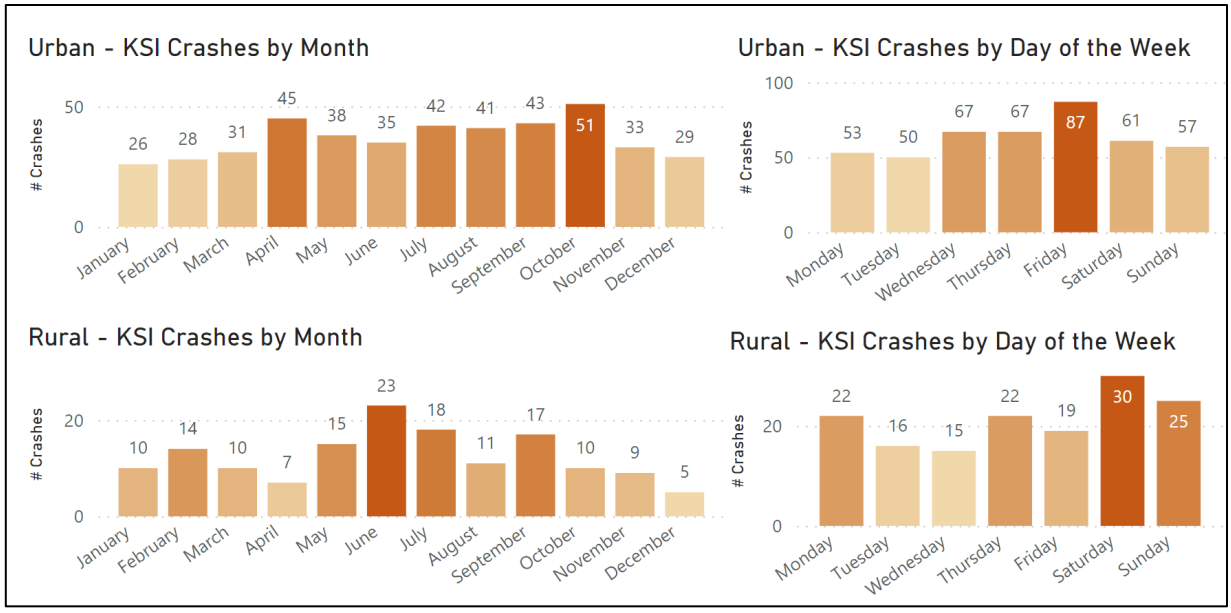


Figure 18: KSI Crashes by Month and Day of the Week, Urban vs. Rural, 2016-2022

The percentage of urban and rural KSI crashes that involved speeding or impairment is shown in **Figure 19**. KSI crashes that involved speeding were more common in rural crashes in comparison to urban crashes. Almost half of rural KSI crashes had speeding as a factor while speeding was only involved in just over one-fifth of urban KSI crashes. The proportion of KSI crashes that involved impairment was very similar between urban and rural crashes.

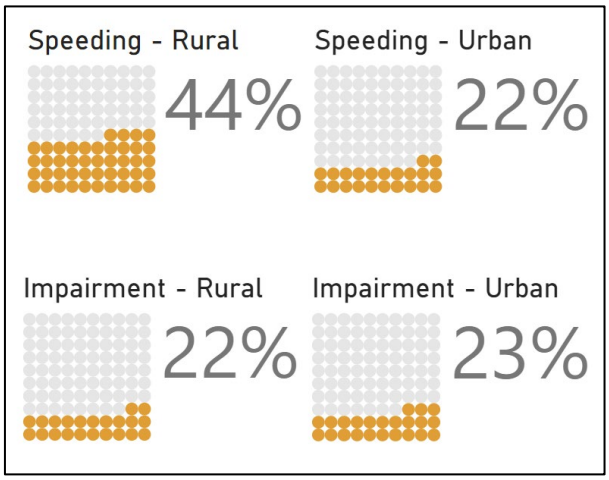


Figure 19: Impairment and Speeding-Related KSI Crashes, Urban vs. Rural, 2016-2022

URBAN CRASH TRENDS

The majority (87.8%) of crashes reported in Mesa County from 2016 to 2022 were located within the designated urban area with a total of 15,014 crashes. The number of urban crashes has decreased in the most recent analysis years from 2020 to 2022. After 2018, the number of urban KSI crashes steadily increased before a steep drop in 2022. **Figure 20** shows the distribution of urban crashes by year and severity and the distribution of urban KSI crashes is shown in **Figure 21**.

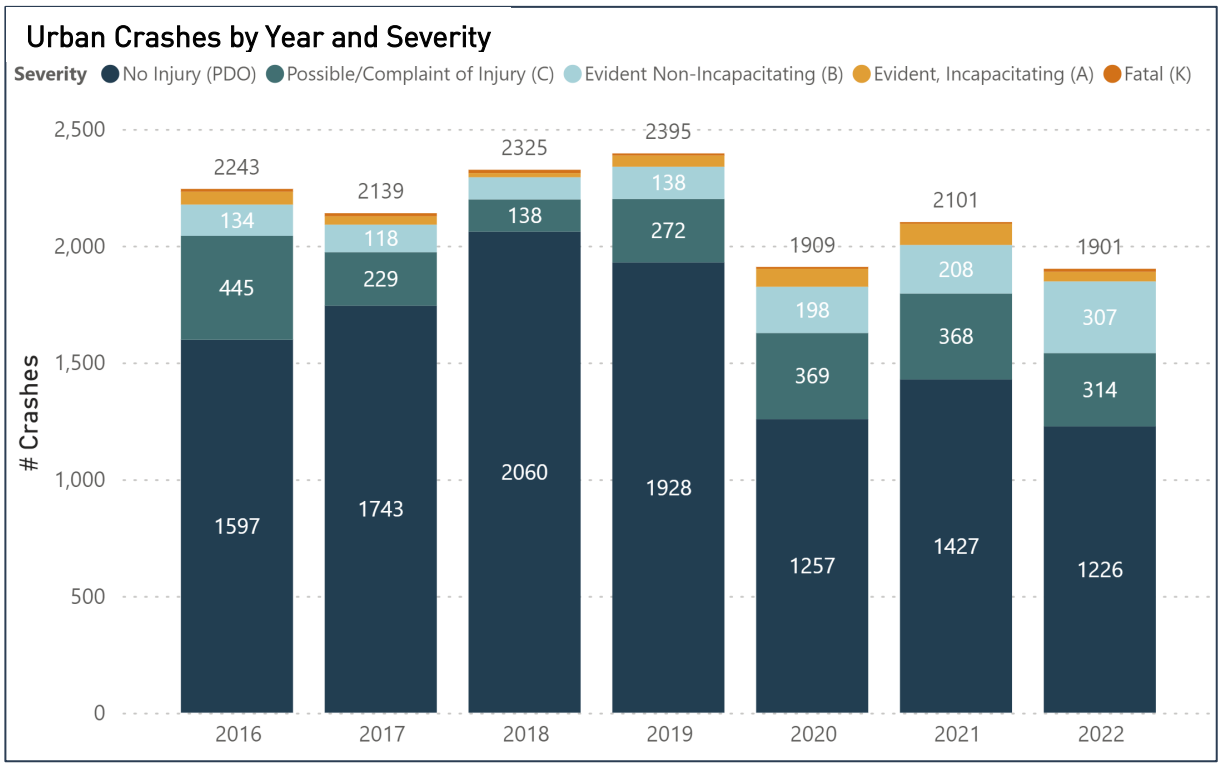


Figure 20: Number of Urban Crashes by Year and Injury Severity, Mesa County, 2016-2022

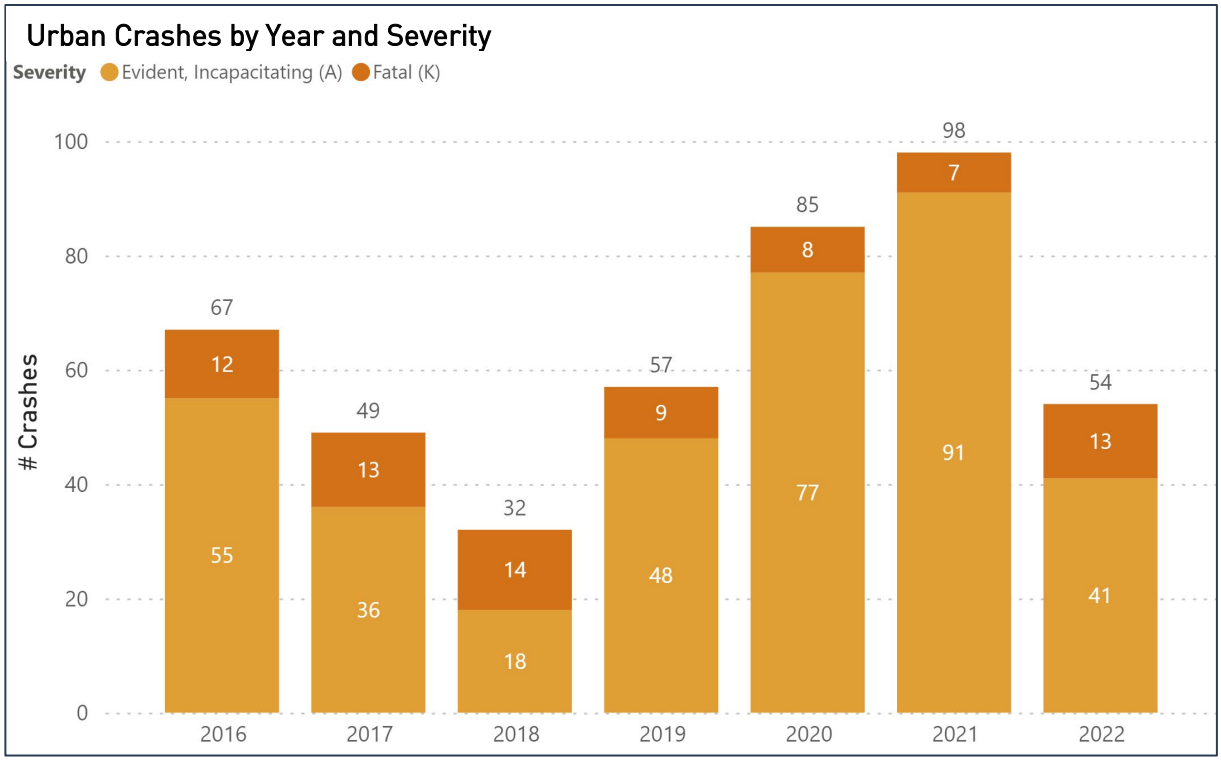


Figure 21: Number of Urban KSI Crashes by Year and Injury Severity, Mesa County, 2016-2022

Figure 22 shows the distribution of crash types among urban crashes within Mesa County from 2016 to 2022. The most common crash type among non-KSI urban crashes was rear-end crashes, while the most common crash type among KSI urban crashes was broadside crashes. For KSI urban crashes, the next highest crash types were approach turn and rear-end crashes.

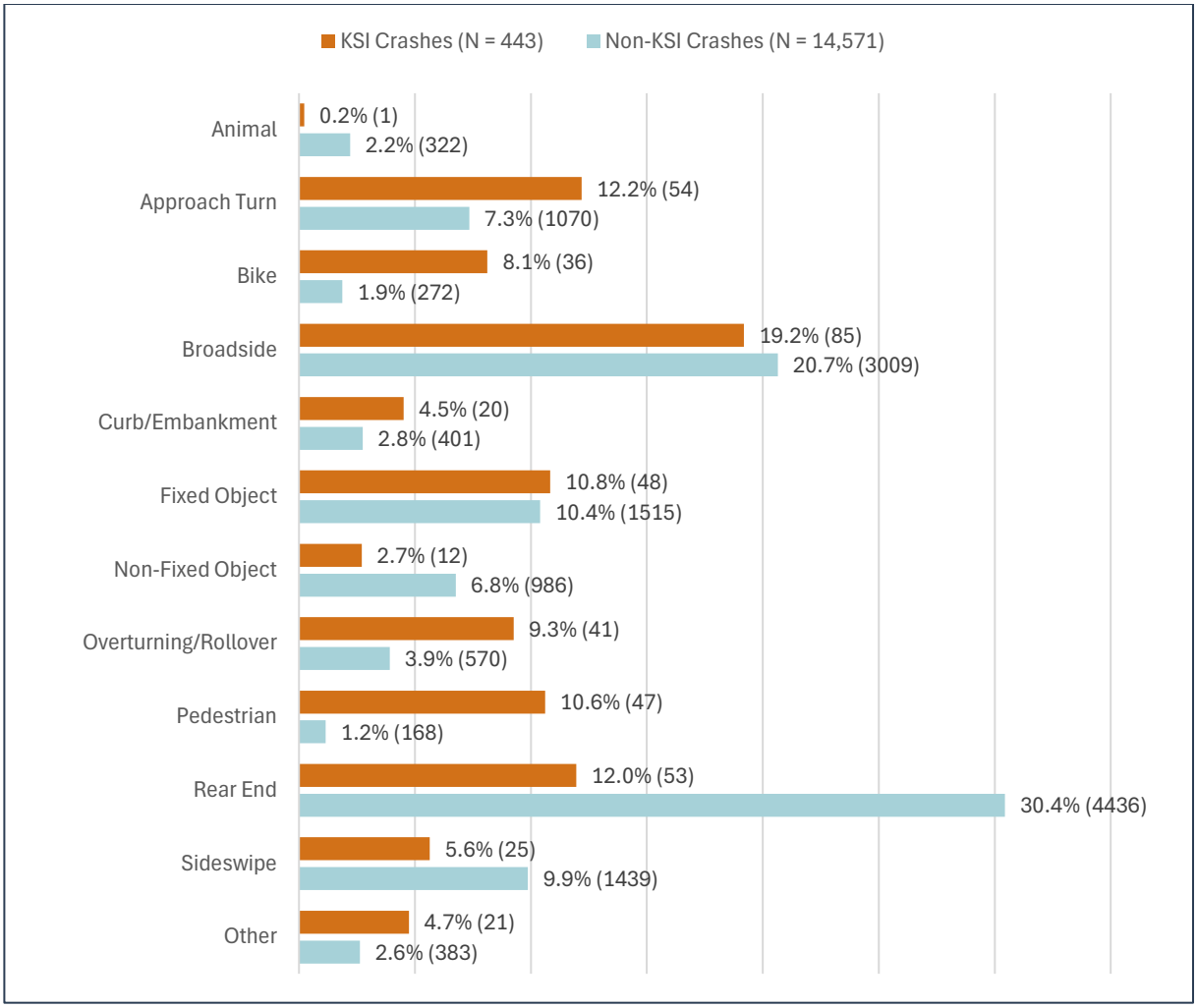


Figure 22: Urban Crashes by Crash Type and Injury Severity, Mesa County, 2016-2022

WHERE

The majority of urban crashes were located at intersections or were intersection-related (60.6%). Of the urban intersection crashes, approximately 55.9% were at unsignalized intersections. The greatest number of crashes, on city and county roads, occurred on Patterson Road. On state roadways, the highest frequency of crashes occurred on I-70. The intersection of 12th Street and North Avenue had the greatest number of crashes for any urban intersection within Mesa County. Segment crashes and intersection crashes within the Mesa County urban area are shown in **Figure 22** and **Figure 23**, respectively. **Figure 24** shows a heatmap of the urban crashes within Mesa County.

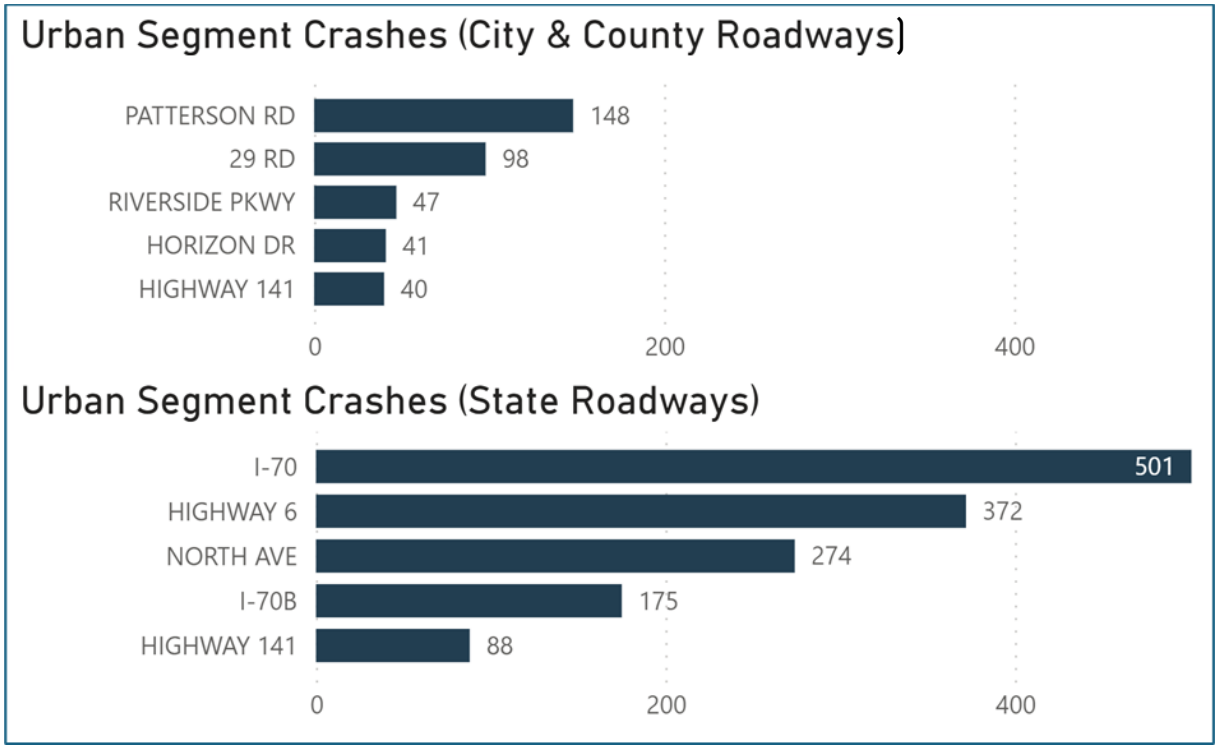


Figure 23: Top Segment Crashes for City & County Roadways (Top) and State Roadways (Bottom) in the Mesa County Urban Area, 2016-2022

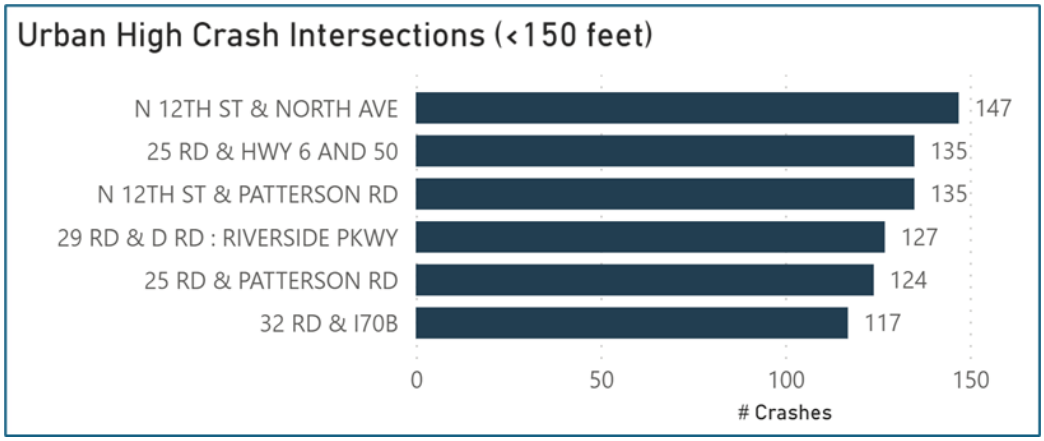


Figure 24: Top Intersection Crashes in the Mesa County Urban Area, 2016-2022

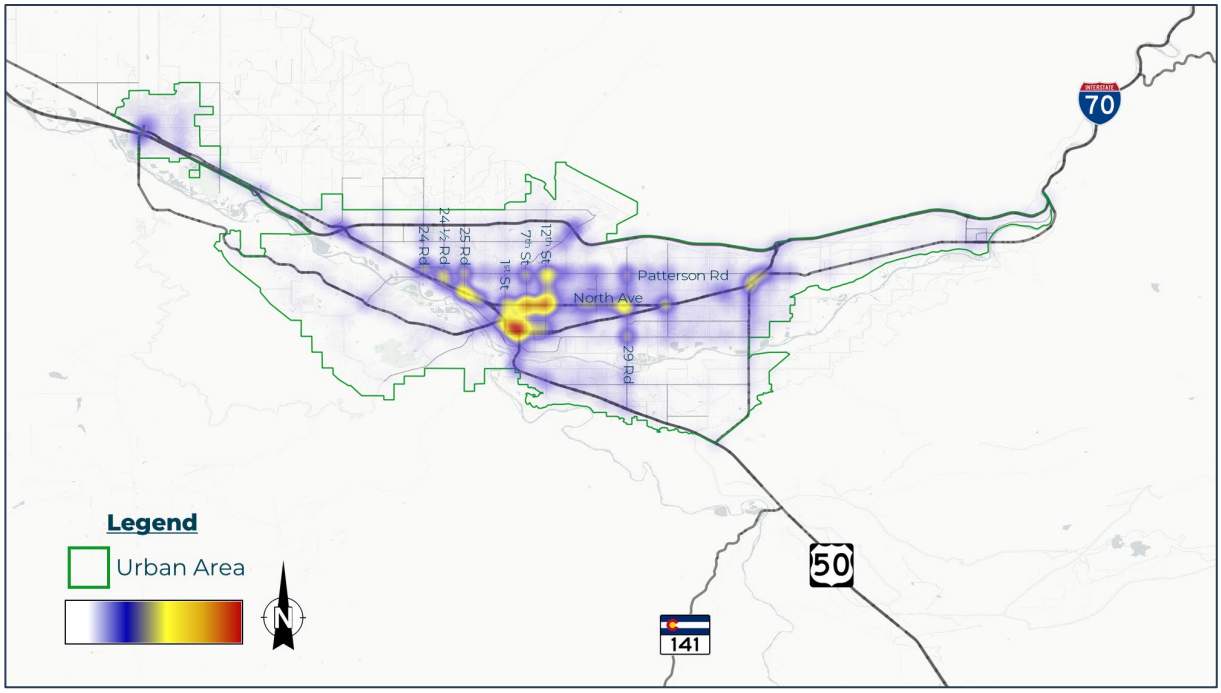


Figure 25: Heatmap of Urban Crashes in Mesa County, 2016-2022

URBAN KSI CRASHES BY LOCATION

Approximately 57.7% of urban KSI crashes were at intersections or intersection-related. 50.6% of urban KSI crashes at intersections were reported at unsignalized intersections. The segments that saw the greatest number of urban KSI crashes occur were Patterson Road and I-70 for city/county roadways and state roadways, respectively. North Avenue (US 6) experienced the next highest number of KSI crashes for state roadways, however, it is very similar in roadway configuration to Patterson Road. The intersection that had the most urban KSI crashes was 4th Street and Ute Avenue with seven (7) crashes recorded. The top segment and intersection crashes are shown in **Figure 25** and **Figure 26**, respectively.

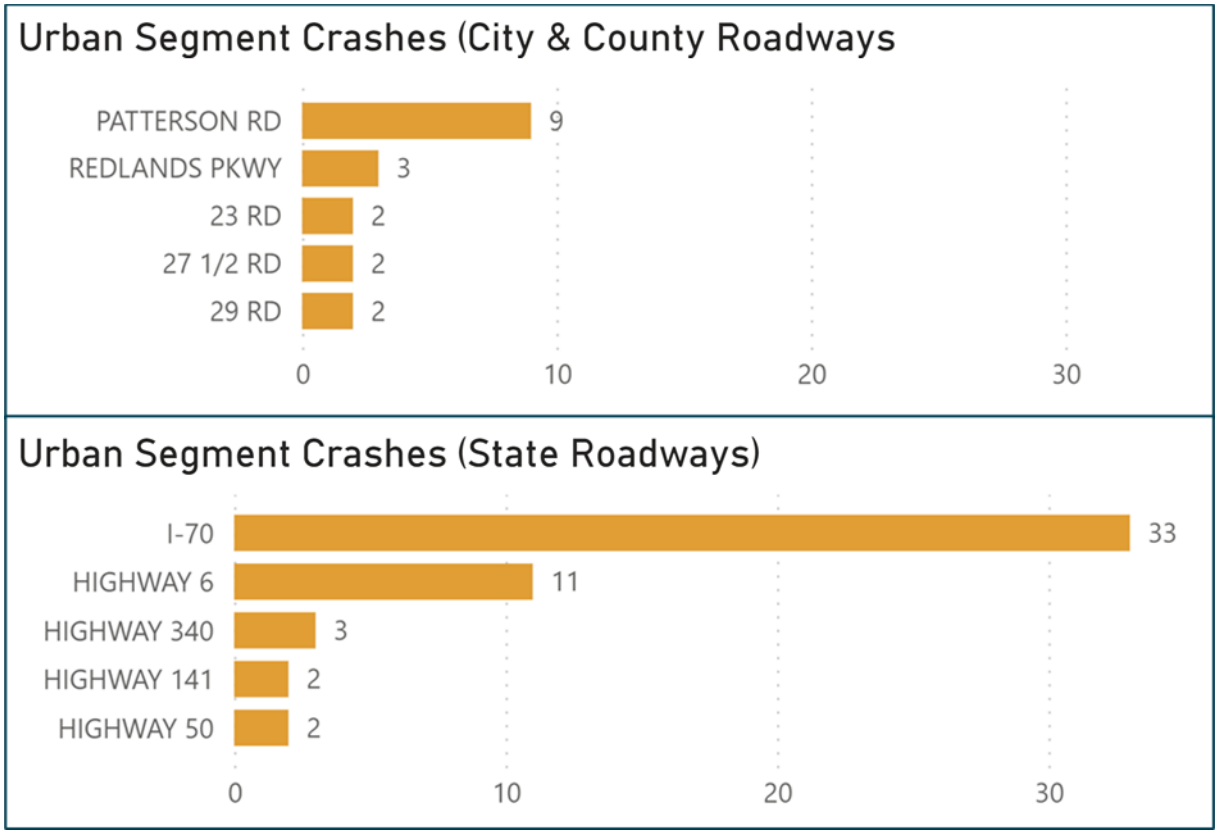


Figure 26: Top KSI Segment Crashes for City & County Roadways (Top) and State Roadways (Bottom) in the Mesa County Urban Area, 2016-2022

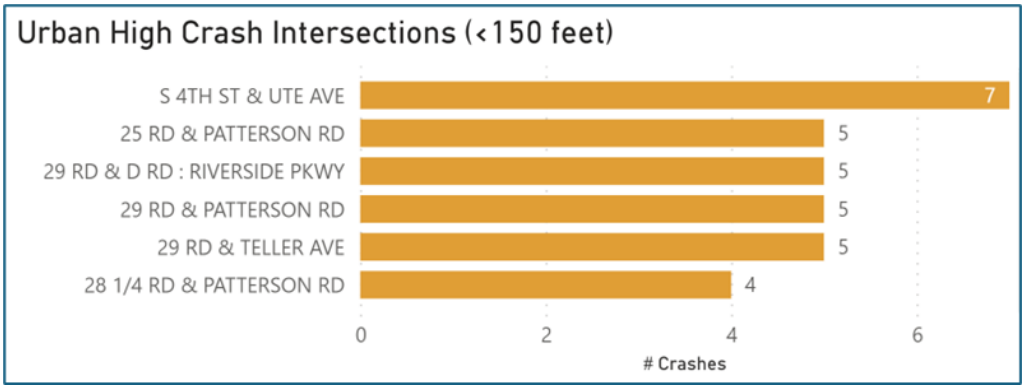


Figure 27: Top KSI Intersection Crashes in the Mesa County Urban Area, 2016-2022

WHO

The age and gender of urban drivers are shown in **Figure 27**. The age and gender of the driver of Unit 1 are shown, in which Unit 1 is the driver that is at fault for the crash, generally.

For female drivers, the most common age of drivers in urban crashes was 15-19 years old and the next highest was 20-24 years old. After that age group, the number of crashes generally decreases until the age of 85 years or older, with a slight spike in the 55-59 age group. For male drivers, the most numerous age of drivers in crashes is 20-24 years old followed by 15-19 years old. The number of crashes generally decreases among male drivers as age increases until reaching the age of 85

years or older, except for a few small spikes in the number of crashes seen for the ages of 55-59 years and 60-64 years. Overall, male drivers were more common making up approximately 55% of urban crashes from 2016 to 2022.

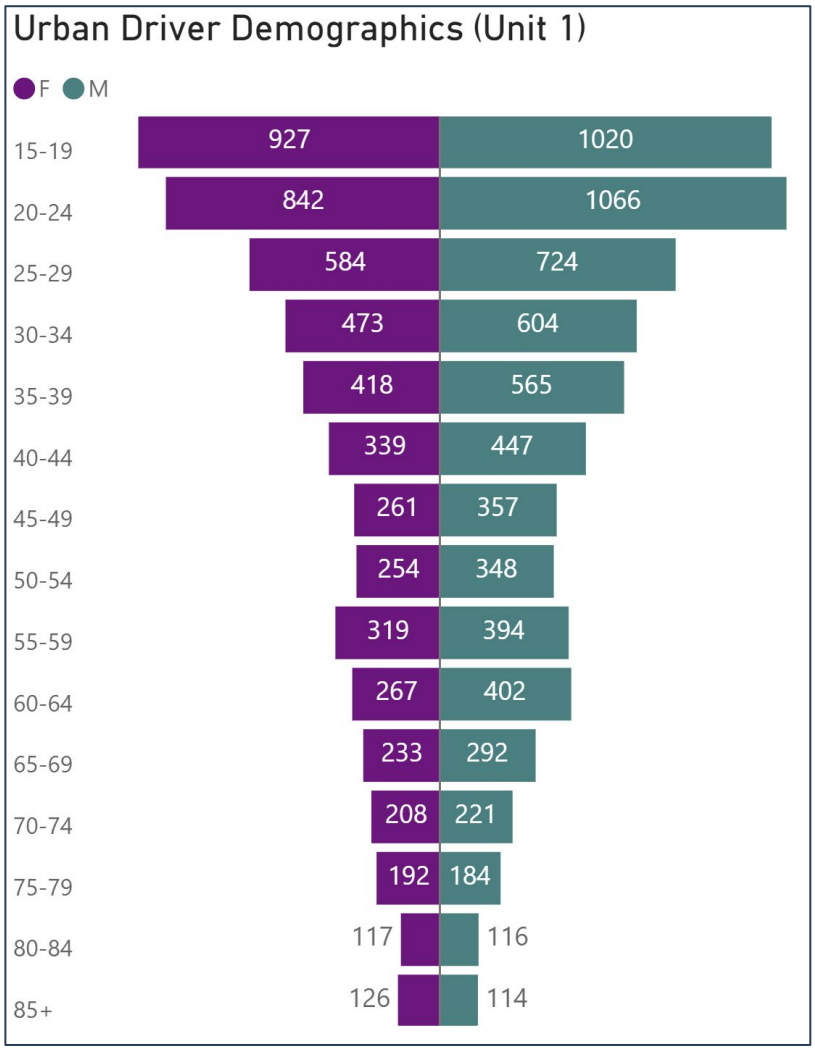


Figure 28: Age and Gender of Drivers of Unit 1 for Urban Crashes, Mesa County, 2016-2022

PEDESTRIANS AND BICYCLISTS

Pedestrian and bicyclist crashes were most common within the urban area of Mesa County when compared to Rural Mesa County. 15.8% of urban pedestrian and bicyclist crashes resulted in a fatality or serious injury. **Figure 28** shows the distribution of urban vulnerable road user crashes within Mesa County from 2016 to 2022. The number of urban pedestrian crashes increased slightly from 2016 to 2018 before decreasing to a constant value in the most recent analysis years. For urban bicyclist crashes, there was a large spike in 2017, after which there was a sharp decline before leveling out in the most recent years.

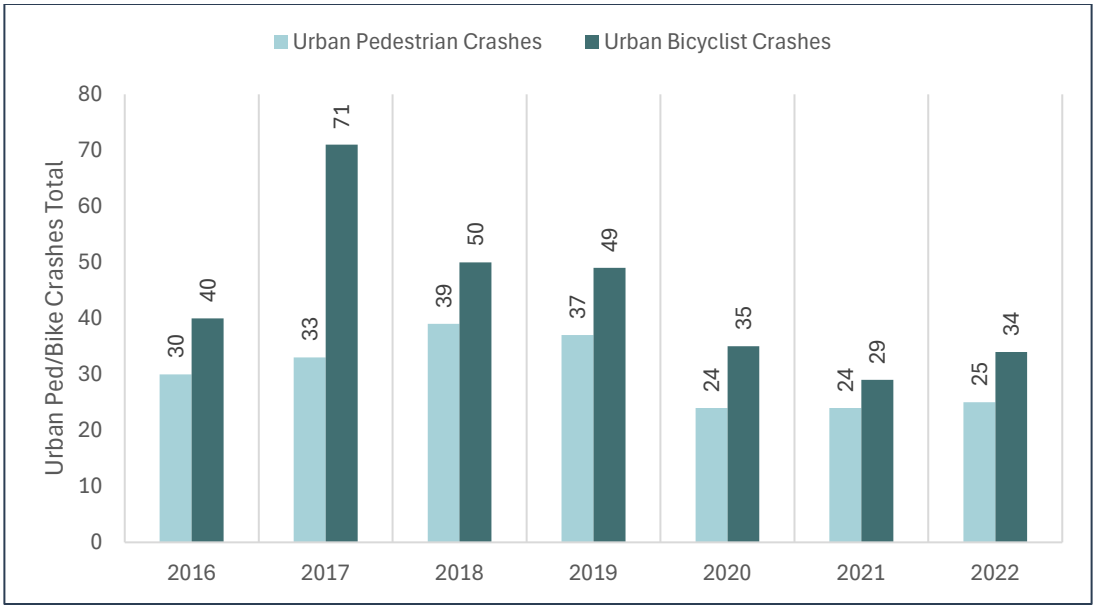


Figure 29: Urban Pedestrian and Bicyclist Crashes by Year, Mesa County, 2016-2022

Of urban pedestrian and bicyclist crashes, 59.9% happened at intersections and 6.4% were intersection-related. Of intersection and intersection-related crashes, 60.9% occurred at unsignalized intersections. The intersection of 12th Street and North Avenue experienced the greatest number of crashes that involved bicyclists with eight (8) crashes. The most pedestrian crashes happened at 10th Street and North Avenue with five (5) crashes. The intersection that saw the most amount of pedestrian and bicyclist crashes was also 12th Street and North Avenue with 10 combined crashes. A list of intersections with the greatest number of urban pedestrian and bicyclist crashes is displayed in **Figure 29**. A map of urban KSI crashes involving pedestrians and bicyclists is shown in **Figure 30**.

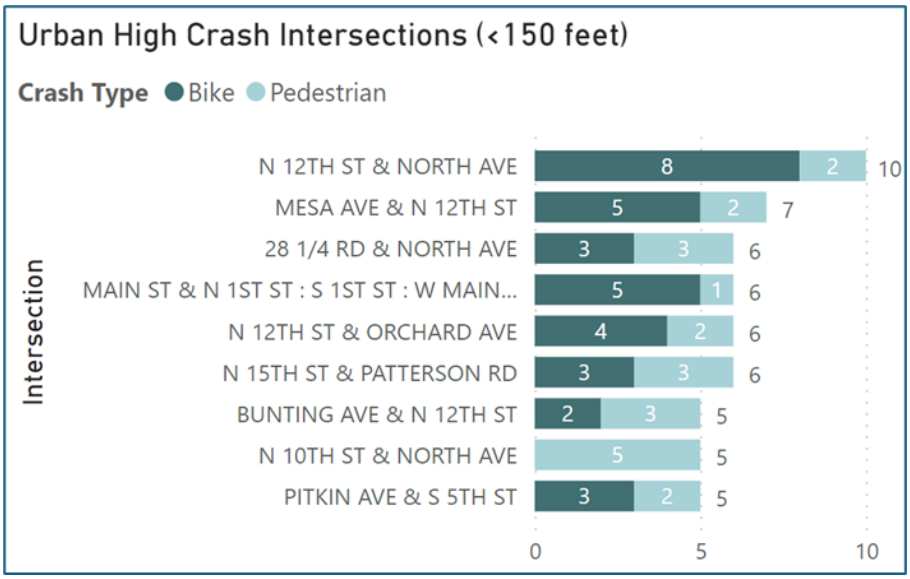


Figure 30: Urban Ped and Bike, All Severities, 2016-2022

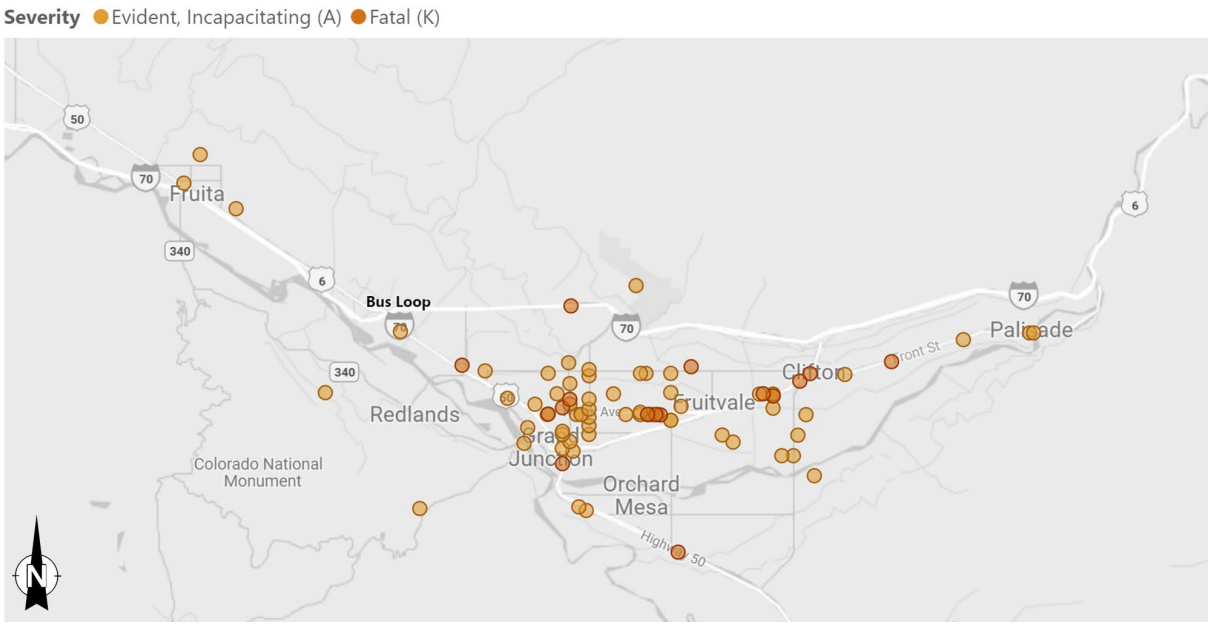


Figure 31: Location of Urban KSI Crashes involving Pedestrians and Bicyclists, 2016-2022

WHY

The top contributing factors for urban crashes are shown in **Figure 31**. The top contributing factors for urban KSI crashes were found to be aggressive driving, driving under the influence, and “other”. Impairment of some kind was present in 7.5% of all urban crashes and 22.6% of urban KSI crashes. Speeding was present in 8.0% of all urban crashes and 22.3% of urban KSI crashes. 66.7% of urban KSI approach turn crashes occurred at signalized intersections.

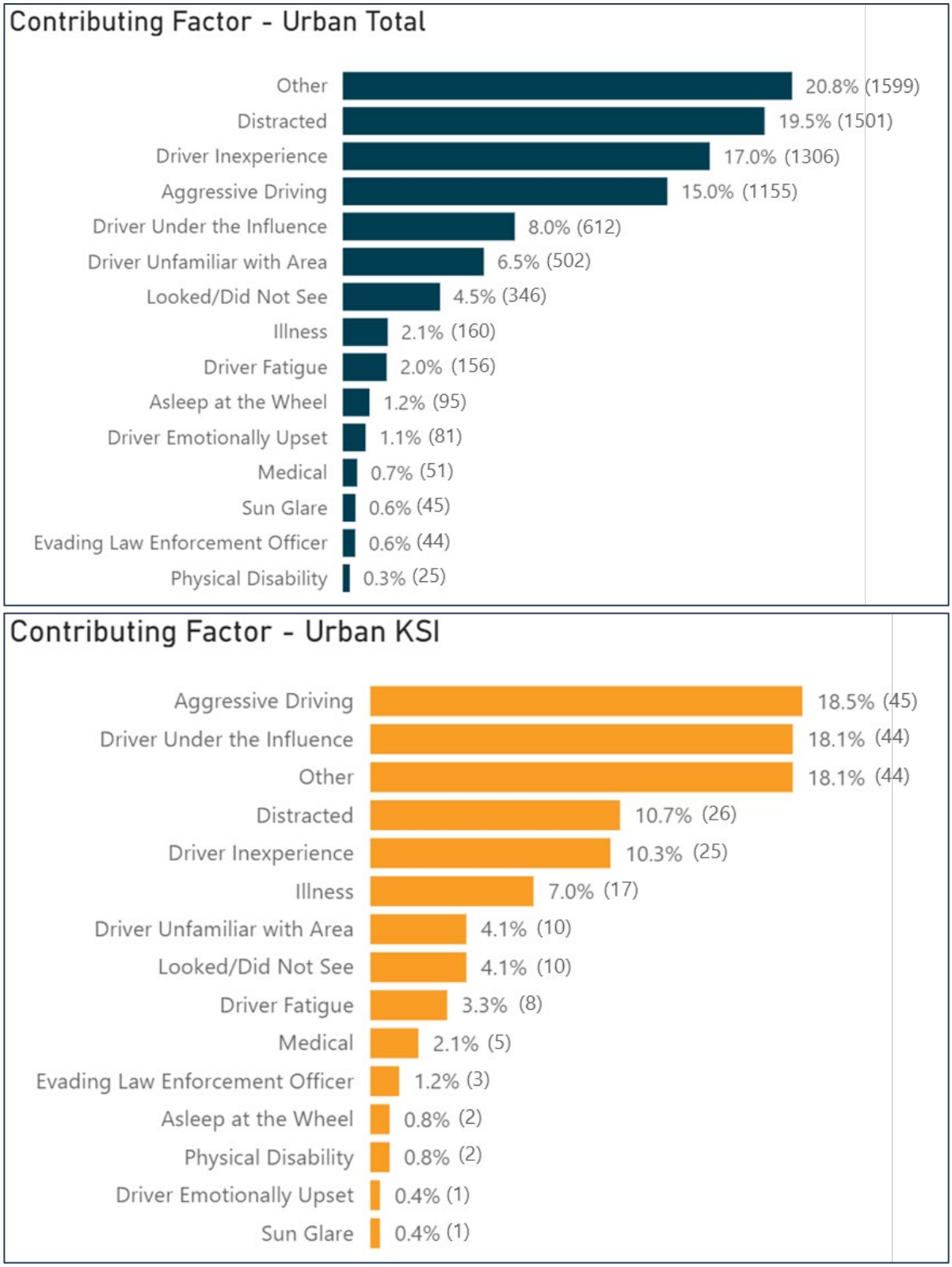


Figure 32: Top Contributing Factors for Urban Crashes (Top) and Urban KSI Crashes (Bottom), Mesa County, 2016-2022

RURAL CRASH TRENDS

A total of 2,072 rural crashes were reported which makes up approximately 12.2% of all crashes within Mesa County from 2016 to 2022. The number of rural crashes has been constant for the past four analysis years (2019-2022). The number of rural crashes was less from 2016 to 2018, with a minimum reported in 2017. The number of rural KSI crashes in 2017 is lower than in the other analysis years as well. The crash distribution of rural crashes is shown in **Figure 33** for all rural crashes and in **Figure 34** for rural KSI crashes.

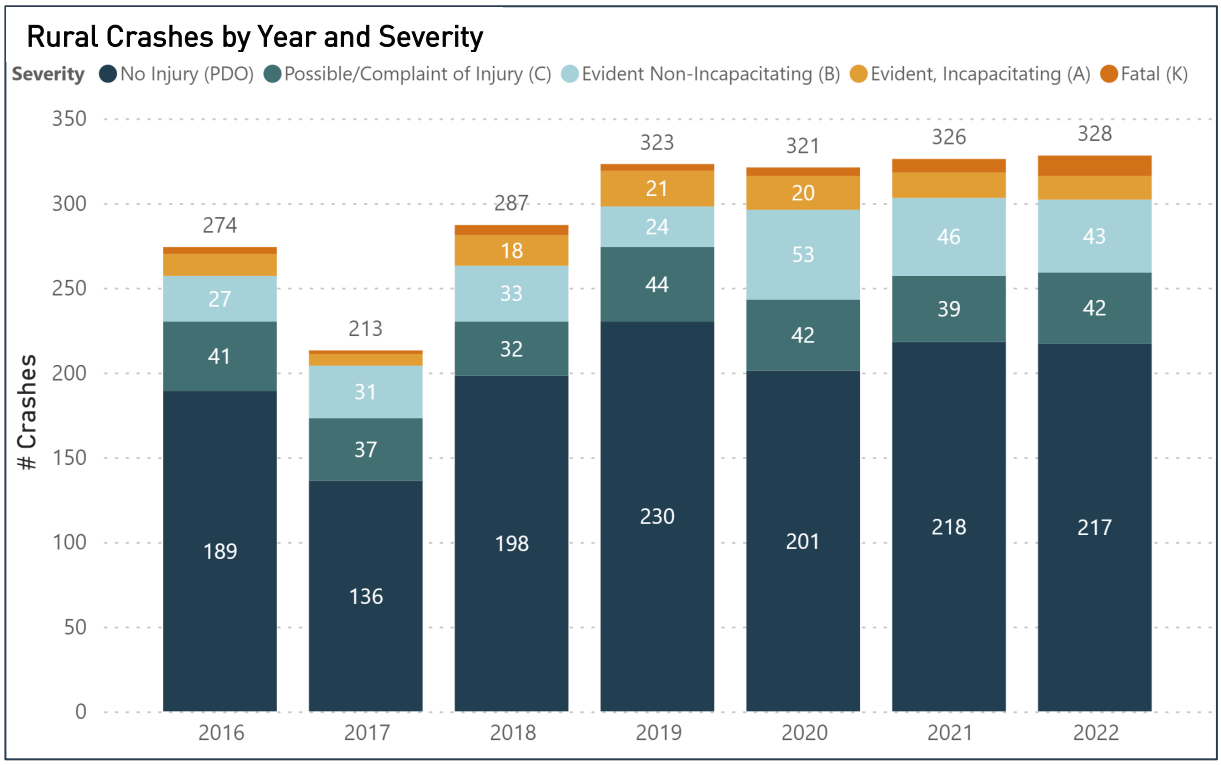


Figure 33: Number of Rural Crashes by Year and Injury Severity, Mesa County, 2016-2022

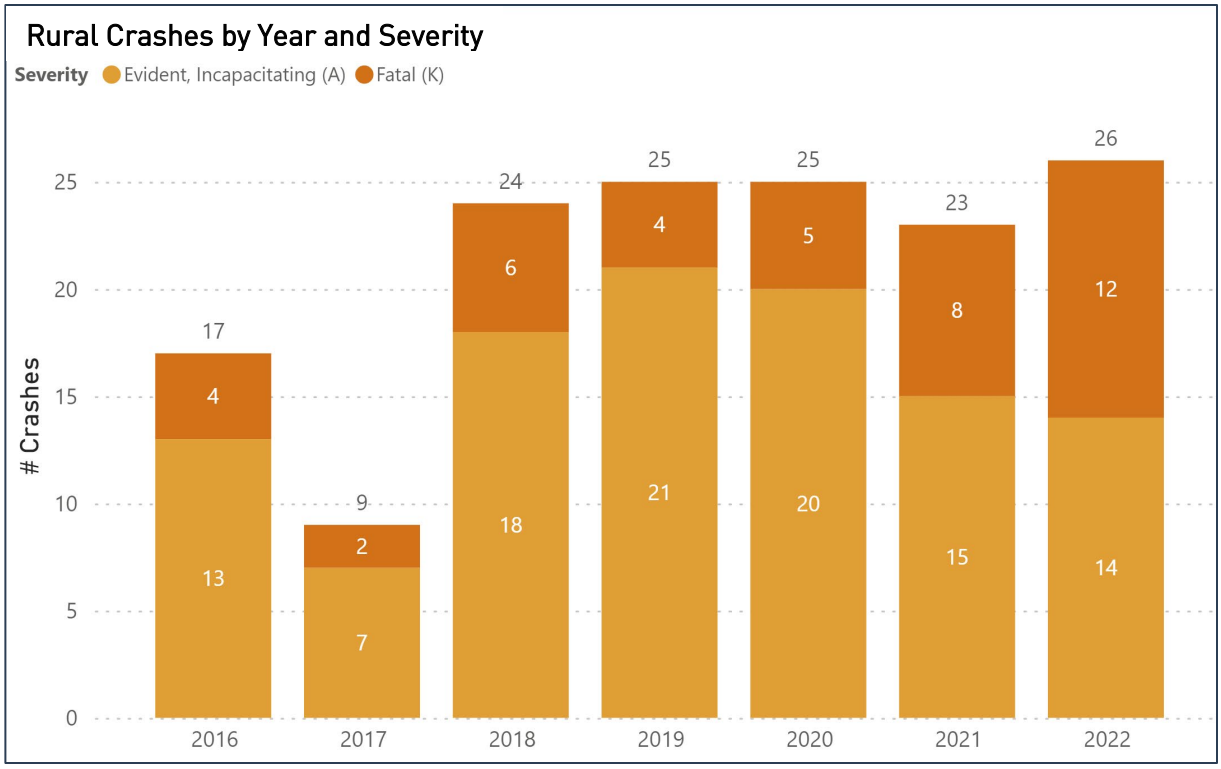


Figure 34: Number of Rural KSI Crashes by Year and Injury Severity, Mesa County, 2016-2022

The distribution of crash type for rural crashes is displayed in **Figure 33**. Fixed object crashes were the most common crash type for rural crashes in Mesa County from 2016 to 2022. The most common crash type for rural KSI crashes was overturning/rollover crashes, followed by fixed object and curb/embankment crashes. Overturning/rollover crashes account for 34.2% of rural KSI crashes as opposed to 17.4% in non-KSI rural crashes.

Fixed object crashes made up the largest percentage of rural crashes. **Figure 34** shows the distribution of fixed object rural crashes categorized by the first harmful event. The most common fixed objects that were involved in a collision were guardrails/barriers with the next most common being fences.

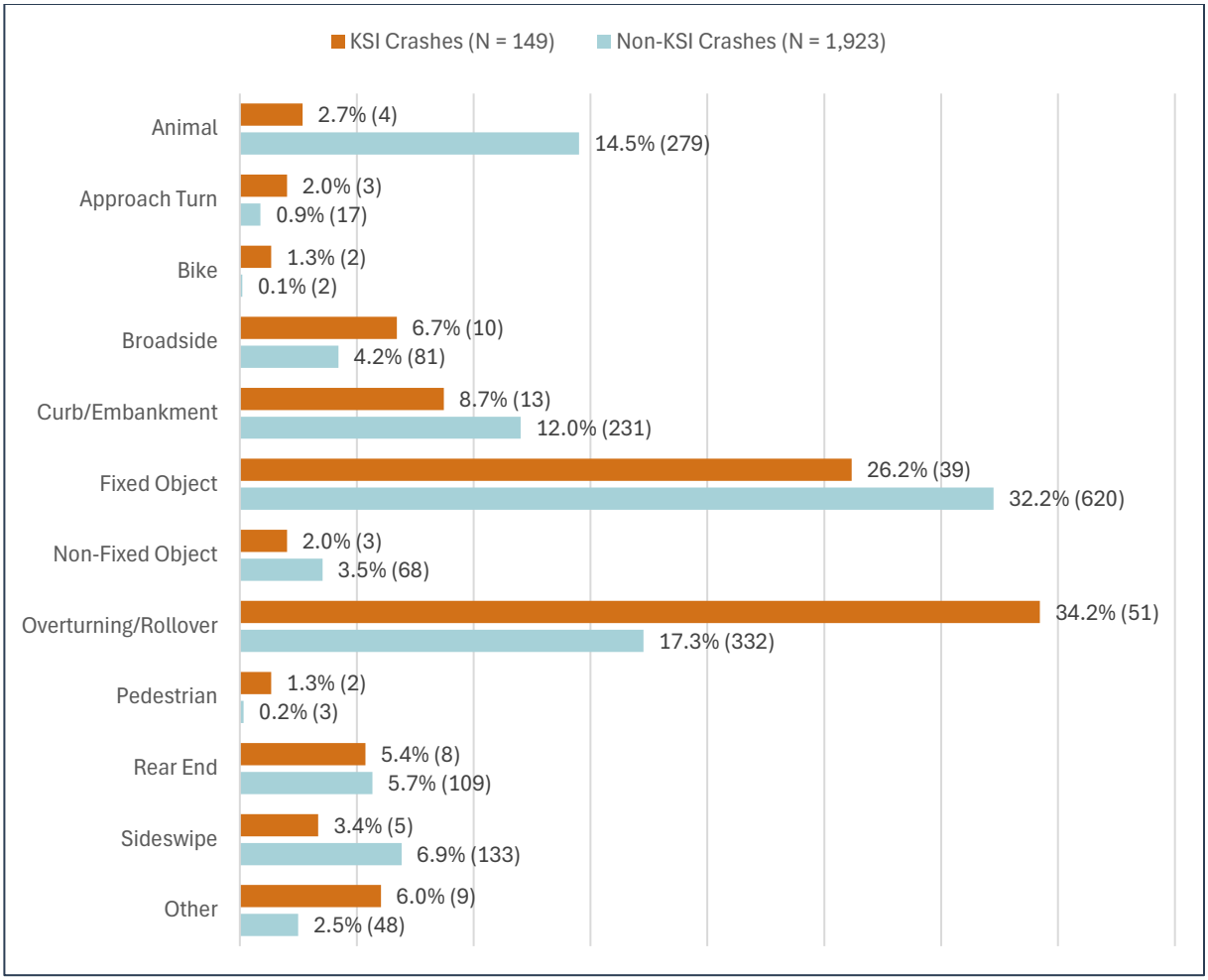


Figure 35: Rural Crashes by Crash Type and Injury Severity, Mesa County, 2016-2022

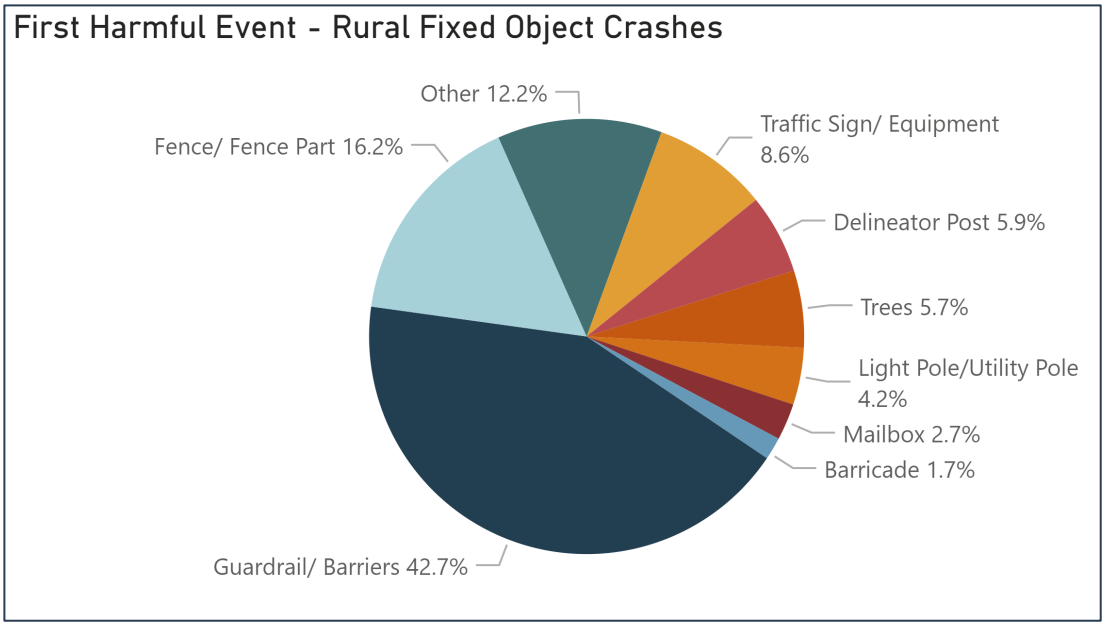


Figure 36: First Harmful Event of Rural Fixed Object Crashes, Mesa County, 2016-2022

WHERE

Approximately 85.2% of rural crashes were non-intersection related and the majority, 72.8%, occurred on state highways. The segment that had the most rural crashes among city and country roadways was 45 ½ Road with 19 crashes followed by Little Park Road with 18 crashes. On state roadways, the segment with the highest number of rural crashes was I-70. **Figure 35** shows the top segments for rural crashes on city/county roadways and state roadways. A total of 30 Rural intersection crashes are spread throughout Mesa County without clear concentration on any specific intersection. The location of rural crashes that occurred at intersections is displayed in **Figure 36**.

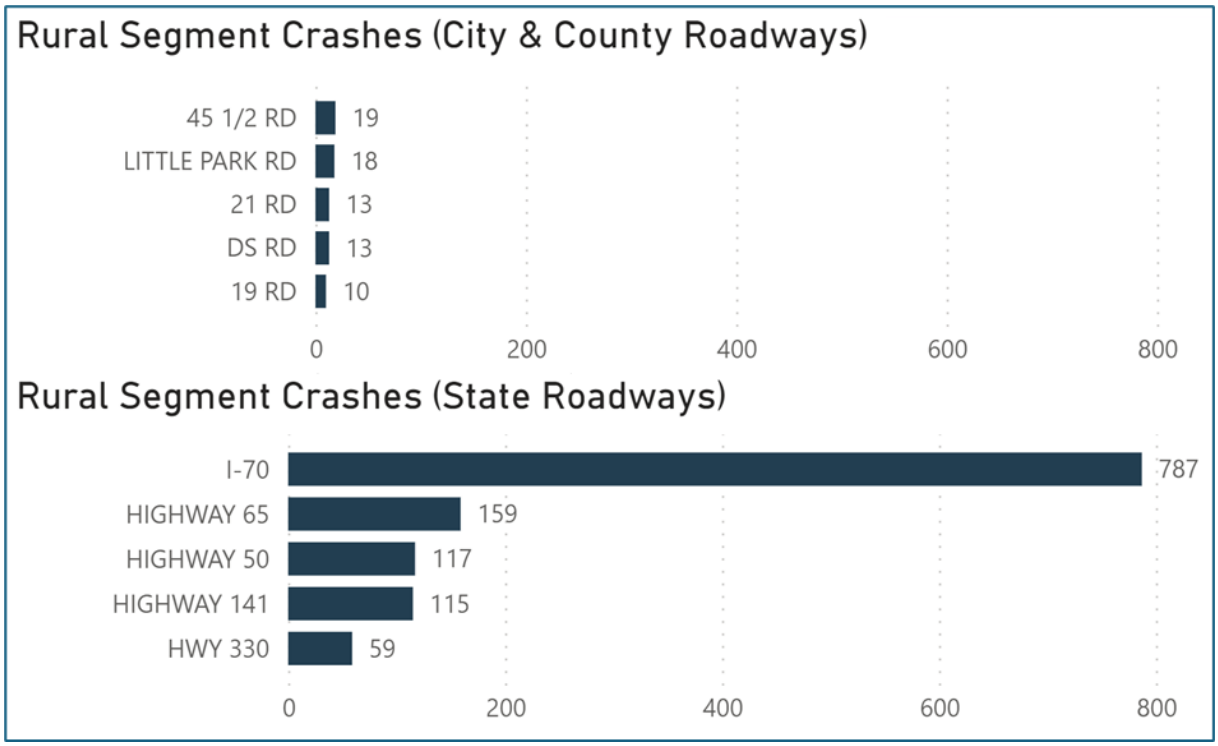


Figure 37: Top Segment Crashes for City & County Roadways (Top) and State Roadways (Bottom) in the Mesa County Rural Area, 2016-2022

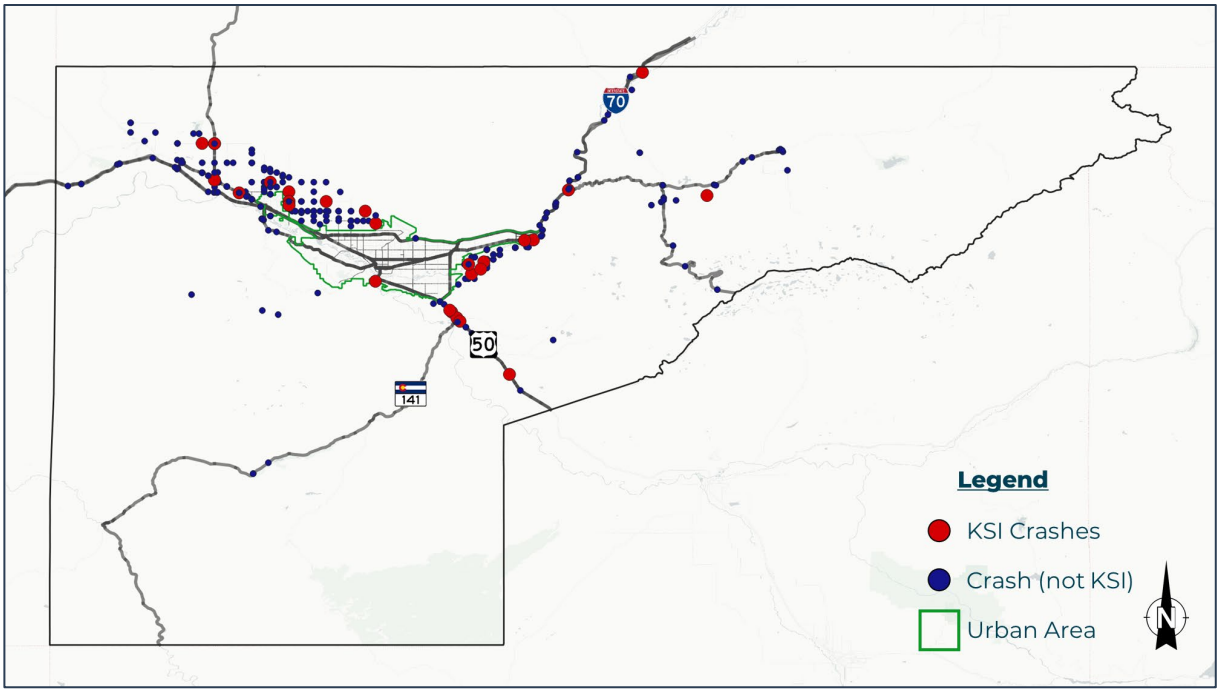


Figure 38: Map of Rural Intersection Crashes in Mesa County, 2016-2022

RURAL KSI CRASHES BY LOCATION

149 rural KSI crashes occurred throughout Mesa County from 2016 to 2022. Most of these crashes did not occur at intersections (85.2%) and most of them happened on state highways (69.8%). The number of segment rural KSI crashes on city/county roadways was too low to provide any meaningful observations or trends. Rural KSI crashes that occurred on state roadways were most prevalent on I-70 followed by Highway 141. The rural KSI segment crashes are shown in **Figure 37**.

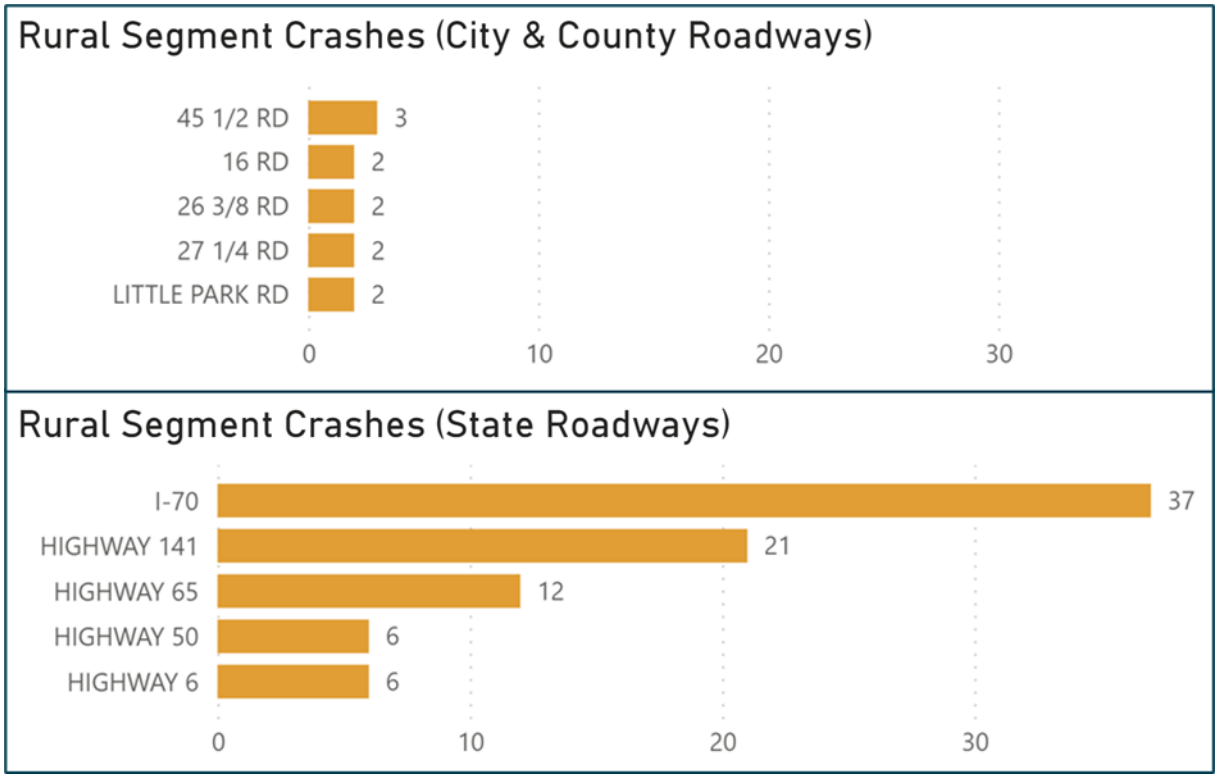


Figure 39: Top KSI Segment Crashes for City & County Roadways (Top) and State Roadways (Bottom) in the Mesa County Rural Area, 2016-2022

WHO

Figure 38 shows the age and gender of drivers involved in Rural Crashes in Mesa County from 2016 to 2022. The driver of Unit 1, which is most at fault for the crash, was analyzed.

The most common age of female drivers involved in rural crashes was 25-29 years old, followed by 15-19 and 20-24 years. The number of crashes is relatively low among other female age groups with small spikes in the ages 30-34 and 55-59 years. Among male drivers, the most common age group was recorded as 20-24 years old, with 15-19 and 25-29 years as the next highest groups. For male drivers, there was a spike in drivers aged 60-64. The data shows that younger drivers are more likely to be involved in rural crashes. Overall, male drivers were more common in rural crashes, accounting for 69% of rural crashes in Mesa County from 2016 to 2022.

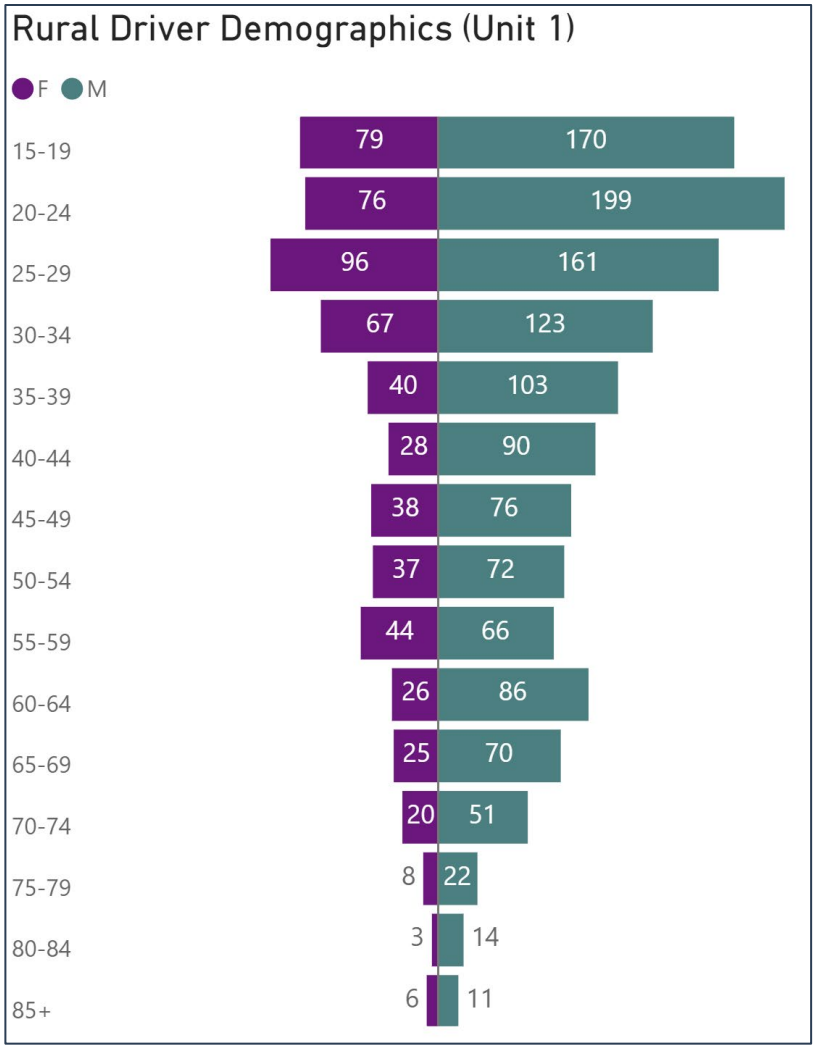


Figure 40: Age and Gender of Drivers of Unit 1 for Rural Crashes, Mesa County, 2016-2022

VULNERABLE ROAD USERS – PEDESTRIANS, BICYCLISTS, AND MOTORCYCLISTS

The user type of rural crashes is shown in **Figure 39**. Pedestrian crashes have the highest frequency of fatal crashes, however, a small sample size of five (5) crashes is observed in Rural Mesa County. Similarly, a sample size of four (4) crashes represents rural bicyclist crashes, which makes the injury frequency high among these crashes. Rural crashes that involved motorcyclists have a sample size of 86 crashes, and it is clear that injury and fatality frequencies are high compared to the majority of crashes. 48.8% of rural crashes involving a motorcyclist resulted in a KSI. A map of the rural motorcyclist crashes is displayed in **Figure 40**.

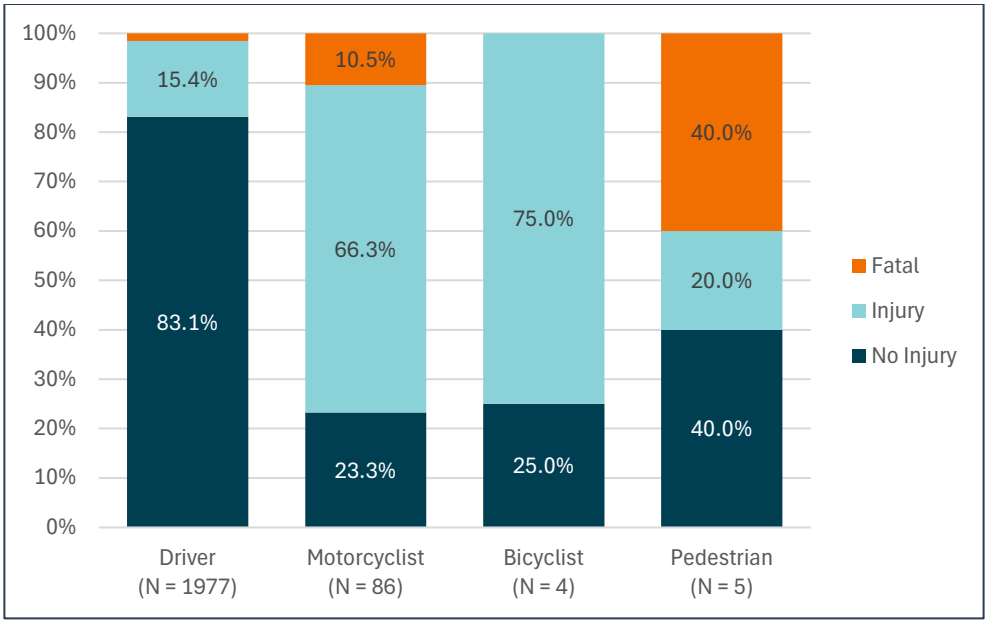


Figure 41: Number of Rural Crashes by User Type and Severity, Mesa County, 2016-2022

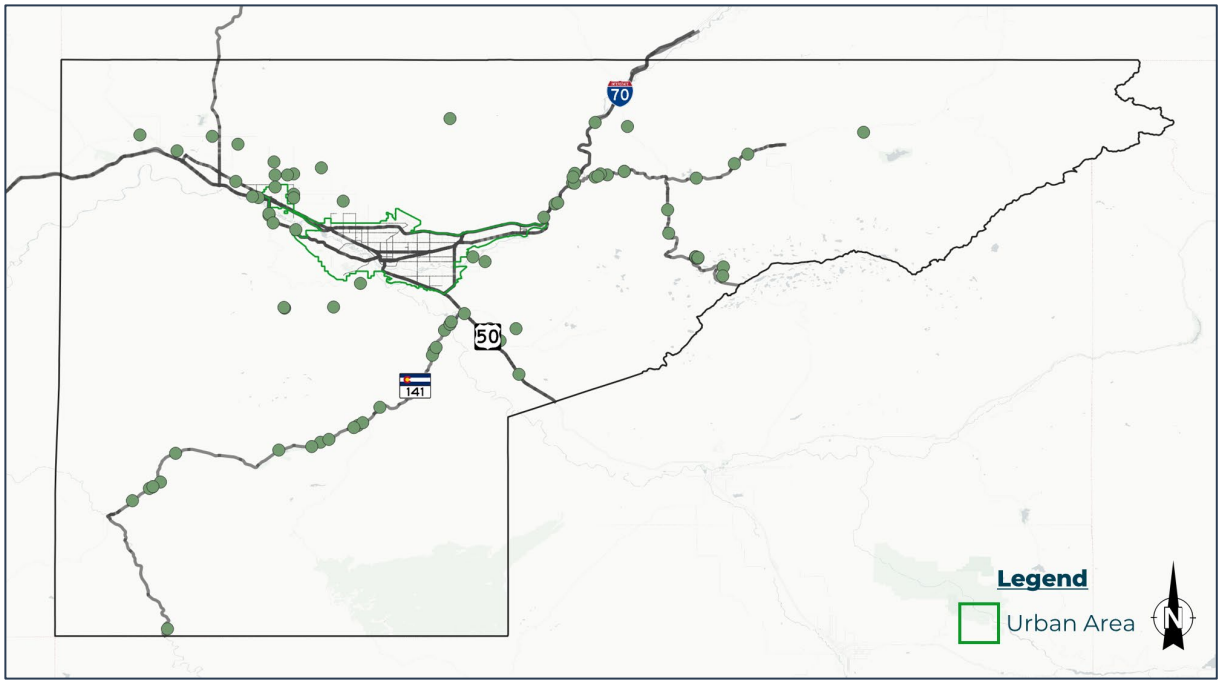


Figure 42: Location of Motorcycle Crashes in Rural Mesa County (All Severities), 2016-2022

WHY

The top contributing factors for rural crashes are shown in **Figure 41**. In rural KSI crashes, the top contributing factors were recorded as aggressive driving, driving under the influence, and "other". 10.9% of all rural crashes included impairment of some kind, while 22.1% of rural KSI crashes involved impairment. Speeding was present in 20.9% of all rural crashes and 43.6% of rural KSI crashes.

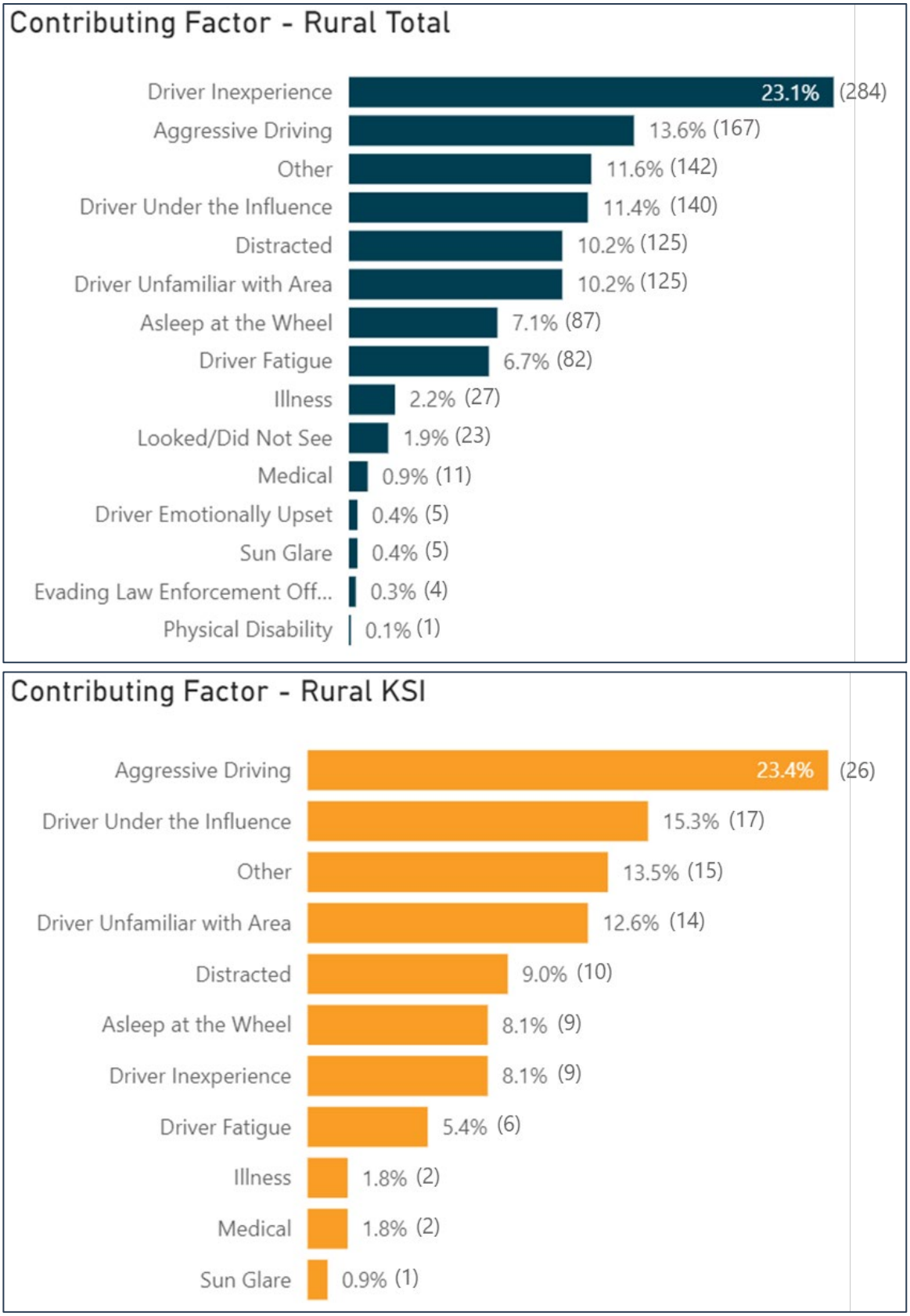


Figure 43: Top Contributing Factors for Rural Crashes (Top) and Rural KSI Crashes (Bottom), Mesa County, 2016-2022

NATIONAL AND REGIONAL ROAD SAFETY CONTEXT

The Colorado Crash Data Dashboard developed by the Colorado Department of Transportation (CDOT) summarizes statewide crash data from 2010 to 2024[2]. National crash data was obtained from the National Highway Traffic Safety Administration's annual crash reports which contain crash data from 1988 to 2021[3]. The total amount of crashes for each analysis year was compared between Mesa County, Colorado statewide, and national data. The growth rate between successive years was calculated as shown in **Figure 42**.

The growth rate between all sets of data follows the same trends. The growth rate increased from 2017 to 2018 and then decreased until a minimum was reached in 2020. After 2020, the growth rate increased again before decreasing again in 2022. It should be noted that national crash data was not available in 2022.

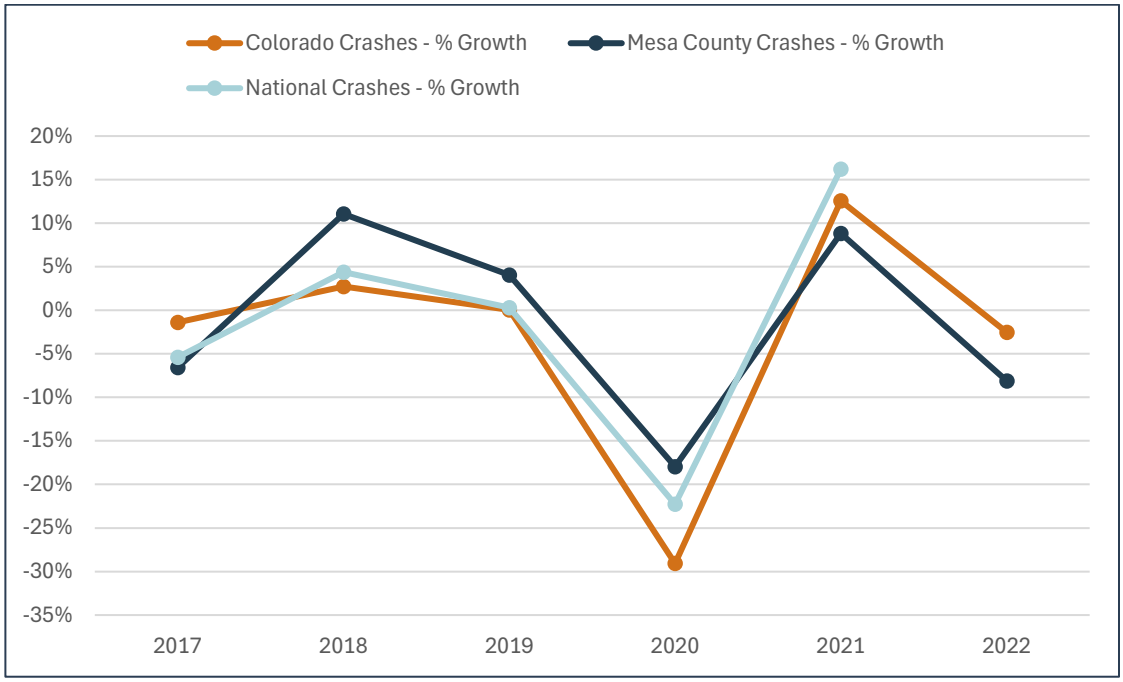


Figure 44: Growth Rate of Mesa County, Statewide, and National Crashes, 2016-2021

[2] Colorado Department of Transportation – Colorado Crash Data Dashboard
[3] National Highway Traffic Safety Administration – Traffic Safety Facts Annual Report Tables

The severity of crashes for all three sets of data is displayed in **Figure 43**. The county and state data classifies injury severity into five categories, while the national data separates it into three categories: no injury, injury, and fatal. The fatality rate (at the crash level) is rather similar among the collected data with an average value of 0.6%. The rate of KSI crashes in Mesa County is slightly higher than the statewide rate at a value of 3.5% compared to 3.0%. The national rate is 29.2% while the rate in Mesa County is a combined 25.4%.

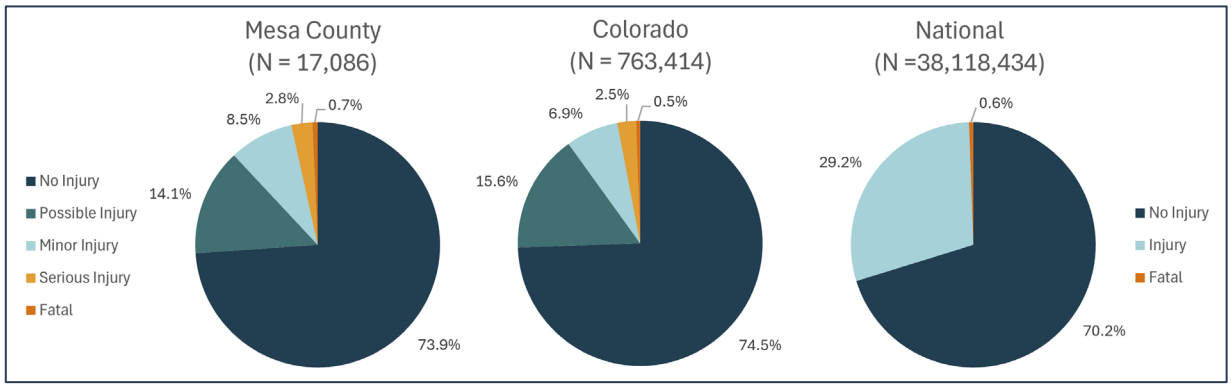


Figure 45: Crash Severity Comparison of Mesa County, State of Colorado, and National Crashes, 2016-2022

The fatality rates of Mesa County, statewide, and national crashes are shown in **Figure 44**. Note that 2022 data is not available for national crash data. Mesa County consistently had a higher fatality rate than statewide and national rates, except for 2020 and 2021 where it was slightly less. 2022 sticks out in particular with a high fatality rate of 1.12%.

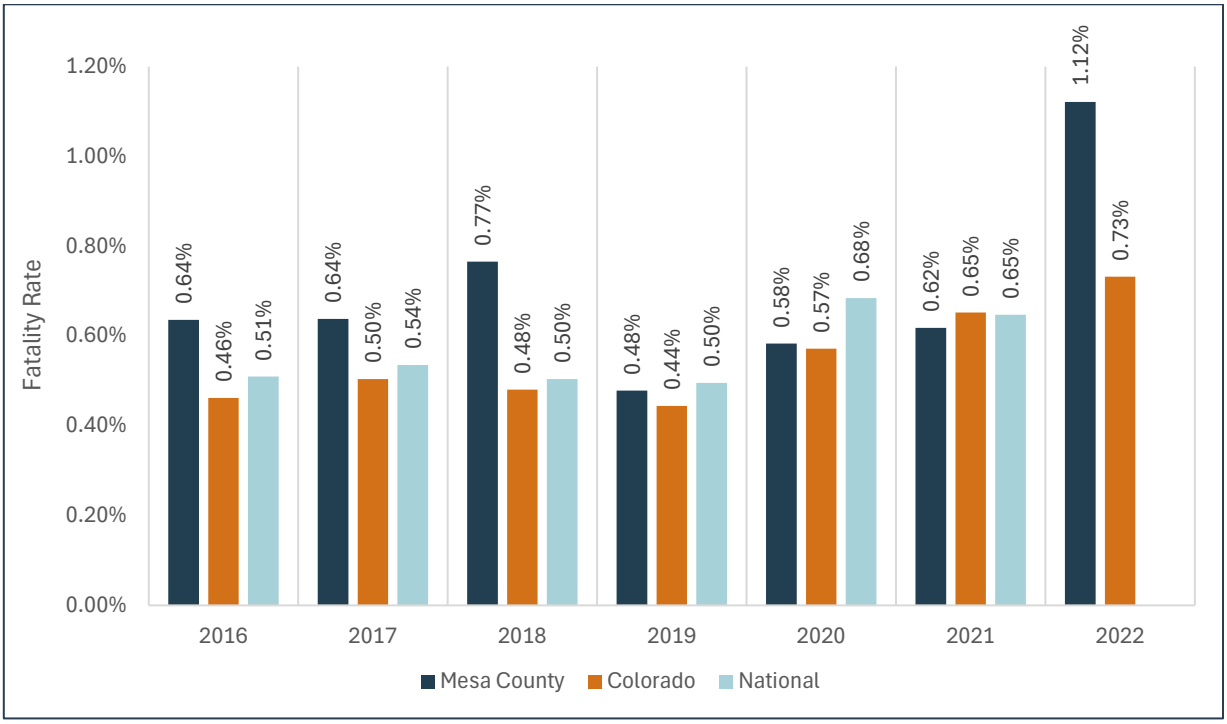


Figure 46: Fatality Rate of Mesa County, State of Colorado, and National Crashes by Year, 2016-2022

From 2020 to 2021, the number of fatalities in Colorado increased from 496 to 637, a percent change of 28.4%. Fatalities in Mesa County increased by 15.4% from 2020 to 2021; however, the year-to-year fluctuation in this data does not indicate a clear trend. National statistics on 2021 fatalities and percent change trends from 2020 are shown in **Figure 45**.

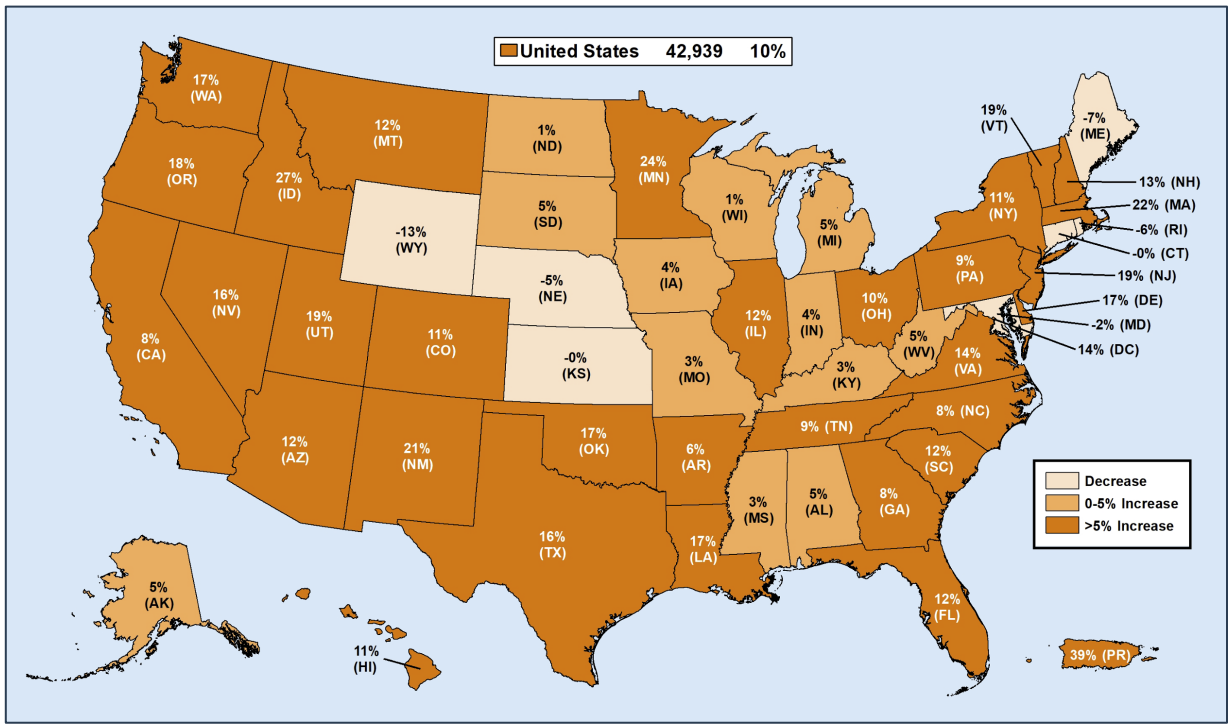


**Figure Source: NHTSA Traffic Safety Facts 2021 – State Traffic Data*

Figure 47: 2021 Fatalities and Percent Changes from 2020, by State (Person-Level)

PEDESTRIANS

A large share of traffic fatalities involves pedestrians. **Figure 46** shows that the state of Colorado was below the national average, with pedestrians accounting for approximately 13.3% of 2021 fatalities. In Mesa County, the share of fatalities that is represented by pedestrians peaked in 2017 at approximately 27% before leveling out in recent analysis years around 12% to 13%. In 2020, no pedestrian fatalities were recorded in Mesa County. In most analysis years, the share of pedestrian fatalities is lower than that of statewide and national shares. The share of pedestrian fatalities for all data sets can be seen in **Figure 47**.

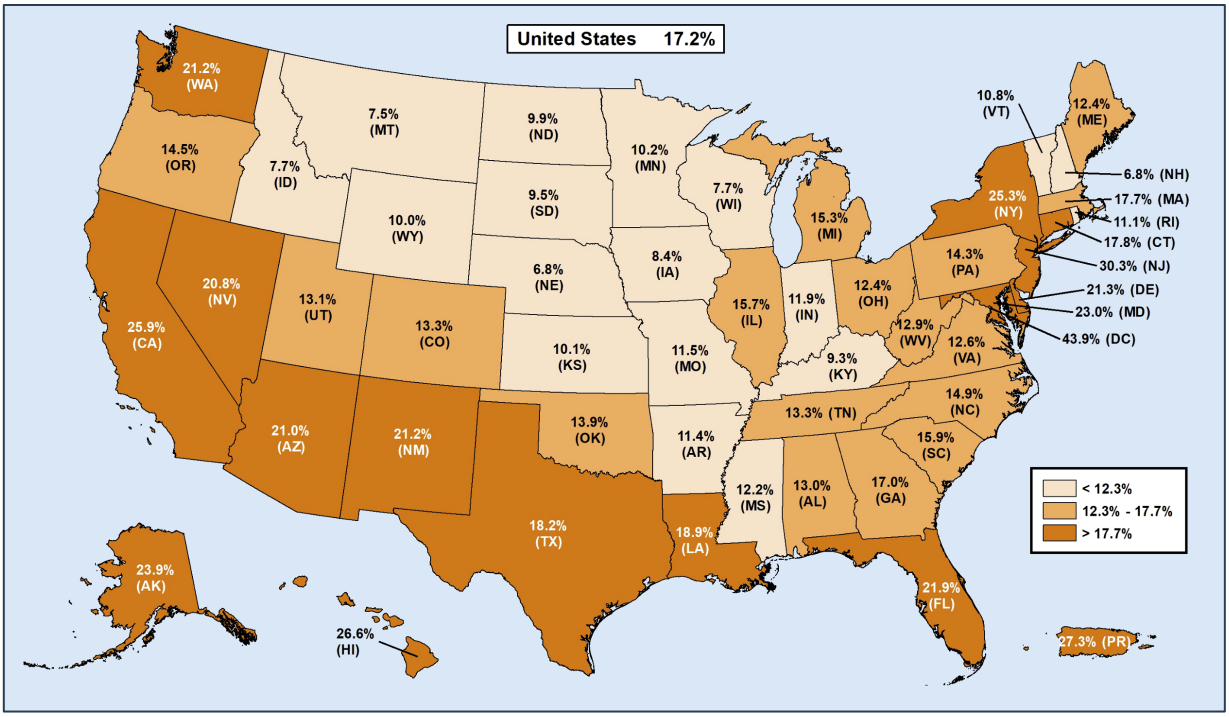


**Figure Source: NHTSA Traffic Safety Facts 2021 - Pedestrians*

Figure 48: Percentage of Total Fatalities Involving Pedestrians, by State (Persons), 2021

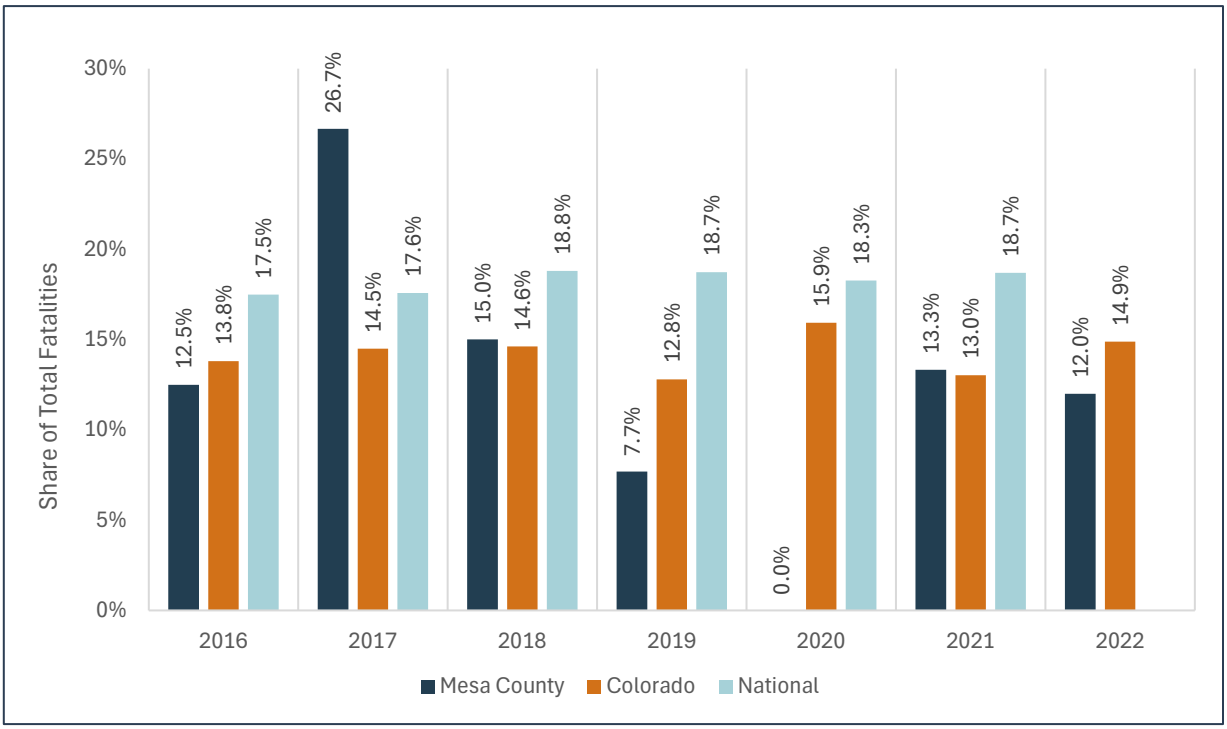


Figure 49: Share of Total Fatalities Who Were Pedestrians, Comparison between Mesa County, Statewide, and National Crash Data, 2016-2022

The percentage of pedestrian crashes in Mesa County stayed between 1.2% and 1.5% from 2016 to 2022. Statewide crash data saw lower pedestrian crash rates between 1.1% and 1.4%. National

crash data was, again, slightly lower with a range of 1.0% to 1.3% from 2016 to 2021. The comparison of pedestrian crashes between data sets is shown in **Figure 48**.

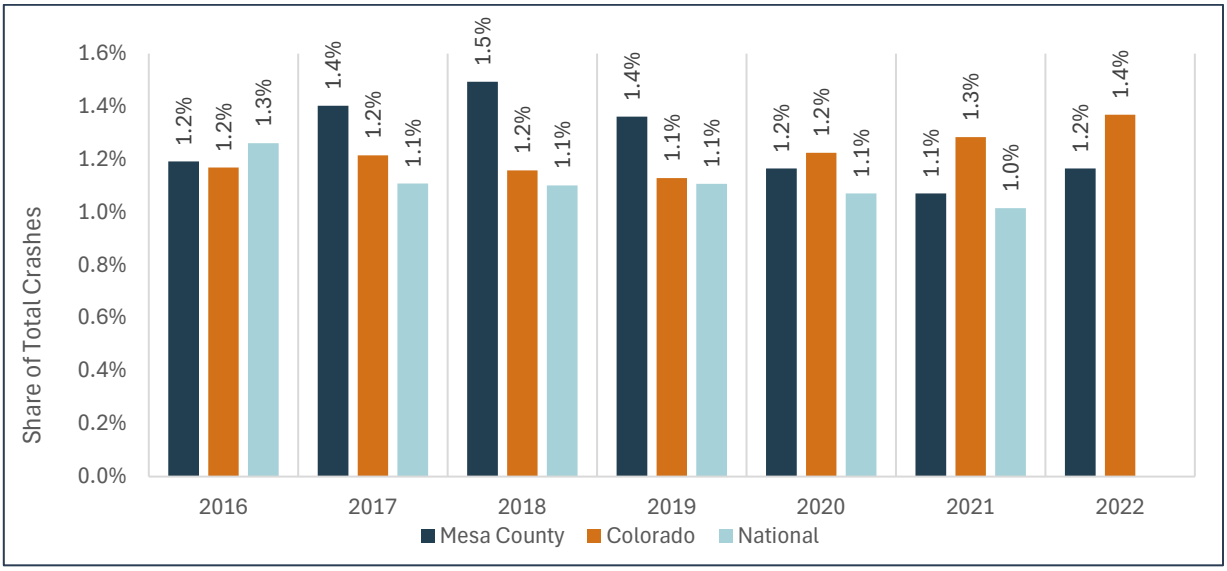


Figure 50: Pedestrian Crashes by Year for Mesa County, Statewide, and National Crashes, 2016-2022

BICYCLISTS

As shown in **Figure 49**, the percentage of crashes involving bicyclists was higher in Mesa County than in both Colorado and the United States from 2016 to 2022. The lowest percentage of bicyclist crashes in Mesa County was 1.3% in 2021 which is a higher percentage when compared to statewide and national data for all analysis years. A peak occurred in 2017 in Mesa County, where the percentage of bicyclist crashes reached 3.0%. Overall, bicyclist crashes happened at a more frequent rate in Mesa County compared to statewide and national rates.

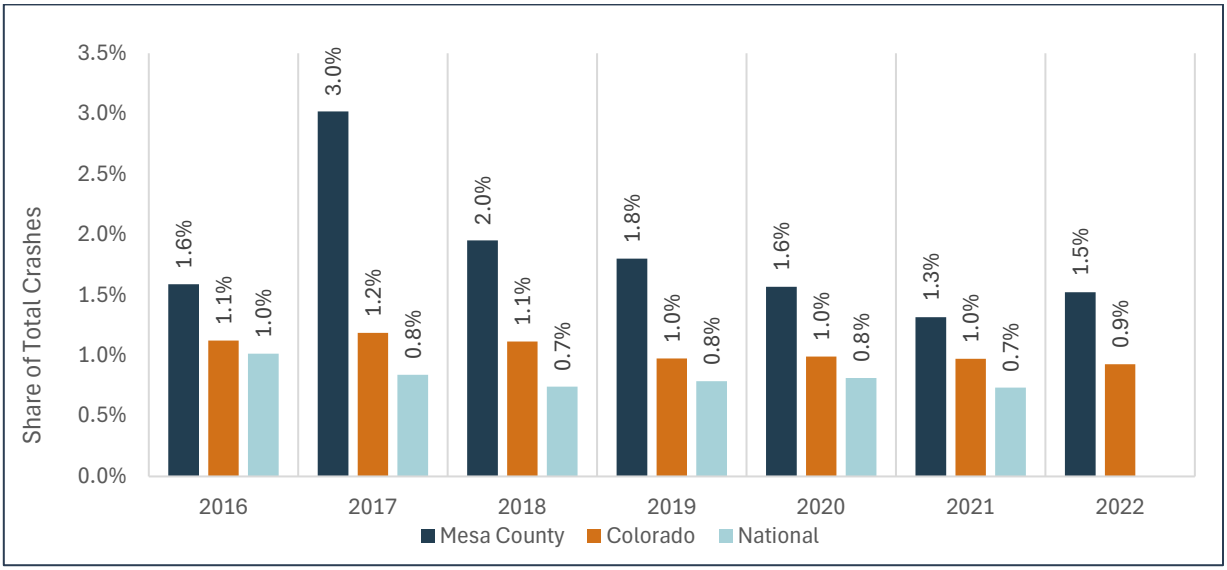


Figure 51: Bicycles Crashes per Year for Mesa County, Statewide, and National Crashes, 2016-2022

OLDER DRIVERS (65 AND OLDER)

Other vulnerable user groups were also analyzed, including older drivers and younger drivers. **Figure 50** compares the number of crashes involving older drivers in Mesa County to statewide and national crash data. The severity of those crashes is shown in **Figure 51** for both Mesa County and the state of Colorado. Note that national crash data is not available for the year 2022.

Older drivers involved in crashes were more common in Mesa County than in the state of Colorado as well as compared to national data from 2016 to 2019. From 2020 onwards, Mesa County data was more in line with that of statewide and national data. The severity of older driver crashes in Mesa County deviated from the statewide data. In Mesa County, the fatality rate is 1.5% compared to 0.5% for the state of Colorado. The percentage of no-injury crashes for crashes involving older drivers was lower than the statewide percentage (63.3% vs 82.6%).

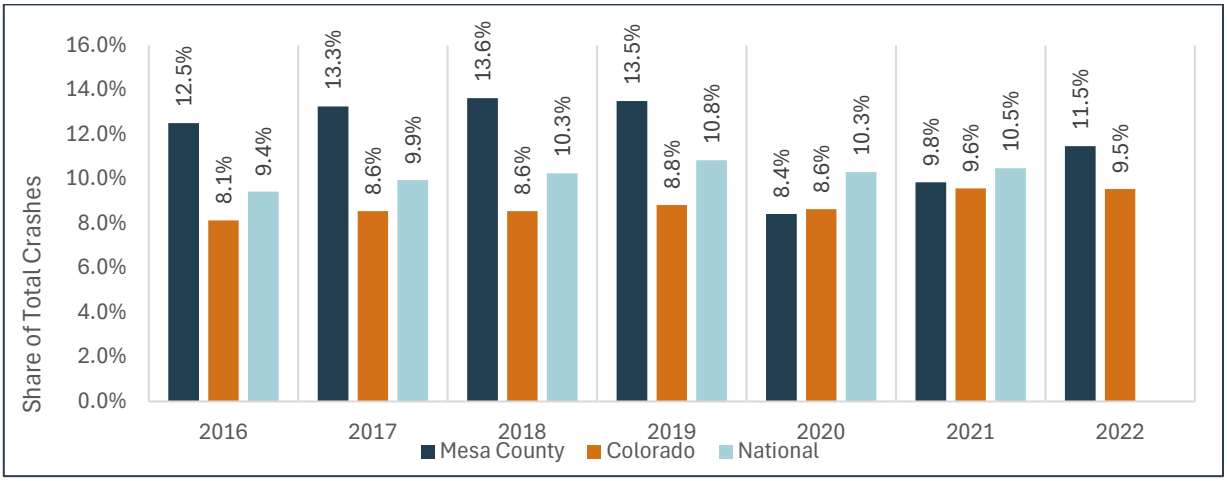


Figure 52: Older Driver Crashes per Year for Mesa County, Statewide, and National Crashes, 2021-2022[4]

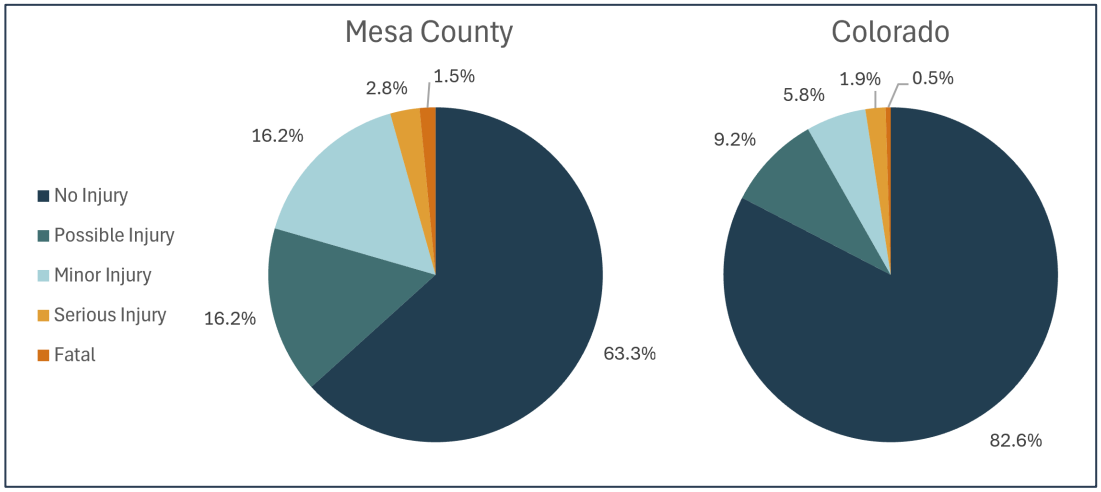


Figure 53: Severity of Older Driver Crashes, Mesa County and Statewide Crashes, 2021-2022

[4] Note: the different reporting systems before and after 2020 can contribute for the different trends in age-related crashes.

YOUNGER DRIVERS (24 AND YOUNGER)

Figure 52 compares the number of crashes involving younger drivers in Mesa County, the state of Colorado, and the United States from 2016 to 2022. The percentage of younger driver crashes is considerably higher for Mesa County in comparison to statewide and national data from 2016 to 2019. From 2020 and onwards, the Mesa County percentage of younger drivers drops and becomes similar to that of statewide and national data. The severity of younger driver crashes is displayed in **Figure 53**. The fatality rate of younger driver crashes does not differ much between Mesa County crashes and statewide crashes (0.2% vs 0.3%). The percentage of no-injury crashes greatly differs between the two data sets, however, with 65.8% in Mesa County and 84.7% in the State of Colorado.

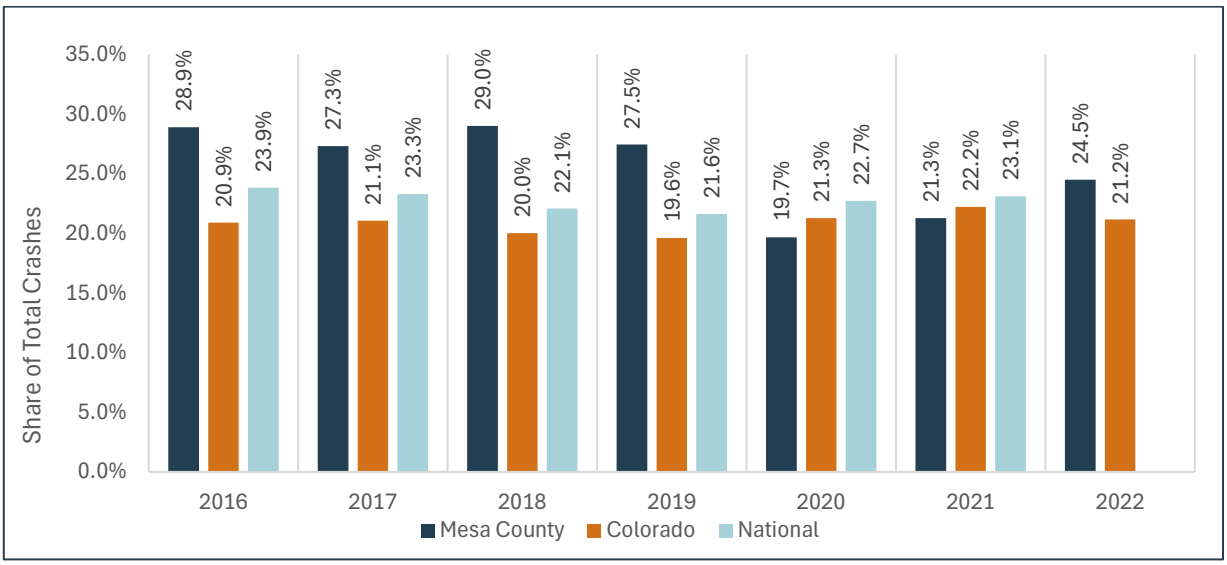


Figure 54: Younger Driver Crashes per Year for Mesa County, Statewide, and National Crashes, 2016-2022[5]

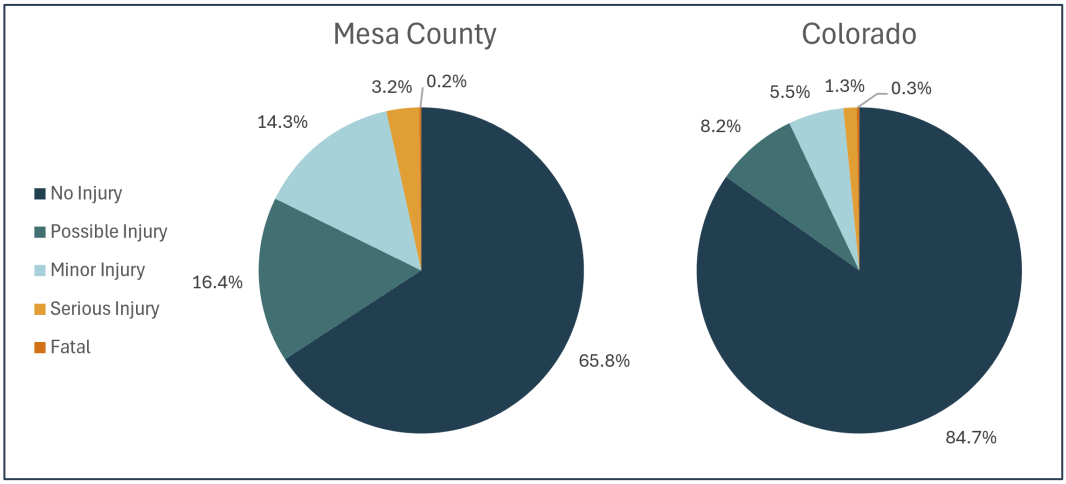


Figure 55: Severity of Younger Driver Crashes, Mesa County and Statewide Crashes, 2021-2022

[5] Note: the different reporting systems before and after 2020 can contribute for the different trends in age-related crashes.

FINAL CONSIDERATIONS

Crash queries were obtained from DiExSys Road Safety Analytics and the Colorado Department of Transportation. This report used existing tools to conduct a safety analysis of seven years from 2016 to 2022 and compared trends to statewide and national data. The following key findings are based on a review of crash data from 2016 to 2022:

- An annual average of 2,441 crashes per year were reported during the seven-year study period. This equates to approximately seven (7) crashes per day.
- Most crashes result in no injury (73.9%), just under one-quarter result in possible or minor injury (22.6%), 2.8% result in serious injury, and 0.7% result in fatality. This equates to one serious injury crash occurring approximately every five days and one fatal crash happening approximately every 21 days.
- The percentage of KSI crashes has increased in the most recent three years and no injury crashes have decreased in that same time span.
- Rear-end crashes were the most common crash type, followed by broadside crashes. These two crash types account for nearly half of all crashes (45.6%).
- For KSI crashes, the most common crash types were broadside crashes (16.1%), followed by overturning/rollover crashes (15.7%) and fixed object crashes (14.7%).
- Urban crashes make up a majority (87.9%) of the crashes in Mesa County, however, KSI crashes make up a larger percentage of total crashes among rural crashes (7.2% for rural vs 3.0% for urban).
- A majority of urban KSI approach turn crashes occurred at a signalized intersection (66.7%, 36 crashes). Impairment was a factor in 22.6% of urban KSI crashes while speeding was a factor in 22.3%. 15.8% of urban pedestrian/bicyclist crashes resulted in a KSI (83 crashes).
- The most common crash types for rural KSI crashes were overturning/rollover crashes (34.2%) followed by fixed object crashes (26.2%). Among fixed object crashes, guardrails/barriers were the most common object that vehicles collided with (42.6%).
- Speeding was a factor in 43.6% of rural KSI crashes. Aggressive driving was cited as the most common contributing factor in rural KSI collisions.
- For rural crashes, motorcycle crashes are overrepresented among crashes that result in injury or fatality. Crashes that involve motorcyclists resulted in injury 66.3% of the time and fatality 10.5% of the time. Specifically, nearly half of rural crashes involving a motorcyclist resulted in a KSI (48.8%, 42 crashes).
- For most analysis years, pedestrian crashes occurred at a higher frequency in Mesa County compared to statewide and national rates. Bicycle crashes occurred at a greater frequency in Mesa County than both statewide and national rates.
- In Mesa County, both younger and older drivers were involved in crashes at a higher frequency when compared to statewide and national data for most analysis years.

Appendix B

Development of The Mesa County High Injury Network

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

REGIONAL TRANSPORTATION PLANNING OFFICE
Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

HIN MEMORANDUM

TO:	Rachel Peterson – Transportation Planner – Grand Valley MPO/TPR Dana Brosig, PE – RTPO/ GVMPO Director – Grand Valley MPO/TPR Daniel Larkin, PE – Transportation Engineer – Mesa County Engineering Eric Mocko, PE – Transportation Engineer – City of Grand Junction
FROM:	Denise Baker, PhD, PE, RSP1 – Project Engineer – Y2K Engineering
DATE:	July 31, 2024
SUBJECT:	Methodology documentation of the development of the Mesa County High Injury Network

Development of the High Injury Network (HIN), or the mapping of corridors where high numbers of people have been killed and severely injured in traffic crashes, is a tool for road safety initiatives. This approach will help county staff focus limited resources on what's needed. Funds can be invested in areas that are most impacted by crashes that result in death and injury. Further data analysis of roadway characteristics along the HIN will allow for the identification and assignment of appropriate design solutions. Due to the high concentration of KSI crashes within the urban area, it was recommended that HIN be conducted for that region.

The HIN is planned to be reviewed and updated regularly as new data becomes available and new trends might be identified.

DATA

CRASHES

The data used in this report includes exported crash data from 2016-2022 DiExSys VZS (third-party vendor licensed by Mesa County), complemented by additional CDOT data in 2021 and 2022 to add extra fields not available from DiExSys Road Safety Analytics. Power BI software was used to compile all crashes provided and clean the data that was provided. That allows for a streamlined way to manage the existing data and draw meaningful insights. The data presented here is the latest available data, however, it is subject to change as new information is obtained and more refinements are performed. The 2024 County of Mesa's HIN used a 7-year historical data set (2016-2022) from the Colorado Department of Transportation (CDOT) statewide crash database and a third-party vendor contracted to geocode crashes with missing coordinates. A total of 592 crashes that resulted in serious injury or death (KSI) were identified within Mesa County, 548 of which were reported within the urban boundary. This data was separated into two non-overlapping categories based on whether crashes were located within the designated urban or rural areas of Mesa County.

Of the 592 KSI crashes in Mesa County, 458 were located in the urban area. Of the 458 urban KSI crashes, 178 (38.9%) were considered for the intersection evaluation, 247 (53.9%) were considered in the segment evaluation, and 33 (7.2%) were not considered due to being located on local roadways.

URBAN AREA

The area provided shown in **Figure 1** is defined based on 2020 census data. That area has been approved as the urban boundary by CDOT and FHWA.

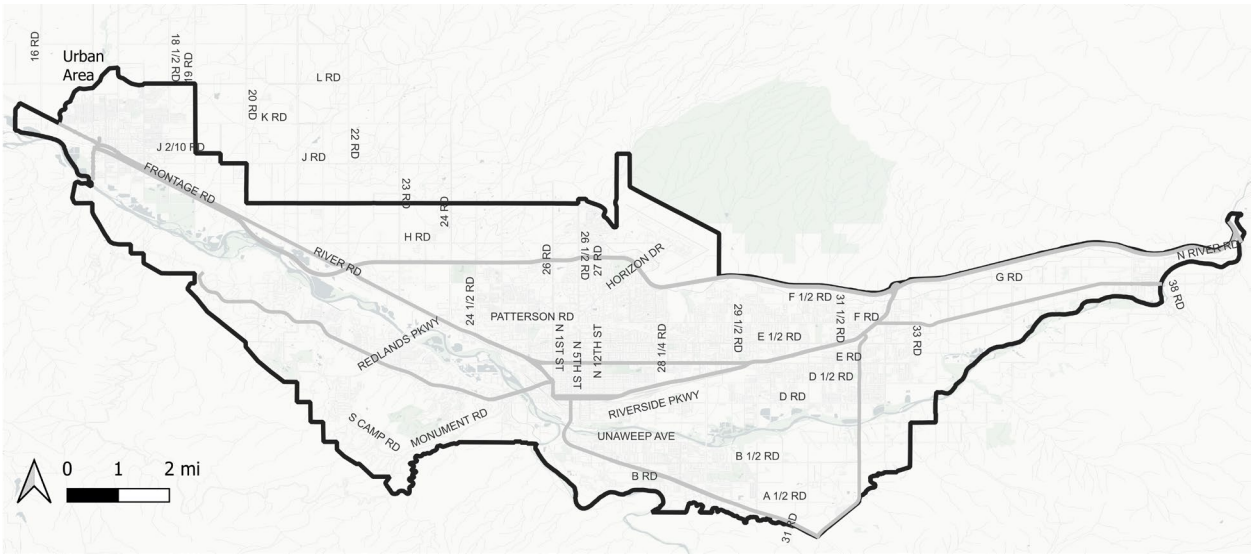


Figure 1: Urban Area Considered in the HIN Evaluated

CENTERLINES

The centerline file was obtained from the street centerline from the Open Data catalog. For the purposes of this study, only principal arterials, minor arterials, major collectors and minor collectors were considered. A total of 370.5 miles were evaluated. Consistent segment length is an important piece of a sound HIN method. To segment the roadways evaluated, roads were separated at major intersections (arterial/arterial or arterial/collector). Segments that were smaller than 0.3 miles were consolidated and segments that were longer than 0.7 miles were further separated, as possible by the existing road layout of the region. **Figure 2** shows the final segmentation used on the centerlines evaluated.

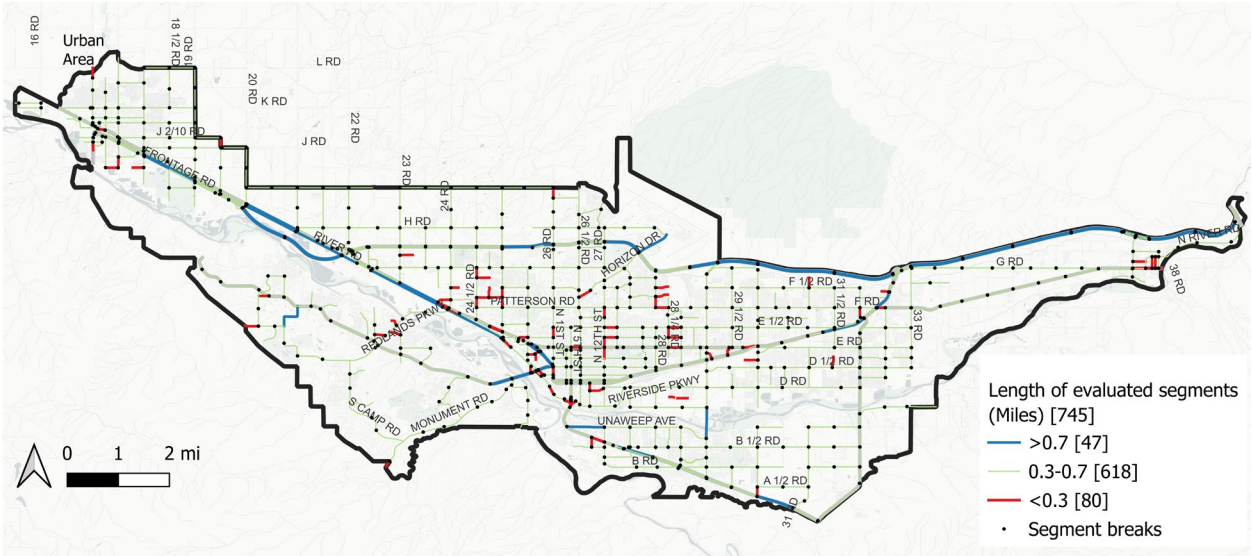


Figure 2: Length of Evaluated Segments

INTERSECTIONS

For the intersection analysis of the HIN evaluation, only 404 major intersections were considered. Major intersections (arterial/arterial, arterial/collector, and collector/collector) were selected for evaluation. Additional intersections were included in the evaluation due to high crash frequency or selected by County/City staff. Crashes within a 150-foot radius from the center of the intersection were considered as part of the intersection evaluation and excluded from the segment evaluation. Signalized and unsignalized intersections were considered together. **Figure 3** shows the evaluated intersections in relation to the evaluated segments.

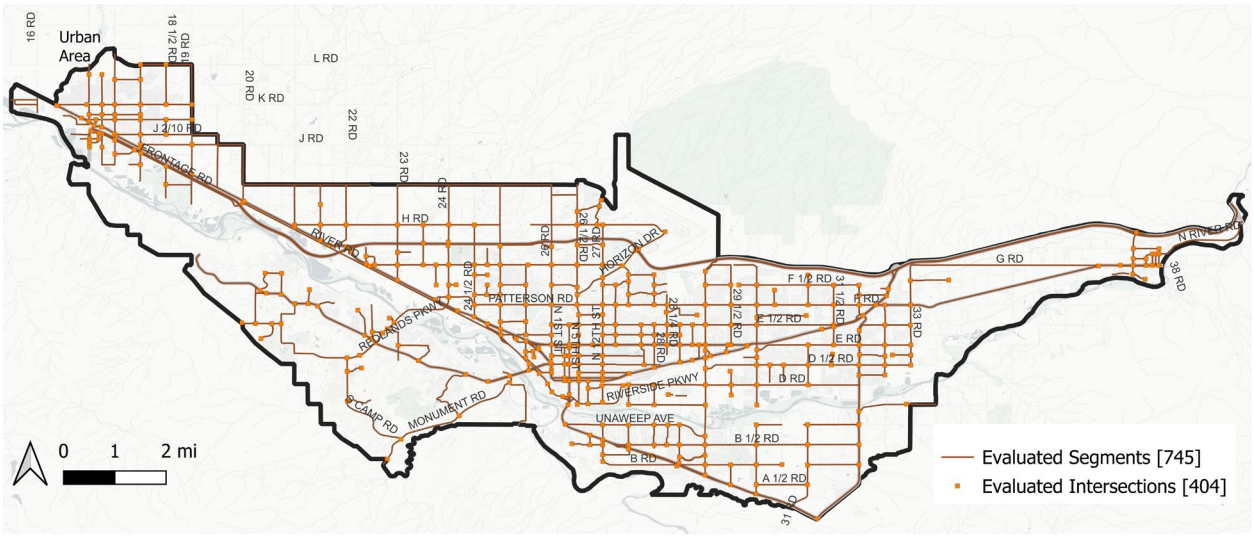


Figure 3: Evaluated Intersections and Segments

Table 1: Crash Frequency at Evaluated Intersections

	KSI/7 years	# Intersections
	0	297
	1	69
	2	18
Proposed HIN	3	14
	4	1
	5	4
	7	1
	Grand Total	404

The average KSI per intersection was 0.44 crashes (178 crashes / 404 intersections) with a standard deviation of 0.94 crashes. The recommended threshold for considered intersections in the HIN was determined to be 3 KSI crashes (approximately equal to the average + three standard deviations). The number of intersections with 3 or more KSI crashes was observed to be 20 within the seven-year period (2016-2022) as shown in **Table 1**. A list of the intersections with 2 KSI crashes is included in Attachment A for monitoring.

HIN Intersection Inclusion Criteria
3 Crashes in a 7-year period

20 of the 404 (4.9%) evaluated intersections were added to the HIN. Of the 178 crashes at the evaluated intersections, 73 (41.0%) happened at an HIN intersection. The HIN intersections are listed in **Table 2** and shown in **Figure 1**.

Table 2: Intersections on the High Injury Network

Intersections	KSI Count 7-Years
S 4th St & Ute Ave	7
29 Rd : D Rd & Riverside Pkwy	5
29 Rd & Teller Ave	5
25 Rd & Patterson Rd	5
29 Rd & Patterson Rd	5
28 1/4 Rd & Patterson Rd	4
N 10th St & North Ave	3
Elm Ave & N 7th St	3
N 1st St : Rood Ave & W Rood Ave	3
Grand Ave & N 5th St	3
Grand Ave & N 12th St	3
Hwy 6 : N 1st St & North Ave	3
N 12th St & North Ave	3
28 1/4 Rd & North Ave	3
29 Rd & North Ave	3
I70b & North Ave	3
31 1/2 Rd & I70B	3
24 1/2 Rd & Patterson Rd	3
29 1/2 Rd & Patterson Rd	3
30 Rd & Patterson Rd	3

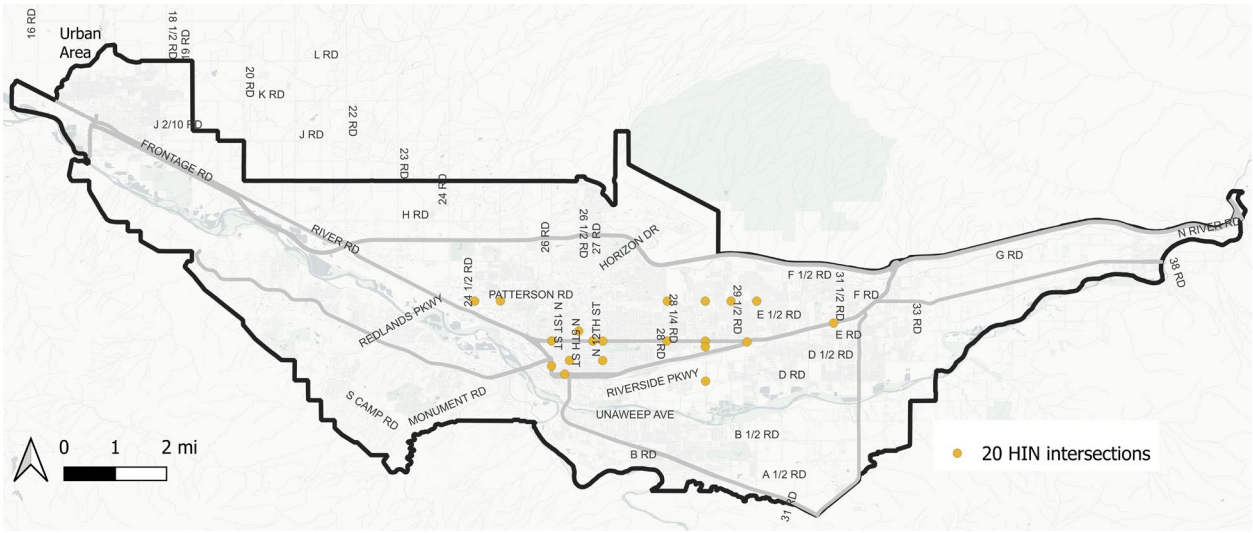


Figure 4: 2024 High Injury Network – Location of Intersections

SEGMENTS

Segments within the urban area of Mesa County were separated into two groups: arterials/collectors and I-70. The street centerlines of segments were merged by name and split at arterials and collectors. Each street name represents a continuous line, but these lines are segmented at key intersections with major roads to facilitate a more detailed and accurate analysis of the transportation network. Crashes were considered segment crashes if they were at least 150 feet away from an evaluated intersection. The average length of the 745 identified segments was calculated as 0.50 miles long. A total of 370.5 miles were evaluated and separated into 623 segments.

A total of 60 segments were identified on I-70 and 685 segments were identified on arterial and collector roadways. The average KSI per mile for I-70 and arterial/collector segments was 0.69 and 0.73 crashes per mile, respectively. A minimum of 2 KSI crashes was also required for inclusion on the HIN for both the arterials/collector's group and the I-70 group. The statistical details of the samples evaluated on groups are displayed in **Table 4 and Table 5**.

Table 3: Segment Statistics

	# Segments	Average	Standard Deviation (std)	Average+2std	Average+3std
Arterial/Collector	685	0.69	1.59	3.87	5.46
Interstate 70	60	0.73	1.03	2.79	3.81
Grand Total	745	0.69	1.55	3.79	5.34

Table 4: Crash Frequency at the Evaluated Segments

	# Crashes	# Segments	Length (miles)	Average of Crash/Mile	Minimum of Crash/Mile	Maximum of Crash/Mile
Collector/ Arterial	0	537	246.7	0.0		
	1	102	52.3	2.2	0.6	5.7
	2	31	14.7	4.6	2.2	8.0
	3	13	6.5	6.4	4.8	12.0
	4	1	0.5	8.5		
	5	1	0.5	10.0		
	All Collector/Arterials	685	321.1	0.7	0.0	12.0
	# Crashes	# Segments	Length (miles)	Average of Crash/Mile	Min of Crash/Mile	Max of Crash/Mile
I70	0	35	27.0	0.0		
	1	18	15.6	1.4	0.7	2.5
	2	4	3.4	2.6	1.7	4.0
	3	3	3.4	2.7	2.3	2.9
	All I70	60	49.4	0.7	0.0	4.0
ALL	**All Segments**	**745**	**370.5**	**0.7**	**0.0**	**12.0**

HIN Segment Inclusion Criteria
3 Crashes in a 7-year period OR
2 Crashes in a 7-Year period and 6 or more crashes per mile on Collector or Arterial OR
2 Crashes in a 7-Year period and 3.8 or more crashes per mile on I70

For the arterial/collector group, 20 segments had 3 KSI crashes or 2 or more KSI crashes while also possessing more than 6 crashes per mile. 4 segments were identified in the I-70 group that featured 3 KSI crashes or 2 or more KSI crashes and more than 3.8 KSI crashes per mile. Overall, a total of 25 segments were identified between both groups that met the recommended thresholds for inclusion in the HIN. The identified HIN segments that were arterials/collectors had a total length of 9.1 miles, while the I-70 segments had a total length of 3.9 miles. Altogether, the length of the identified HIN segments totaled 13 miles.

The list of HIN segments is shown in **Table 7** and the location of the segments is displayed in **Figure 5**. **Attachment B** shows segments that were close to the HIN threshold but not included in the final network, for collision pattern monitoring.

Table 5: HIN Segments

Segment Name	From	To	Length (Miles)	Crashes	Crash/Mile	Evaluation
941-North Ave	23rd St	28 1/4 Rd	0.5	5	10.0	Collector/Arterial
447-North Ave	7th St	12th St	0.5	4	8.5	Collector/Arterial
1041-N 12th St	North Ave	Elm Ave	0.3	3	12.0	Collector/Arterial
484-North Ave	28 1/2 Rd	Melody Ln	0.4	3	8.0	Collector/Arterial
989-Patterson Rd	Cottage Meadows Ct	31 Rd	0.4	3	7.5	Collector/Arterial
529-Patterson Rd	26 1/2 Rd: 7th St	12th St	0.5	3	6.0	Collector/Arterial
170-Patterson Rd	26 Rd: 1st St	26 1/2 Rd: 7th St	0.5	3	6.0	Collector/Arterial
534-Orchard Ave	15th St	23rd St	0.5	3	6.0	Collector/Arterial
171-Patterson Rd	24 1/2 Rd	25 Rd	0.5	3	5.9	Collector/Arterial
1053-Hwy 50	Riverside Pkwy Ramp	Unaweep Ave	0.5	3	5.8	Collector/Arterial
994-E 1/2 Rd	31 Rd	31 1/2 Rd	0.5	3	5.7	Collector/Arterial
1027-Riverside Pkwy	Evergreen Rd	29 Rd	0.5	3	5.6	Collector/Arterial
422-Ute Ave	1st St	7th St	0.6	3	5.1	Collector/Arterial
423-Pitkin Ave	1st St	7th St	0.6	3	4.8	Collector/Arterial
577-Patterson Rd	24 Rd	24 1/2 Rd	0.6	3	4.8	Collector/Arterial
332-I70	EB, MM 38	EB, MM 39	1.0	3	2.9	I70
228-I70	EB, 33 Rd	EB, MM 38	1.0	3	2.9	I70
398-I70	WB, MM 40.3	WB, Elberta Ave	1.3	3	2.3	I70
220-North Ave	28 1/4 Rd	28 1/2 Rd	0.2	2	8.0	Collector/Arterial
542-N 12th St	Bookcliff Ave	Patterson Rd	0.2	2	8.0	Collector/Arterial
501-N 12th St	Gunnison Ave	North Ave	0.3	2	7.4	Collector/Arterial
621-E Eighth St	Fifth St	Main St	0.3	2	7.0	Collector/Arterial
294-Patterson Rd	32 Rd	I70b	0.3	2	6.2	Collector/Arterial
430-Hwy 6 And 50	Valley Ct	I70 Wb Ramp	0.3	2	6.0	Collector/Arterial
268-I70	EB, 26 1/2 Rd	EB, 27 Rd	0.5	2	4.0	I70

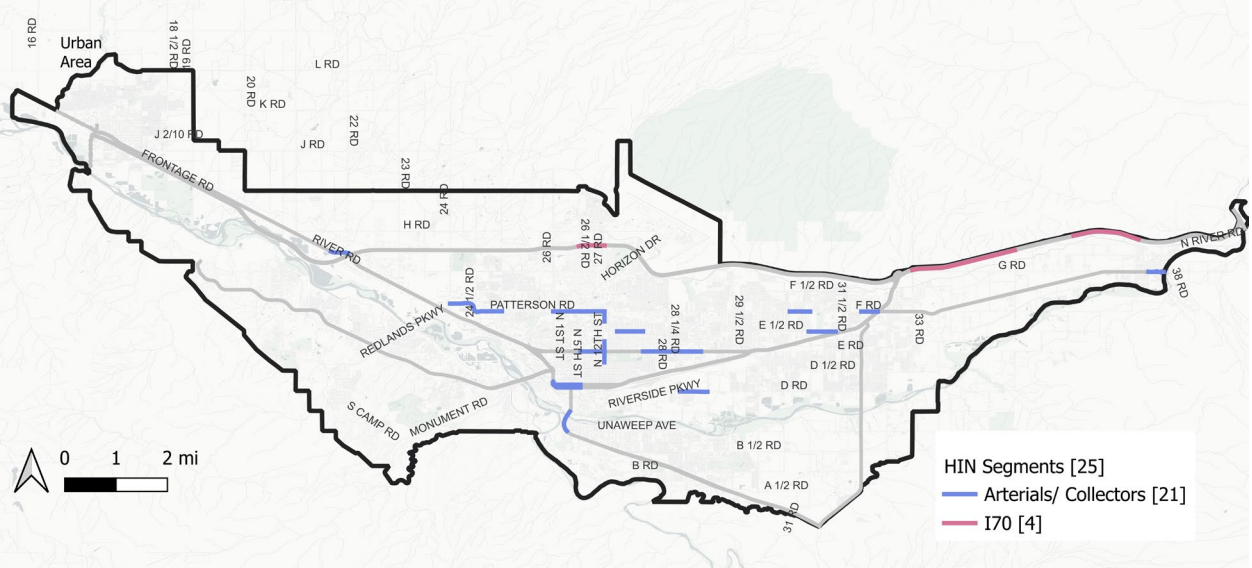


Figure 5: 2024 High Injury Network – Location of Segments

13.0 of the 370.5 (3.5%) miles of evaluated segments were added to the HIN. Of the 247 crashes considered in the segment evaluation, 71 (28.8%) happened at a HIN segment (more than 150 feet from an evaluated intersection). A detailed comparison of the HIN with the other segments is shown in **Table 6**.

Table 6: Comparison of HIN with Other Segments

	#Segments	Length (Miles)	Share of Miles	Crashes	Share of Crashes	Average of Crash/ Mile
Not on HIN	720	357.5	96.5%	176	71.3%	0.5
HIN Arterial/Collectors	21	9.1	2.5%	60	24.3%	6.9
HIN I70	4	3.9	1.0%	11	4.5%	3.0
All Segments	745	370.5	100.0%	247	100.0%	0.7

FINAL CONSIDERATIONS AND NEXT STEPS

The Mesa County Urban Area High Injury Network is shown in Figure 6. It includes 20 intersections, 21 arterial/collector segments, and 4 I-70 segments.

As new projects are implemented and new crash data becomes available, segments within the urban area of Mesa County should be re-evaluated to identify the locations that should be prioritized.

Additional locations which crash history did not meet the threshold for inclusion on the HIN, but were close to it are listed in the Appendices of this memorandum. Those locations should be monitored for their crash trends as they evolve.

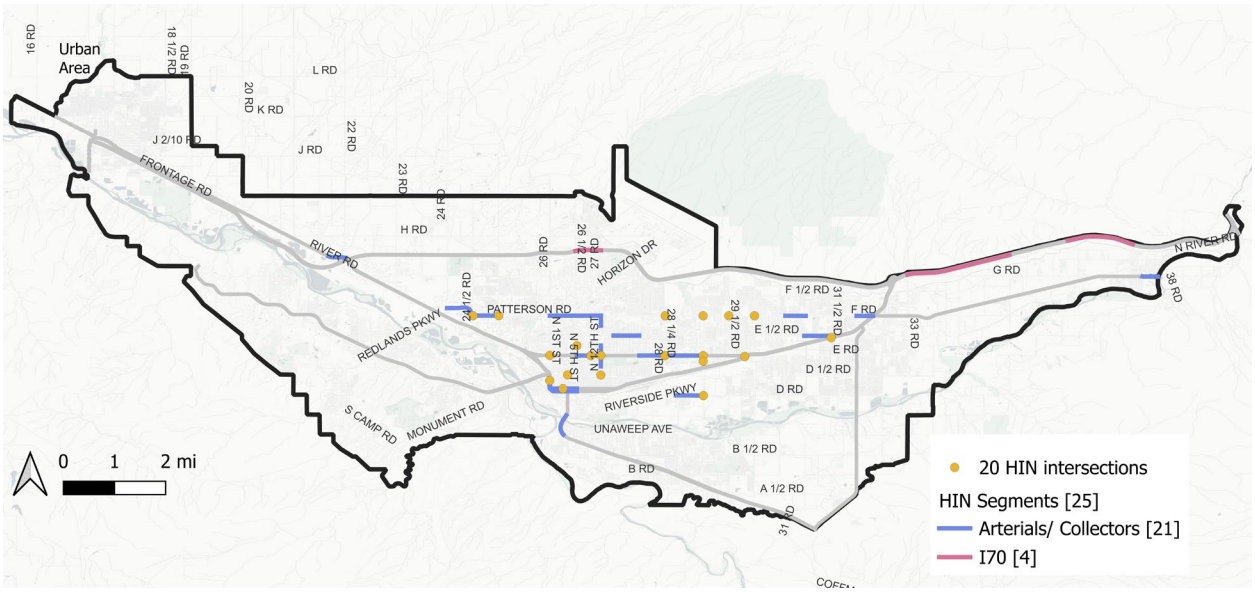


Figure 6: Final HIN for Mesa County Urban Area

ATTACHMENT A

LIST OF INTERSECTIONS CLOSE TO THE THRESHOLD FOR INCLUSION ON THE HIN – LOCATIONS TO BE MONITORED

Intersection	Crashes
28 3/4 Rd & North Ave	2
27 Rd & Hwy 50	2
32 Rd & B 1/2 Rd	2
Pitkin Ave & S 5th St	2
Gunnison Ave & N 5th St	2
N 7th St & North Ave	2
28 1/2 Rd & North Ave	2
Melody Ln & North Ave	2
32 Rd & Mesa Ave	2
I70b & Warrior Way	2
26 Rd : N 1st St & Patterson Rd	2
B 3/4 Rd & Hwy 50 : Linden Ave	2
Hwy 6 And 50 : N 1st St : W Grand Ave	2
Hwy 6 And 50 & N 1st St	2
25 Rd & Hwy 6 And 50	2
19 Rd & K Rd	2
J 6/10 & 19 Rd	2
I70B & F Rd	2

ATTACHMENT B

LIST OF SEGMENTS CLOSE TO THE THRESHOLD FOR INCLUSION ON THE HIN – LOCATIONS TO BE MONITORED

Segment Name	From	To	Length (Miles)	Crashes	Crash/Mile	Evaluation
1050-B 1/2 Rd	Allyce Ave	28 Rd	0.3	2	5.8	Collector/Arterial
1021-D Rd	31 5/8 Rd	32 Rd	0.4	2	5.4	Collector/Arterial
1033-North Ave	17th St	N 23rd St	0.4	2	5.3	Collector/Arterial
571-Patterson Rd	28 1/4 Rd	28 3/4 Rd	0.4	2	4.8	Collector/Arterial
1071-Riverside Pkwy	S 5th St	S 9th St	0.4	2	4.6	Collector/Arterial
417-Ute Ave	S 7th St	S 12th St	0.5	2	4.3	Collector/Arterial
617-Hwy 6 And 50	21 Rd	MM 25.4	0.5	2	4.3	Collector/Arterial
914-23 Rd	I70	H Rd	0.5	2	4.3	Collector/Arterial
841-N 5th St	Grand Ave	North Ave	0.5	2	4.1	Collector/Arterial
407-Riverside Pkwy	S 9th St	15th St Alignment	0.5	2	4.1	Collector/Arterial
596-E Rd	31 Rd	31 1/2 Rd	0.5	2	4.0	Collector/Arterial
505-29 Rd	Orchard Ave	Patterson Rd	0.5	2	4.0	Collector/Arterial
838-N 5th St	North Ave	Orchard Ave	0.5	2	4.0	Collector/Arterial
583-Horizon Dr	G Rd: 27 1/2 Rd	I70	0.5	2	4.0	Collector/Arterial
165-N 12th St	Patterson Rd	Ridge Dr	0.5	2	4.0	Collector/Arterial
55-W Independent Ave	25 1/2 Rd	1st St	0.5	2	4.0	Collector/Arterial
931-Redlands Pkwy	Colorado River	23 1/2 Rd	0.5	2	3.9	Collector/Arterial
979-Horizon Dr	Grand Valley Canal	12th St	0.5	2	3.8	Collector/Arterial
939-Orchard Ave	1st St	N 7th St	0.5	2	3.8	Collector/Arterial
981-27 1/2 Rd	Patterson Rd	Ridge Dr	0.6	2	3.4	Collector/Arterial
436-Hwy 6 And 50	19 Rd	19 1/2 Rd	0.6	2	3.4	Collector/Arterial
1019-32 Rd	C 1/2 Rd	D Rd	0.7	2	3.0	Collector/Arterial
1006-Front St	36 Rd	G Rd	0.7	2	3.0	Collector/Arterial
270-I70	EB, MM 32	EB, MM 32.5	0.7	2	2.9	I70
428-Hwy 6 And 50	I70 Wb Ramp	G Rd	0.7	2	2.9	Collector/Arterial
394-I70b	Warrior Way	32 Rd	0.9	2	2.2	Collector/Arterial
216-I70	EB, 33 Rd	EB, MM 38	1.0	2	1.9	I70
326-I70	EB, MM 35.5	I70B Access Rd	1.2	2	1.7	I70

Appendix C

Signalized Intersection and Rural Road Safety Countermeasure Toolbox

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Mesa County

Safety Action Plan

Enhancing Roadway Safety in Our Community

Strategy Toolbox

October 2024 Version

Introduction

As part of the Safety Action Plan deliverables and commitment to the SS4A grant requirements, an engineering toolbox was created to support two engineering strategies: BSS 1.2 and BSS 2.4. The toolbox is to be used as a resource for signalized intersections and rural roads, and offers a variety of proven engineering based solutions that can be used in a context sensitive, programmatic, and/or systemic approach.

The two linked strategies are:

Strategy BSS 1.2: Make improvements at dangerous intersections.

Action: Evaluate HIN intersection locations, ***use the signalized intersections toolbox,*** seek funding and grants when applicable, improve or modify infrastructure, monitor and evaluate effectiveness, and maintain infrastructure.

Strategy BSS 2.4: Prioritize capital improvements on the High Risk Network (HRN)

Action: After the HRN is complete, evaluate one HRN location per year, and ***use the rural road engineering toolbox*** to analyze and identify improvements. Seek funding for implementation/construction.

Contents

SIGNALIZED INTERSECTIONS 05

RURAL ROADS 19

Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

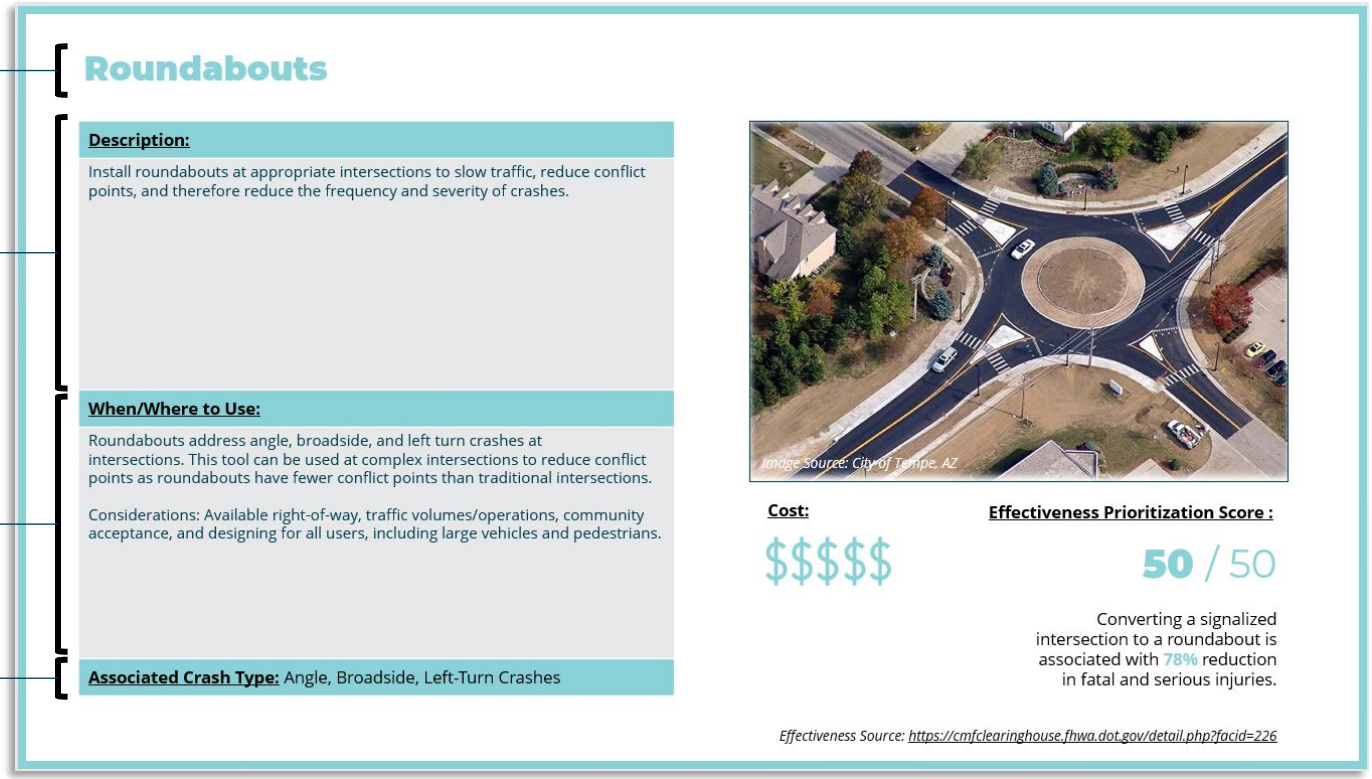
Description of Toolbox Elements

Name of Application

Description of Application

Description of when and where to apply this particular application and things to consider when deciding on an application

List of crash types an application can impact



Description of Toolbox Elements

Roundabouts

Description:

Install roundabouts at appropriate intersections to slow traffic, reduce conflict points, and therefore reduce the frequency and severity of crashes.

When/Where to Use:

Roundabouts address angle, broadside, and left turn crashes at intersections. This tool can be used at complex intersections to reduce conflict points as roundabouts have fewer conflict points than traditional intersections.

Considerations: Available right-of-way, traffic volumes/operations, community acceptance, and designing for all users, including large vehicles and pedestrians.

Associated Crash Type: Angle, Broadside, Left-Turn Crashes

Cost:

$$$$$

Effectiveness Prioritization Score :

50 / 50

Converting a signalized intersection to a roundabout is associated with 78% reduction in fatal and serious injuries.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=226

Example Picture

Estimated Cost of Application
$ = $0 to $5,000
$$ = $5,001 to $20,000
$$$ = $20,001 to $50,000
$$$$ = $50,001 to $100,000
$$$$$ = $100,001 and above

Effectiveness Score of Application

Points are assigned based on crash modification factor (CMF) reductions for total or pedestrian type crashes:
0%-6% CMF = 10
7%-13% CMF = 20
14%-20% CMF = 30
21%-27% CMF = 40
28% CMF = 48
29% CMF = 49
30% CMF and above = 50

Points are assigned based on crash modification factor (CMF) reductions for specific type crashes:
0%-11% CMF = 10
12%-23% CMF = 20
24%-35% CMF = 30
36%-47% CMF = 40
48% CMF = 48
49% CMF = 49
50% CMF and above = 50

If based on Safe Systems Roadway Design Hierarchy:
Tier 1 = 50
Tier 2 = 40
Tier 3 = 30
Tier 4 = 20
Tier 5 = 10

01 Signalized Intersections

Signalized Intersection Section Contents

Roundabouts	07
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Yellow Change and All Red Intervals	11
Intersection Lighting	12
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Emergency Vehicle Preemption	18

Roundabouts

Description:

Install roundabouts at appropriate intersections to slow traffic, reduce conflict points, and therefore reduce the frequency and severity of crashes.

When/Where to Use:

Roundabouts address angle, broadside, and left turn crashes at intersections. This tool can be used at complex intersections to reduce conflict points as roundabouts have fewer conflict points than traditional intersections.

Considerations: Available right-of-way, traffic volumes/operations, community acceptance, and designing for all users, including large vehicles and pedestrians.

Associated Crash Type: Angle, Broadside, Left-Turn Crashes

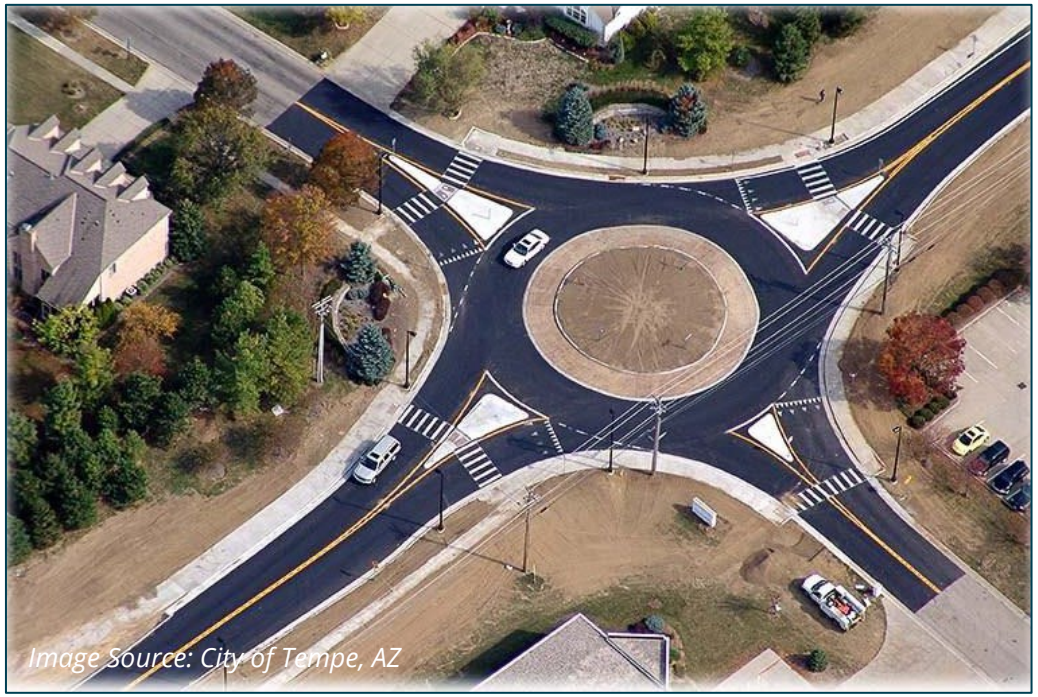


Image Source: City of Tempe, AZ

Cost:

$$$$$

Effectiveness Prioritization Score :

50 / 50

Converting a signalized intersection to a roundabout is associated with **78%** reduction in fatal and serious injury crashes.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=226

Improved Left Turn Movements at Signals

Description:

Improve left-turn conflicts through signal timing, such as implementing protected left-turn signal phasing at high-risk intersections. This includes conversion of permissive or permissive/protected left-turn signal timing phases to a protected only left turn signal timing phase, reducing conflicts with through vehicles. Consideration could also be given to restricting left turns at designated locations. This could be coupled with hardened centerlines to tighten turn radius, and improved signing and striping, such as vehicle tracking pavement markings.

When/Where to Use:

This tool is proven to addresses left-turn crashes at signalized intersections, particularly those involving motorcycles, pedestrians, and bicyclists. Considerations: Evaluation to determine priority order of implementation; phasing may be by time of day or all day; longer queues may spill back into travel lanes requiring reconstruction to extend left turn lane or install dual left turn lanes; older signal mast arms may need to be reconstructed to install left turn signal in alignment with the left turn lane(s). Double service of left turn phase in a cycle may mitigate the need for dual left turn lanes, but will lengthen overall cycle lengths.

Associated Crash Type: Left-Turn Crashes

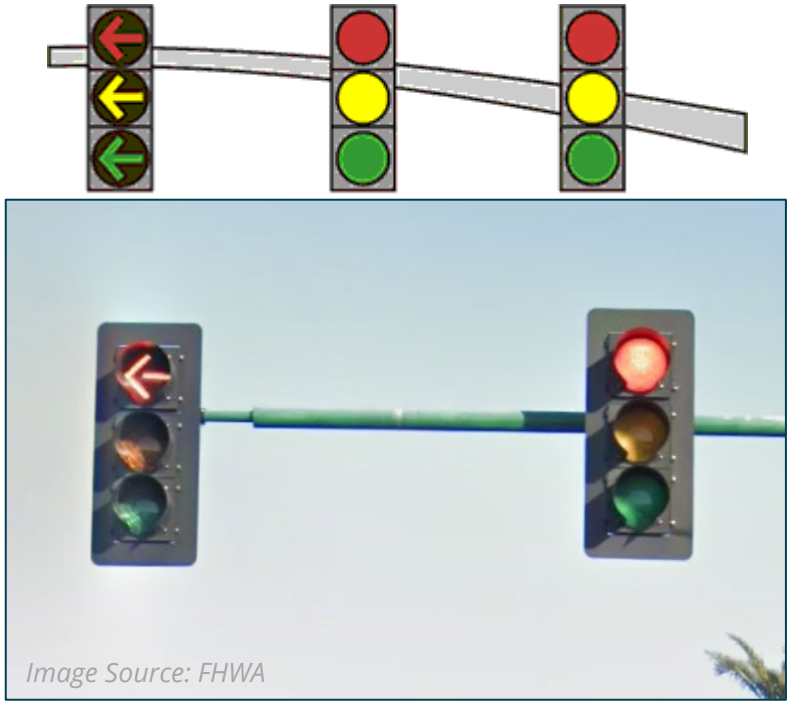


Image Source: FHWA

Cost:

$ - $$$

Effectiveness Prioritization Score :

50 / 50

Conversion to a fully protected left turn is associated with a **99%** reduction in left turn crashes.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=339

Reduced Turning Radius And Raised Corner Islands

Description:

Implement features like reduced turning radii, raised corner islands, and right-turn wedges to slow vehicles at intersections and reduce conflicts between vehicles and other road users. This can be accomplished through curb reconstruction, or by using temporary/quick build materials.

When/Where to Use:

This tool addresses crashes involving right turning vehicles, and improves safety for bicyclists and pedestrians by decreasing the speed of the vehicles and improving visibility of crossings. Considerations: material type, maintenance needs, ensuring compliance with design standards, and minimizing disruption during installation.

Associated Crash Type: Right-Turn

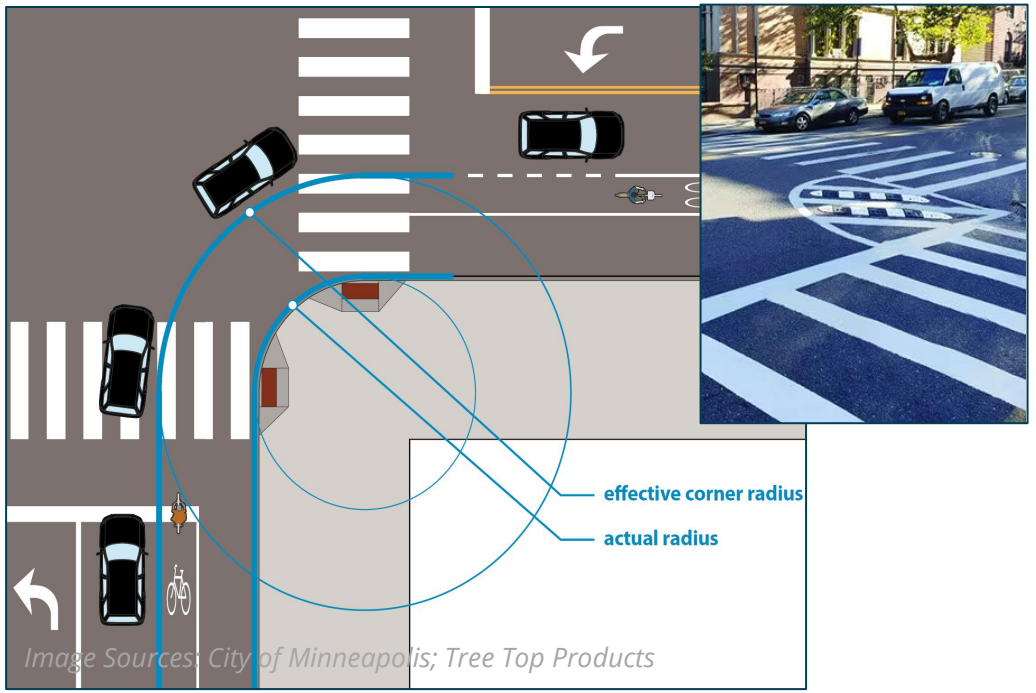


Image Sources: City of Minneapolis; Tree Top Products

Cost:

$$ - $$$

Effectiveness Prioritization Score :

50 / 50

Modifying the right turn lane design, including reduced turning radius, is associated with a **44%** reduction on all crashes.

Effectiveness Source: https://www.cmfclearinghouse.org/detail.php?facid=8496

Restricted Parking Near Intersections

Description:

Sightlines of pedestrians and motorists are limited when vehicles are parked too close to pedestrian crossings, which increases risk for pedestrians who intend to cross the road. Evaluate parking needs and restrict parking at locations where parking is permitted near the intersections to improve visibility. This could be accomplished through either signage and curb markings or curb extensions, which could be constructed with curb or quick build materials.

When/Where to Use:

This increases sight distance and improves visibility. It is applicable when parked vehicles restrict sight distance for turning movements. It responds to pedestrian and bicyclist collisions, right turn collisions, and angle crashes.

Associated Crash Type: Vehicle-Pedestrian, Bicyclists, Right-Turn, Angle

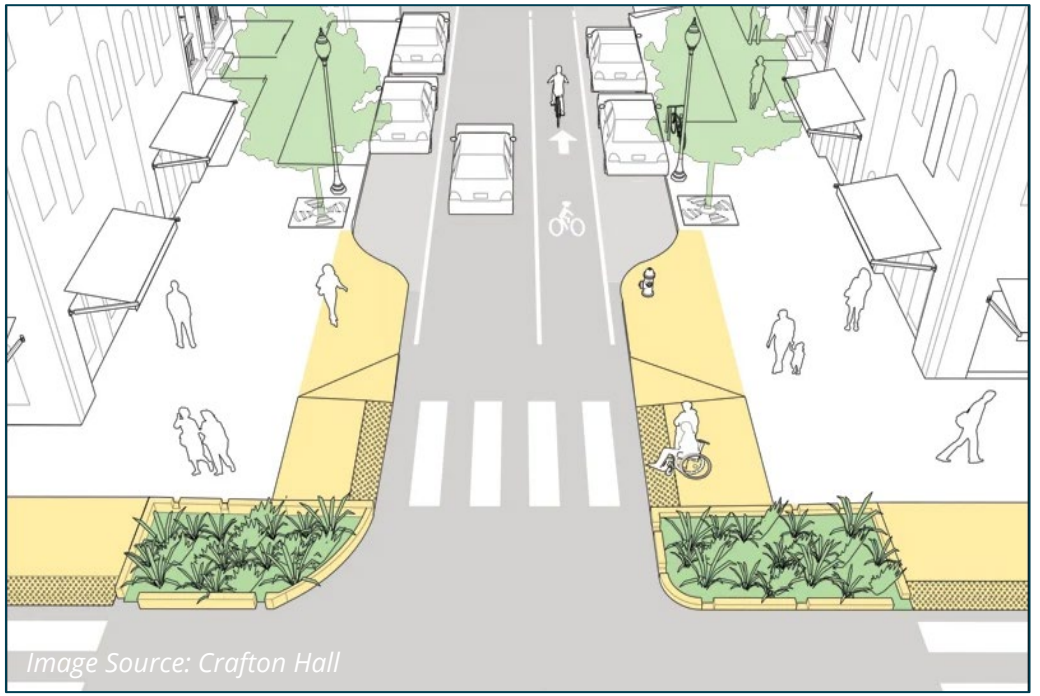


Image Source: Crafton Hall

Cost:

$ - $$$

Effectiveness Prioritization Score :

20 / 50

Removing a parking space on the approach into an intersection may help pedestrians to safely cross the street by providing them with a clearer view of oncoming vehicles and the driver with a clearer view of people walking.

Effectiveness Source: FHWA PedSafe - http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=9

Yellow Change and All-Red Intervals

Description:

Evaluate and update the yellow change interval and all-red intervals, which is the length of time that the yellow signal indication is displayed following a green signal indication, and the length of time all traffic signals are displayed red during the cycle length. This interval should be reviewed and modified considering roadway speeds and crash patterns.

When/Where to Use:

This tool addresses red-light running crashes and improves overall safety at the intersection.

Associated Crash Type: Red-Light Running

Image Source: Stratford Crier

Cost:

$$$$$

Effectiveness Prioritization Score :

30 / 50

Yellow change intervals are associated with **36-50%** reduction in red-light running and **12%** reduction in injury crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals

Intersection Lighting

Description:

Evaluate lighting conditions at intersection crosswalks and intersection approaches to ensure illumination standards are met, positive crosswalk lighting is provided and pedestrian level lighting is provided where appropriate. Actions to mitigate lighting deficiencies include installation of new light posts and enhancement/replacement of existing luminaries.

When/Where to Use:

This tool addresses night-time collisions, in particular involving vulnerable road users. It should be used when there is a lighting gap or insufficient lighting, and prioritized in areas of over-represented crashes during dark lighted conditions are identified at an intersection.

Associated Crash Type: Night-Time

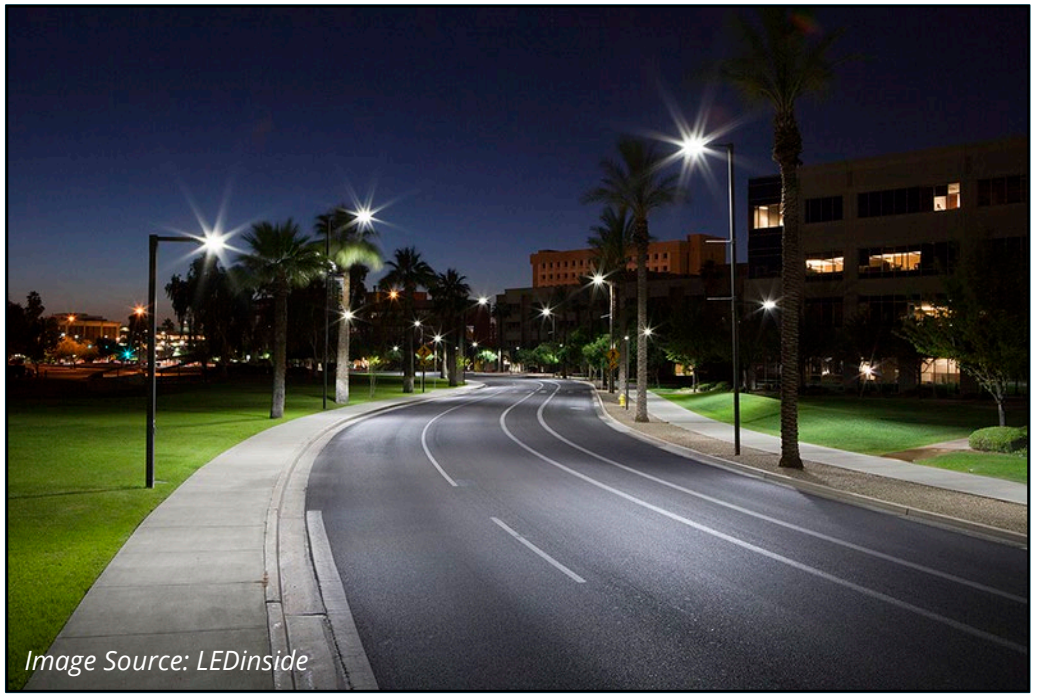


Image Source: LEDinside

Cost:

$$$$$

Effectiveness Prioritization Score :

40 / 50

Intersection lighting is associated with up to **42%** reduction in nighttime injury crashes involving pedestrians.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/lighting

Backplates with Retroreflective Borders

Description:

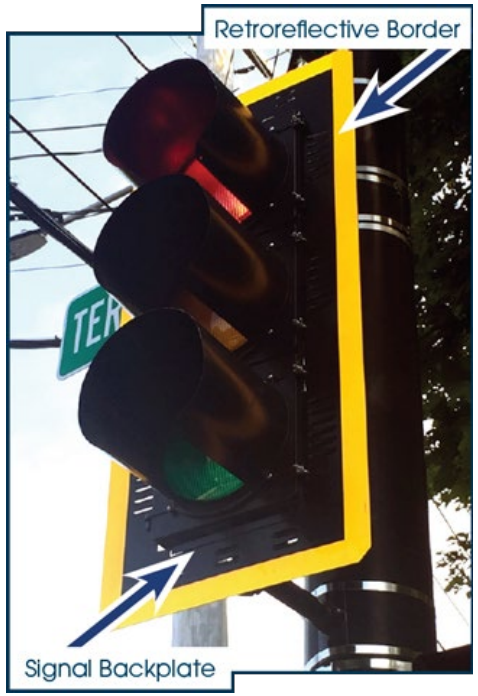
Install backplates with retroreflective borders (framing the signal head with a 1- to 3-inch yellow retroreflective border) at high crash locations and on high-speed roadways.

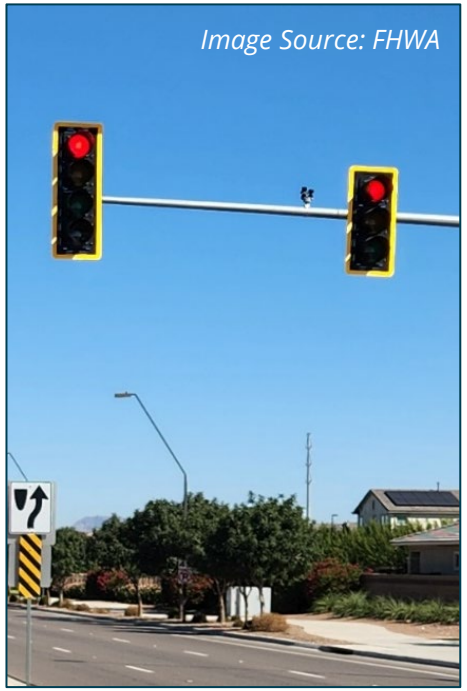
This tool enhances traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers. It also helps during periods of power outages when the signals would otherwise be dark. Additionally, new guidance from the MUTCD recommends signal backplates to support automated vehicle integration.

When/Where to Use:

Backplates with retroreflective borders should be used at high-crash intersections, intersections where older drivers are a concern, areas where temporary power outages are a concern, and/or areas with low ambient lighting.

Associated Crash Type: Night-Time, Red-light Running





Cost:

$$$$$

Effectiveness Prioritization Score :

10 / 50

Backplates with retroreflective borders are associated with a **15%** reduction in all crashes.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1410

Improved Sight Visibility For Right And Left Turning Vehicles

Description:

Measure and evaluate sight visibility for right turns and left turns ensuring that there are not obstructions in sight visibility triangles, such as vehicles from offset turn lanes, or vegetation. Adjust stop bar location, remove vegetation as necessary and correct offset turn lanes as necessary to provide unobstructed sight distance.

When/Where to Use:

This tool is implemented to enhance sight distance and improve visibility, which improves intersection safety for pedestrians and bicyclists. It responds to right-turn collisions and angle crashes.

Associated Crash Type: Vehicle-Pedestrian, Right-Turn, Angle Crashes

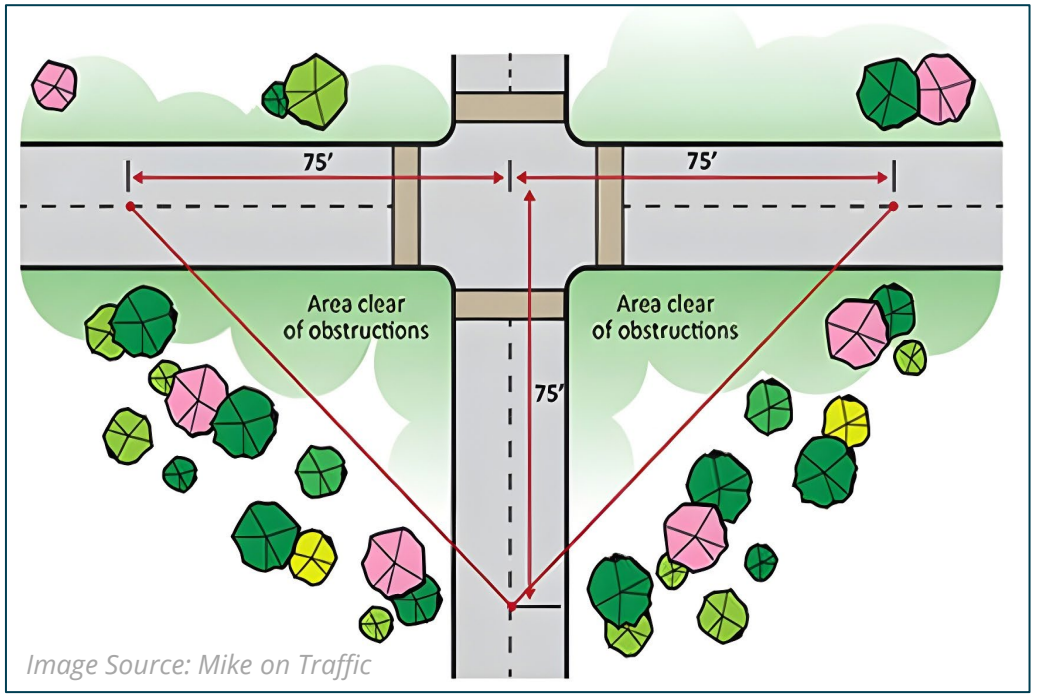


Image Source: Mike on Traffic

Cost:

$ - $$$

Effectiveness Prioritization Score :

50 / 50

Increasing triangle sight distance is associated with a **48%** reduction in injury crashes.

Effectiveness Source: https://www.cmfclearinghouse.org/detail.php?facid=307

Crosswalk Visibility Enhancements

Description:

Enhancements could include: Advanced stop bars at traffic signals, high-visibility crosswalk striping, positive lighting, and additional signage.

When/Where to Use:

These enhancements not only ensure that pedestrians are more visible to drivers but also help pedestrians identify safer crossings more easily. This tool addresses pedestrian visibility and vehicle-pedestrian collisions. Considerations: Selecting high-risk locations, coordinating with nearby traffic control devices, and educating the public on the changes.

Associated Crash Type: Vehicle-Pedestrian

Image Source: FHWA

Cost:

$$$$$

Effectiveness Prioritization Score :

50 / 50

High visibility crosswalks are associated with a **40%** reduction in pedestrian injury crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

Pedestrian Signal Enhancements

Description:

Enhancements could include: Audible pedestrian signals, enhanced pedestrian detection, replacing existing WALK/DON'T WALK signals with pedestrian countdown signal heads, evaluate and re-time pedestrian clearance considering demographics, leading pedestrian intervals (which provide pedestrians a head start in crossing an intersection before vehicles can proceed), exclusive pedestrian phasing, split phasing, improved pedestrian push buttons. Smart signal systems that detect the presence of pedestrians could also be implemented, allowing signal timing to adjust for slower walkers and provide longer crossing times during peak pedestrian periods. Additionally, the installation of Accessible Pedestrian Signals (APS) would assist individuals with vision impairments by providing audible and tactile cues.

When/Where to Use:

These measures collectively address pedestrian collisions at busy intersections, particularly on roads with high pedestrian traffic. Considerations: Identifying priority intersections, coordinating with traffic signal timing as many of these timing considerations impact cycle length, and educating the public about new signal features. May require traffic signal upgrades and reconstruction.

Associated Crash Type: Vehicle-Pedestrian

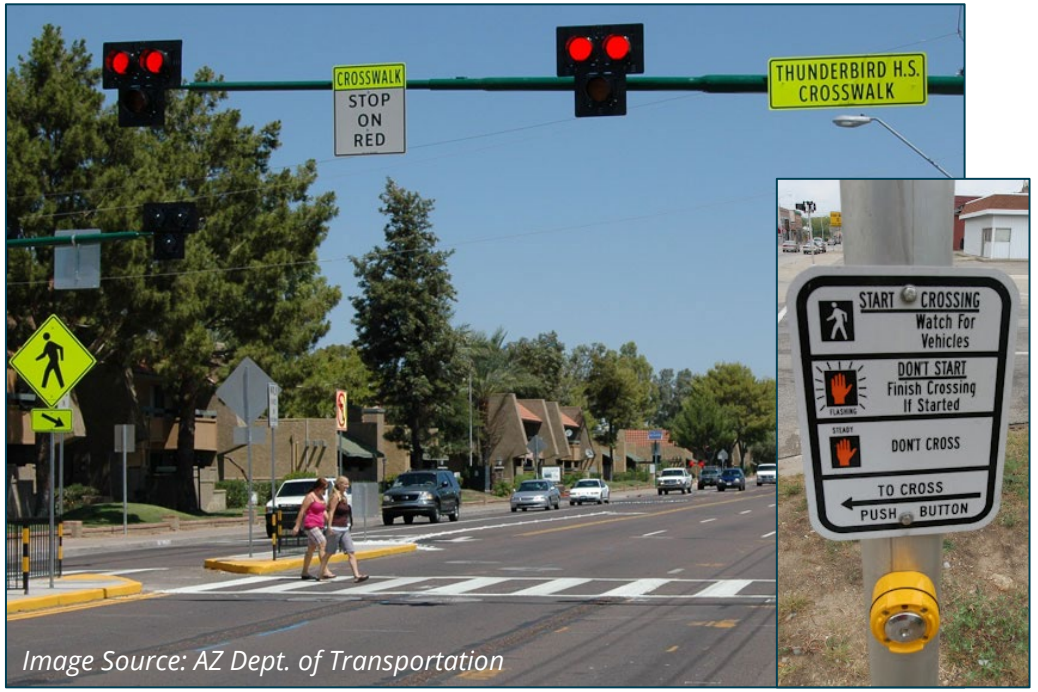


Image Source: AZ Dept. of Transportation

Cost:

$$ - $$$

Effectiveness Prioritization Score :

20 / 50

A Leading Pedestrian Interval (LPI), one of the potential pedestrian signal enhancements, is associated with a **13%** reduction in pedestrian-vehicle.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval

Dedicated Bicycle Facilities At Signalized Intersections

Description:

Dedicated bicycle facilities at signalized intersections include bike lanes, raised bicycle crossings, exclusive right turn lanes, shared right lanes, color markings on bike facilities, and other pavement markings.

When/Where to Use:

This tool should be used at signalized intersections with high volumes of bicyclists and/or at locations with an over-representation of collisions involving bicyclists.

Associated Crash Type: Vehicle-Bicycle

Image Source: NACTO

Cost:

$$$$$

Effectiveness Prioritization Score :

20 / 50

Installation of bike lanes at signalized intersections is associated with a **20%** reduction in vehicle-bicycle crashes.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3247

Emergency Vehicle Preemption

Description:

Implement emergency vehicle preemption at traffic signals to give emergency vehicles a green light at intersections, while giving red lights to other vehicles, to help emergency vehicles get through quickly and safely.

When/Where to Use:

This tool improves response time of emergency vehicles and addresses the Emergency Response of the Traffic Safety E's.

Associated Crash Type: All Signalized Intersection Crash Types

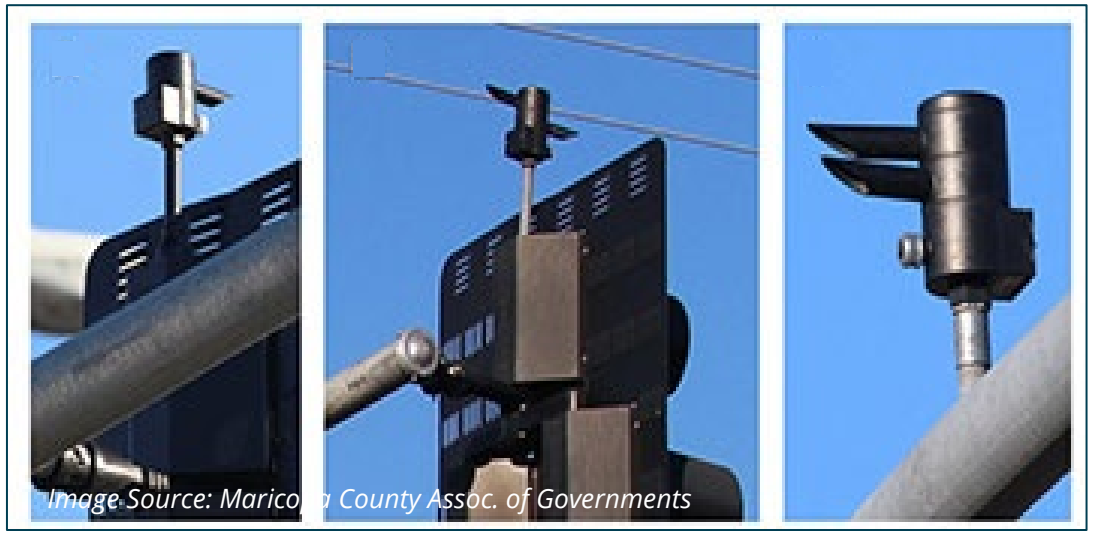


Image Source: Maricopa County Assoc. of Governments

Cost:

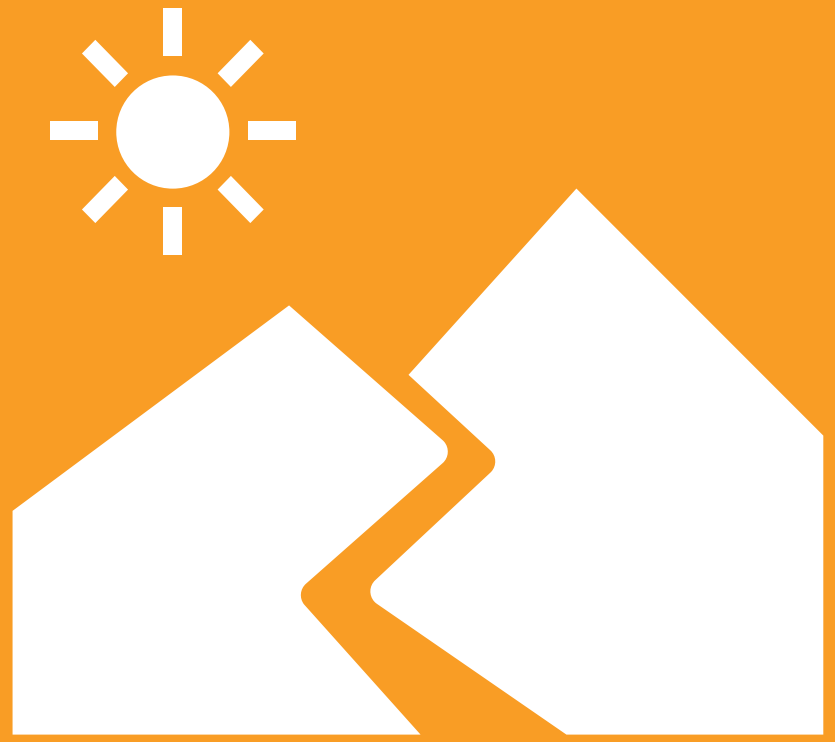
$$$ - $$$$

Effectiveness Prioritization Score :

30 / 50

Emergency vehicle preemption is associated with **43 to 51 percent reduction in emergency response times**, depending on traffic density.

Effectiveness Source: https://www.itskrs.its.dot.gov/2018-b01259



02 Rural Roads

Rural Roads Section Contents

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Median Barriers

Description:

Installation of median barriers, which are longitudinal barriers designed to separate opposing traffic on divided highways, in selected high crash locations. They come in three main types: cable, metal-beam, and concrete barriers, each with different characteristics in terms of flexibility, deflection, and maintenance requirements.

When/Where to Use:

The tool is specifically designed to respond to **cross-median crashes**, particularly head-on collisions that occur when a vehicle crosses the median into oncoming traffic. The barriers help to redirect vehicles, reducing the severity and frequency of these types of crashes. This treatment may be used on divided highways with 20,000 ADT or greater that have a system-wide history of cross-median crashes.

Associated Crash Type: Cross-Median Crashes, Head on Crashes

Cost:

$$$$$

Effectiveness Prioritization Score :

50 / 50

Median Barriers Installed on Rural Four-Lane Freeways are associated with a **97%** reduction in cross-median crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/median-barriers

Raised Pavement Markers

Description:

Installation of raised pavement markers (RPM), which are designed to supplement the delineation provided by pavement markings. By installing raised pavement markers, they are much more prominent in adverse weather conditions, providing important information to the driver.

When/Where to Use:

Raised pavement markers should be installed on routes with sufficient pavement quality to hold the devices in place. The type of raised pavement marker to install is dependent on regional climate. For example, in areas that experience snowfall, snow plowable RPMs should be used.

Associated Crash Type: Run-off-the-Road Crashes

Image Source: Road Safe Traffic

Cost:

$ - $$

Effectiveness Prioritization Score :

30 / 50

Raised pavement markers are associated with a **24%** reduction in nighttime crashes.

Effectiveness Source: https://www.cmfclearinghouse.org/detail.php?facid=107

Wider Edge Lines (6 Inches)

Description:

Edge lines are considered ”wider“ when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches.

When/Where to Use:

This tool addresses single-vehicle run off the road crashes on rural highways. It is used to clearly identify the edge of the travel lanes. It can be incorporated into system wide maintenance and updates.

Associated Crash Type: Run-off-the-Road Crashes

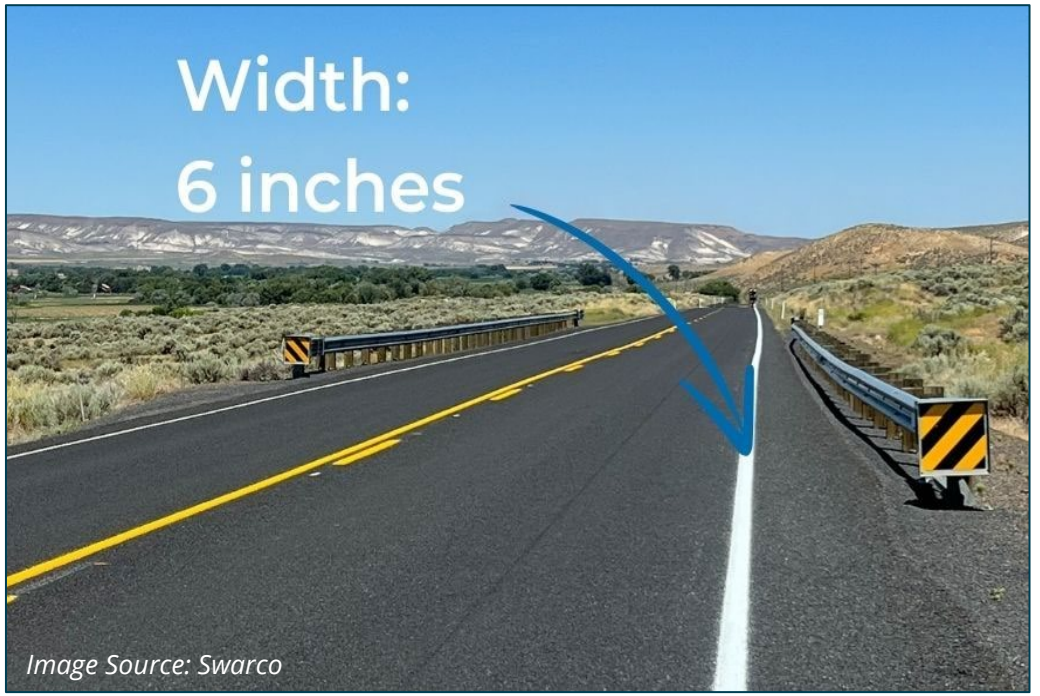

Image Source: Swarco

Cost:

$$$$$

Effectiveness Prioritization Score :

40 / 50

Six-inch edge lines are associated with a **22%** reduction in fatal and injury crashes on rural freeways.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines

Centerline Rumble Strips

Description:

Installation of centerline rumble strips on two-lane rural roads. Center rumble strips are milled or raised elements on the pavement designed to alert drivers through vibration and sound when they leave their travel lane. These strips can be installed on the shoulder, edge line, or center line of undivided roadways.

When/Where to Use:

This tool addresses run off road crashes towards the median (to the left).

Associated Crash Type: Run-off-the-Road Crashes

Image Source: The Joint Solution

Cost:

$$$$$

Effectiveness Prioritization Score :

40 / 50

Centerline Rumble Strips are associated with a **44-64%** reduction in head-on fatal and injury crashes on two-lane rural roads.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Description:

Installation of shoulder rumble strips. Similar to center rumble strips, longitudinal rumble strips are milled or raised elements on the pavement designed to alert drivers through vibration and sound when they leave their travel lane.

When/Where to Use:

This tool addresses run off road crashes towards the shoulder (to the right).

Associated Crash Type: Run-off-the-Road Crashes

Image Source: The Hog

Cost:

$$$$$

Effectiveness Prioritization Score :

40 / 50

Shoulder Rumble Strips are associated with a **13-51%** reduction in single vehicle, run-off-road fatal and injury crashes on two-lane rural roads.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads

Roadside Design Improvements

Description:

This tool includes Recovery Zones, Clear Zones, and Breakaway Sign-Posts.

Evaluation and improvements on roadside areas to reduce the severity of run-off road crashes. Key elements of this tool include the creation and maintenance of clear zones, the addition or widening of shoulders, slope flattening, and the installation of barriers like cable, metal-beam, or concrete barriers. A clear zone is an unobstructed, traversable area alongside the roadway that provides drivers with the space needed to safely stop or regain control if they accidentally leave the road. The clear zone should be free of fixed objects, such as trees or utility poles, to minimize the risk of a collision if a vehicle departs the roadway.

When/Where to Use:

This tool minimizes the severity of road departure (run off road) crashes.

Associated Crash Type: Run-off-the-Road Crashes

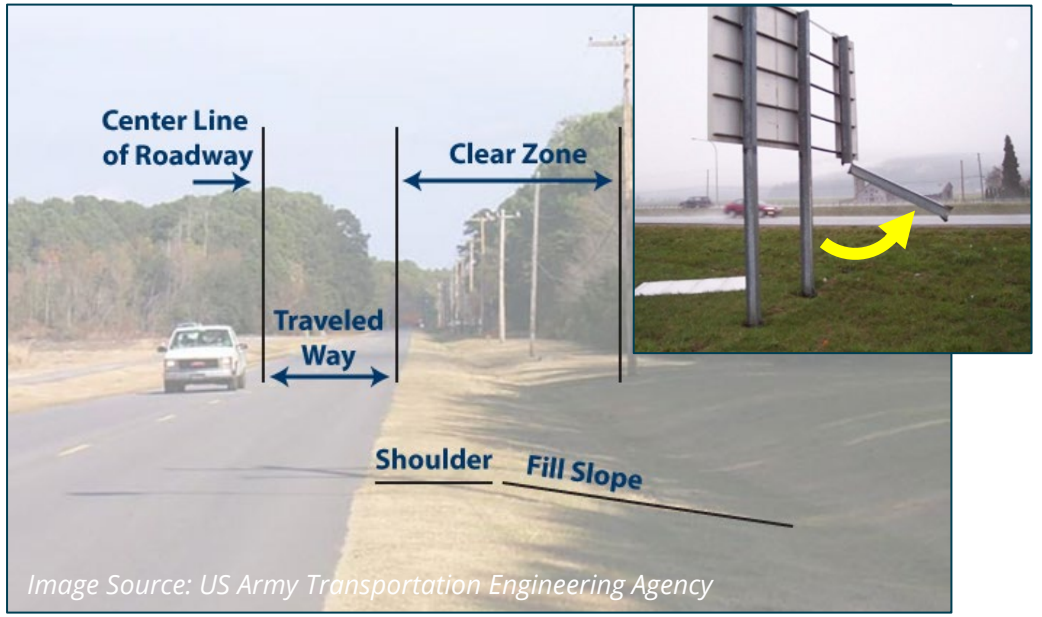

Image Source: US Army Transportation Engineering Agency

Cost:

$$$ - $$$$$

Effectiveness Prioritization Score :

40 / 50

Increasing the distance to roadside features from 3.3 ft to 16.7 ft is associated with a **22%** reduction in all crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/roadside-design-improvements-curves

Safety Edge SM

Description:

SafetyEdge℠ is a paving technology that shapes the edge of the pavement at a 30-degree angle during construction. This design helps eliminate dangerous vertical drop-offs at the pavement's edge and enhances pavement durability by reducing edge raveling. The technology is easy to implement with minimal cost, requiring only a specialized device attached to the paving equipment.

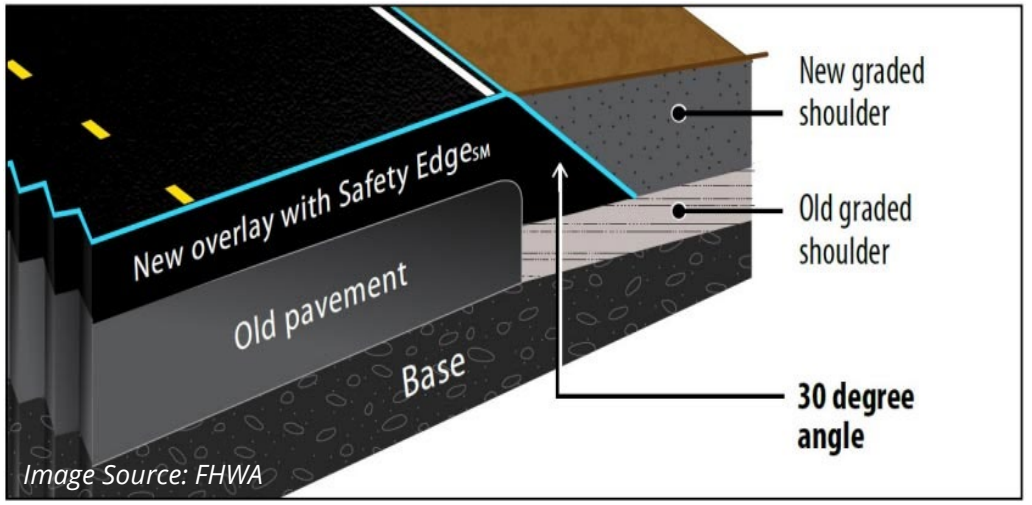

Image Source: FHWA

When/Where to Use:

This tool addresses single-vehicle run off the road crashes on rural highways. These incidents are often more severe when vertical pavement edges are present, as they can destabilize the vehicle. The SafetyEdge℠ mitigates this risk by providing a sloped edge that allows drivers to safely regain control and return to the road.

Associated Crash Type: Run-off-the-Road Crashes

Cost:

$$$$$

Effectiveness Prioritization Score :

20 / 50

Safety edge is associated with a **11%** reduction in fatal and injury crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/safetyedgesm

Pavement Friction Management

Description:

Pavement Friction Management involves measuring, monitoring, and maintaining the friction of road surfaces to enhance vehicle safety. This process uses Continuous Pavement Friction Measurement (CPFM) technology to gather detailed friction data across road networks, allowing for targeted friction treatments. One such treatment is High Friction Surface Treatment (HFST), which involves applying a durable, high-friction material to critical areas like curves, intersections, and steep grades to improve skid resistance and reduce crashes.

When/Where to Use:

The tool primarily addresses friction-related crashes, including roadway departure, rear-end, failure-to-yield, wet-weather, and red-light-running crashes. By enhancing pavement friction in key areas, it helps to improve vehicle control and reduce the risk of accidents, particularly in challenging driving conditions.

Associated Crash Type: Friction-Related Crashes, Motorcycle Crashes

Image Source: FHWA

Cost:

$$$$$ VARIES

Effectiveness Prioritization Score :

48 / 50

Pavement friction improvements are associated with a **48%** reduction in injury crashes at horizontal curves.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management

Self Enforcing Roadways

Description:

This improvement encompasses: physical engineering infrastructure, high friction pavement, its systems, and speed feedback signs.

This tool involves the implementation of infrastructure features that naturally decrease speeds. Examples are optical speed bars and speed feedback signs.

When/Where to Use:

This tool addresses speed-related crashes. Optical speed bars are transverse stripes spaced at gradually decreasing distances. The rationale for using them is to increase drivers' perception of speed and cause them to reduce speed, which can be helpful near intersections or horizontal curves. This tool can also be used to address locations with history of speeding or speed-related crashes.

Associated Crash Type: Speed-Related Crashes

Image Source: ResearchGate

Cost:

$$$$$

Effectiveness Prioritization Score :

40 / 50

Speed feedback signs are associated with a **5%** reduction in all crashes.

Effectiveness Source: https://www.cmfclearinghouse.org/detail.php?facid=6885

Changeable Curve Speed Limit Signs

Description:

Changeable curve speed limit signs are dynamic traffic signs installed on horizontal curves. These signs display variable speed limits, which can be adjusted in real-time based on current road and environmental conditions such as weather, visibility, and traffic. They use sensors and communication systems to detect factors like rain, snow, fog, or high vehicle speeds, adjusting the speed limit to promote safe driving. These signs can also be integrated with flashing lights or message boards to further alert drivers of the recommended speed or additional warnings.

When/Where to Use:

Changeable curve speed limit signs are most effective on rural roads that have high-speed limits, sharp curves, and a history of crashes caused by drivers not adjusting their speed appropriately for road conditions.

Associated Crash Type: Curve-Related Crashes

Image Source: AASHTO

Cost:

$$$$$

Effectiveness Prioritization Score :

5 / 50

Changeable curve speed warning signs are associated with a **2%** reduction in crashes.

Effectiveness Source: https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=68

Enhanced Delineation For Horizontal Curves

Description:

Enhancement of delineation for horizontal curves through various strategies such as “curve ahead” and chevron signs to improve driver awareness of curves on the road. These strategies include pavement markings, retroreflective strips, delineators, chevron signs, enhanced conspicuity (such as larger or fluorescent signs), and dynamic warning signs. These treatments can be applied either in advance of or within the curve itself to better inform drivers of the curve's presence, direction, and appropriate speed.

When/Where to Use:

Curve warning signs should be applied to any horizontal curve or turn with a history of roadway departure crashes and curves or turns with similar geometry or traffic volumes yet to experience crashes. This tool addresses curve-related crashes on Rural Roads.

Associated Crash Type: Curve-Related Crashes

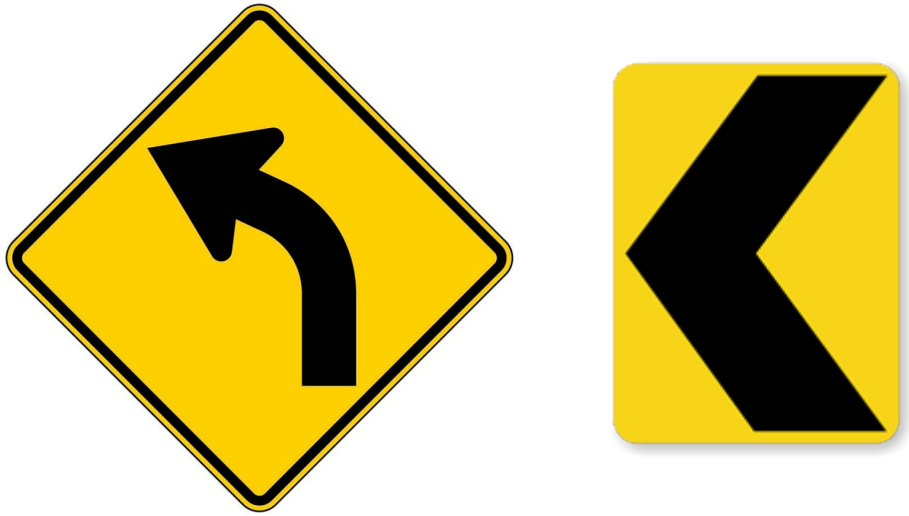

Image Source: Advanced Sign

Cost:

$$$$$

Effectiveness Prioritization Score :

50 / 50

Chevron signs are associated with a **25%** reduction in night-time crashes, and in-lane curve warning pavement markings are associated with a **35-38%** reduction in all crashes.

Effectiveness Source: https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves

Panels of Retroreflective Sheeting

Description:

Installation of retroreflective strips on signposts to increase visibility at nighttime.

"The use of retroreflective strips on sign posts may be beneficial when there is a need to draw additional attention to the signs, especially at night. Reflective strips may be added to Stop signs, curve or intersection warning signs, regulatory or guidance signs, etc."

When/Where to Use:

The MUTCD provides guidance for the use of reflective strips on sign posts. This tool addresses night-time crashes and increases compliance with posted signs.

Associated Crash Type: Night-Time Crashes

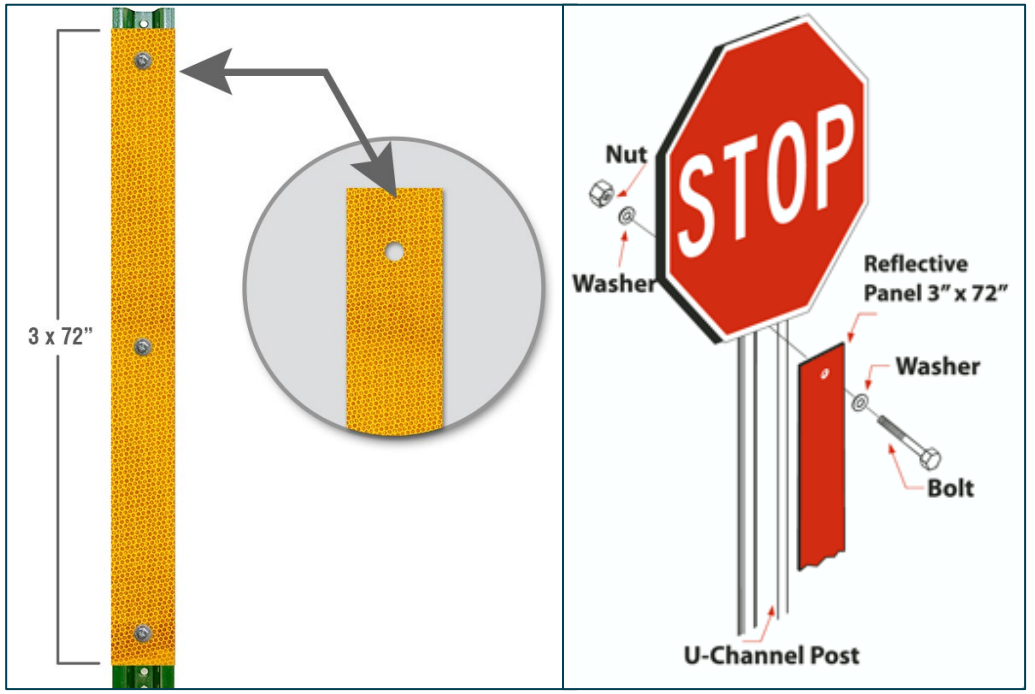

Image Source: TrafficSign

Cost:

$$$$$

Effectiveness Prioritization Score :

10 / 50

Effectiveness Source: Manual for Selecting Safety Improvements on High Risk Rural Roads, https://safety.fhwa.dot.gov/hsip/hrrr/manual/

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ___-24

A RESOLUTION EXPRESSING SUPPORT OF THE MESA COUNTY SAFETY ACTION PLAN

Recitals:

Traffic crashes are among the leading cause of death and injury in Mesa County. Between 2016-2022, there were 117 fatalities, and 475 serious injury crashes in Mesa County. The life, safety, and health of residents, and visitors are of the upmost priority for the City of Grand Junction.

The 2021 Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. In August 2022, the City entered into a joint Memorandum of Agreement with Mesa County, the City of Fruita, and the Town of Palisade in support of a FY 2022 SS4A Action Plan grant application. The Grant was awarded in the Spring of 2023 and project development began in the Fall of 2023.

The Mesa County Safety Action Plan was developed to meet the federal goals of a SS4A Action Plan which are to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. The Mesa County Safety Action Plan, attached hereto as Exhibit A, includes the federally required key components of a SS4A Action Plan for successful implementation:

1) A planning structure (the Regional Transportation Safety Task Force)
2) Safety analysis
3) Engagement and collaboration with the public and stakeholders
4) Equity considerations
5) Policy and process changes
6) Identification of strategies and project selections
7) Progress and transparency
8) This resolution serves as the leadership commitment from the City of Grand Junction

The Mesa County Safety Action Plan development was led by the Regional Transportation Planning Office (RTPO) alongside a diverse group of stakeholders, including the City of Grand Junction. The Grand Valley Regional Transportation Committee (GVRTC) is the decision-making mechanism for the RTPO which represents all local governments within Mesa County, including Mesa County, the City of Grand Junction, the City of Fruita, and the Town of Palisade to meet federal and state requirements on transportation and to speak with one regional voice. The GVRTC approved resolution # 2024-013 on October 28, 2024 recommending support of the Mesa County Safety Action Plan.

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

DRAFT

1. The City Council hereby expresses its support for and does adopt the 2024 Mesa County Safety Action Plan (Plan) subject to incorporation of final edits by the RTPO.

2. The City of Grand Junction will continue to actively engage residents, businesses, and stakeholders in the implementation of the Plan to foster a sense of shared responsibility for the safety of our roadways, ultimately leading to a reduction in fatalities and serious injuries.

3. The City of Grand Junction will have a seat on the RTPO led Regional Transportation Safety Task Force to implement the Plan and update the Plan as new data and information become available.

4. The RTPO will prioritize projects and strategies identified in the Plan in the Regional Transportation Plan to ensure transportation funding is invested in projects that improve the safety of our roadways. While zero roadway deaths or serious injuries are desired, at this time, the City of Grand Junction commits to undertake efforts to attempt to reduce the combined number of roadway fatalities and serious injuries in the Plan area by 40 percent by 2050.

Passed and adopted this 20th day of November 2024.

_____
Abram Herman
President of the City Council

Attest:

_____
Selestina Sandoval
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #6.a.i.

Meeting Date: November 20, 2024

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

An Ordinance Amending Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) Including Chapter 31.04 Comprehensive Plan and Chapter 31.08 Grand Junction Circulation Plan (Circulation Plan)

RECOMMENDATION:

The Planning Commission heard this request at its October 22, 2024 meeting and voted (7-0) to recommend approval of the request.

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 104 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. This proposal was reviewed by Planning Commission at their September 19, 2024, workshop.

The Community’s view of its future transportation network is largely analyzed by city and county engineers and practitioners who 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 and the traffic studies of new developments that analyze proposed developments and their impacts on 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 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 classification and/or roadway segment length and/or 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 ½ Road from 26 Road to 26 ½ 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 ¾ 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 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 104 in Appendix B

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 seven 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.

ZONING AND DEVELOPMENT CODE ANALYSIS

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 104 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 comprises 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 users traveling through the corridor from other places in the UDB and roadway users from property development along the corridor. This need analysis 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 that increase traffic demand for 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 the population of Grand Junction and surrounding areas, as well as new residential and nonresidential development constructed that has affected the community's road network. 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, including 31 updates consisting of changes in classification and/or roadway segment length and/or 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, 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, 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 comprises 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 that increase traffic demand for 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, 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 accommodate 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, 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, 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, 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 104 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 104 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, 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 support established 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 pages 35 and 104 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, 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 104 of the Comprehensive Plan.

Therefore, this criterion is met.

RECOMMENDATION AND FINDINGS OF FACT

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 104 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, the Planning Commission recommended approval of the request.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5239 approving the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04 and 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, on final passage and order final publication in pamphlet form.

Attachments

1. List - Changes to Functional Classification Map
2. New Classifications 2024 (labeled)
3. New Classifications 2024
4. Planning Commission Minutes - 2024 - October 22 - DRAFT
5. ORD-Circulation Plan 20241113

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 propsed 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 Dirve.	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 is 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. Commerical 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 Unaweep Ave to Aspen St	Minor Collector	Unclassified		No	Not enough intensity to warrant a collector. Short distance to Unaweep 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 requred 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 mult-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 identifed for long range planning purposes.	TBD

Update 10/15/24

Street Plan
Functional Classification Map (2024)

K RD
J 2/10 RD
19 RD
20 RD
22 RD
23 RD
24 RD
J RD
21 RD
21 1/2 RD
I RD
I RD
HWY 6 AND 50
I70
RIVER RD
25 RD
H RD
H RD
26 RD
26 1/2 RD
I70
31
G RD
I70
F 1/2 RD
FRONT ST
PATTERSON RD
F RD
29 1/2 RD
N 15TH ST
25 1/2 RD
33 RD
ORCHARD AVE
ORCHARD AVE
E 1/2 RD
ELM AVE
I70B
30
NORTH AVE
E RD
HWY 6 AND 50
GUNNISON AVE
RIVERSIDE PKWY
28
GRAND AVE
29 RD
27
UTE AVE
PITKIN AVE
RIVERSIDE PKWY
24
25
C 1/2 RD
C 1/2 RD
22
UNAWEEP AVE
32 RD
23
26
B RD
B RD
HWY 50
31 RD
29
S BROADWAY
BROADWAY
REDLANDS PKWY
S CAMP RD
RIDGES BLVD
1
2
3
4
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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

N

0 0.5 1 Miles

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Street Plan
Functional Classification Map (2024)

K RD
J 2/10 RD
19 RD
20 RD
22 RD
23 RD
24 RD
J RD
21 RD
21 1/2 RD
I RD
I RD
HWY 6 AND 50
I70
RIVER RD
H RD
H RD
25 RD
26 RD
26 1/2 RD
I70
G RD
I70
F 1/2 RD
FRONT ST
PATTERSON RD
F RD
25 1/2 RD
N 15TH ST
29 1/2 RD
33 RD
S BROADWAY
BROADWAY
REDLANDS PKWY
ORCHARD AVE
ORCHARD AVE
E 1/2 RD
ELM AVE
I70B
NORTH AVE
E RD
HWY 6 AND 50
GUNNISON AVE
RIVERSIDE PKWY
GRAND AVE
UTE AVE
PITKIN AVE
29 RD
RIVERSIDE PKWY
S CAMP RD
RIDGES BLVD
C 1/2 RD
C 1/2 RD
UNAWEEP AVE
32 RD
B RD
B RD
HWY 50
31 RD

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

N

0 0.5 1 Miles

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GRAND JUNCTION PLANNING COMMISSION
October 22, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Scissors.

Those present were Planning Commissioners; Keith Ehlers, Sandra Weckerly, Shanon Secrest, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Dave Thornton (Principal Planner), Madeline Robinson (Planning Technician) and Jacob Kaplan (Planning Technician).

There were 0 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from October 8, 2024.

   Commissioner Ehlers moved to approve the consent agenda.
   Commissioner Secrest seconded; motion passed 7-0.

REGULAR AGENDA

1. **Comprehensive Plan & Circulation Plan Amendments** **CPA-2024-583**
   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).

Staff Presentation
Dave Thornton, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Rick Dorris, Development Engineer with the Community Development Department, was present and available for questions.

Questions for staff
Commissioner Ehlers asked about the proposed changes on Map 6 (Rosevale Rd and C ½ Rd) and how they would impact the bridge over the canal and the adjacent property owners. He clarified that the changes proposed on Map 6 would offer additional flexibility versus the current circulation plan. He asked why the classification was changed to “unclassified” for Map 22

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(Unaweep Ave and Hwy 50) and if these amendments would affect the access plan for Hwy 50. He asked for clarification on Map 26 and whether 28 Rd would connect to the Frontage Rd or to Hwy 50. He asked if the developers of Redlands 360 had any feedback on the changes proposed within their development. He asked if there were any proposed changes to the Circulation plan regarding the intersection of Grand Ave and I-70B near the “Salt Flats”. He asked if any of these changes would burden private property owners.

Commissioner Zyvan asked if the proposed changes would be reflected in the 2024 Circulation Plan map. He asked for clarification on the proposed loop connecting K Rd to 30 Rd and expressed concerns about adding this to the adopted map as most of the area affected was outside the Urban Development Boundary (UDB).

Commissioner Weckerly asked if any other landowners were approached for input in the same way as the Redlands 360 development.

Commissioner Scissors asked for clarification on the approval criteria for the two proposed motions.

Commissioner Secrest asked what the purpose of the Functional Classification Map is in regard to future planning. He asked when the map was last updated. He clarified that the changes being proposed did not have a significant impact on landowners’ ability to develop their properties.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, October 15, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 6:28 p.m. on October 22, 2024.

Commissioner Zyvan again expressed his concerns about the changes being proposed outside the UDB.

Commissioner Weckerly stated that she did not share Commissioner Zyvan’s concerns.

Commissioner Secrest seconded Commissioner Weckerly and noted that there would likely be additional amendments to this plan in the future.

Commissioner Quintero added that he appreciated the Staff’s frequency in amending these plans.

Commissioner Ehlers agreed with the other Commissioners and added that the City has no jurisdiction over the County’s future development.

The public hearing was closed at 6:31 p.m. on October 22, 2024.

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Discussion
There was no additional discussion.

Motion and Vote
Commissioner Secrest made the following motion “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.”

Commissioner Weckerly seconded; motion passed 7-0.

Commissioner Moore made the following motion “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.”

Commissioner Ehlers seconded; motion passed 7-0.

OTHER BUSINESS

Niki Galehouse acknowledged that this is Commissioner Ehlers last meeting and thanked him for his years of service.

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 6:35 p.m.

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CITY OF GRAND JUNCTION, COLORADO
ORDINANCE NO. _____

AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BYAMENDING 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 104 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 that 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

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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.

Also, 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.

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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 104 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.

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INTRODUCED on first reading the 6th day of November 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

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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 Unaweep 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	

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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

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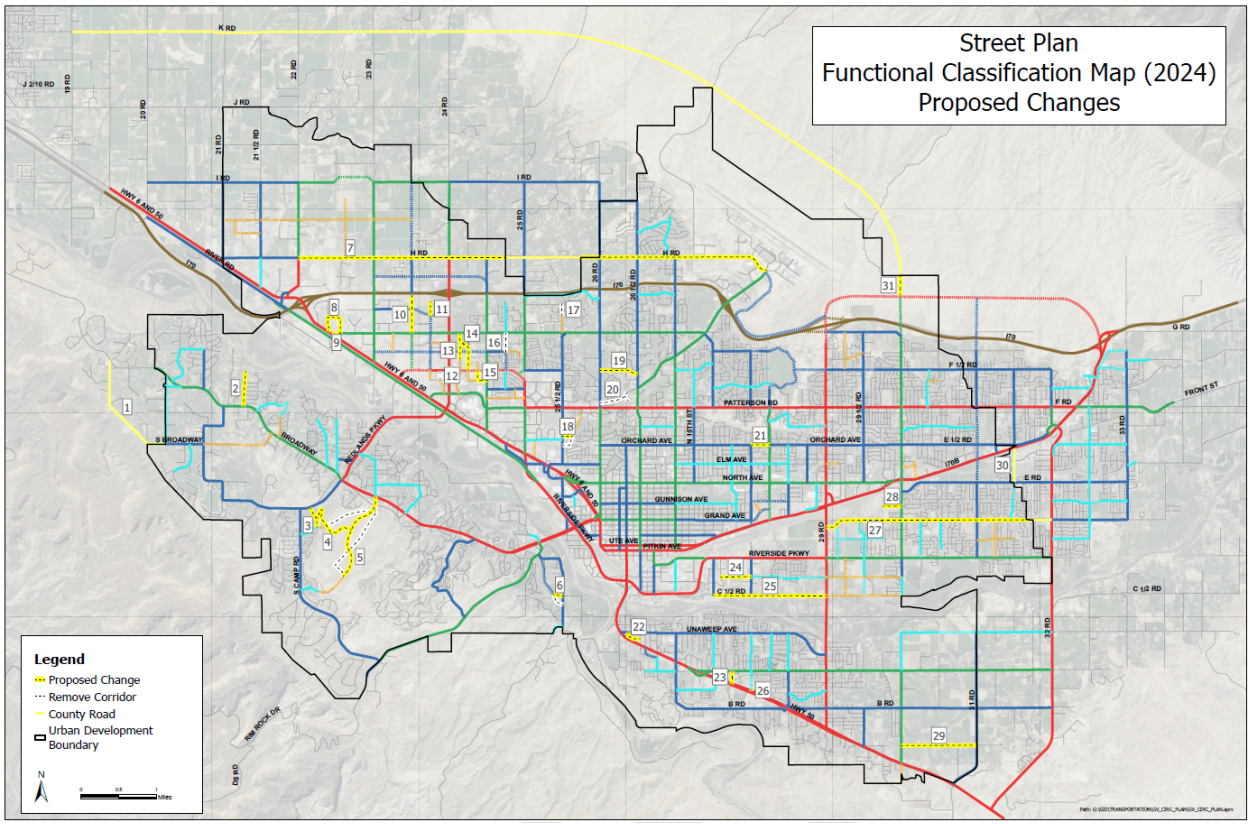

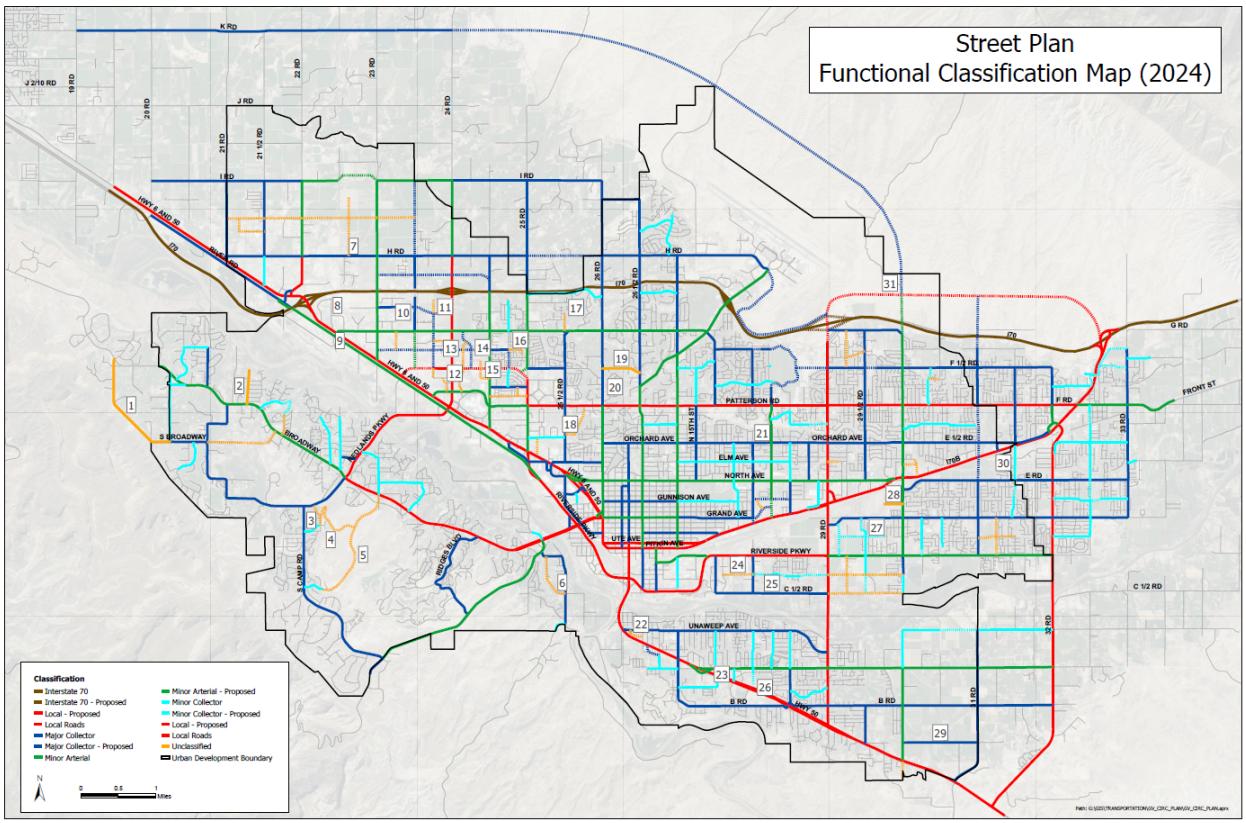

3. Street Plan - Functional Classification Map (2024)

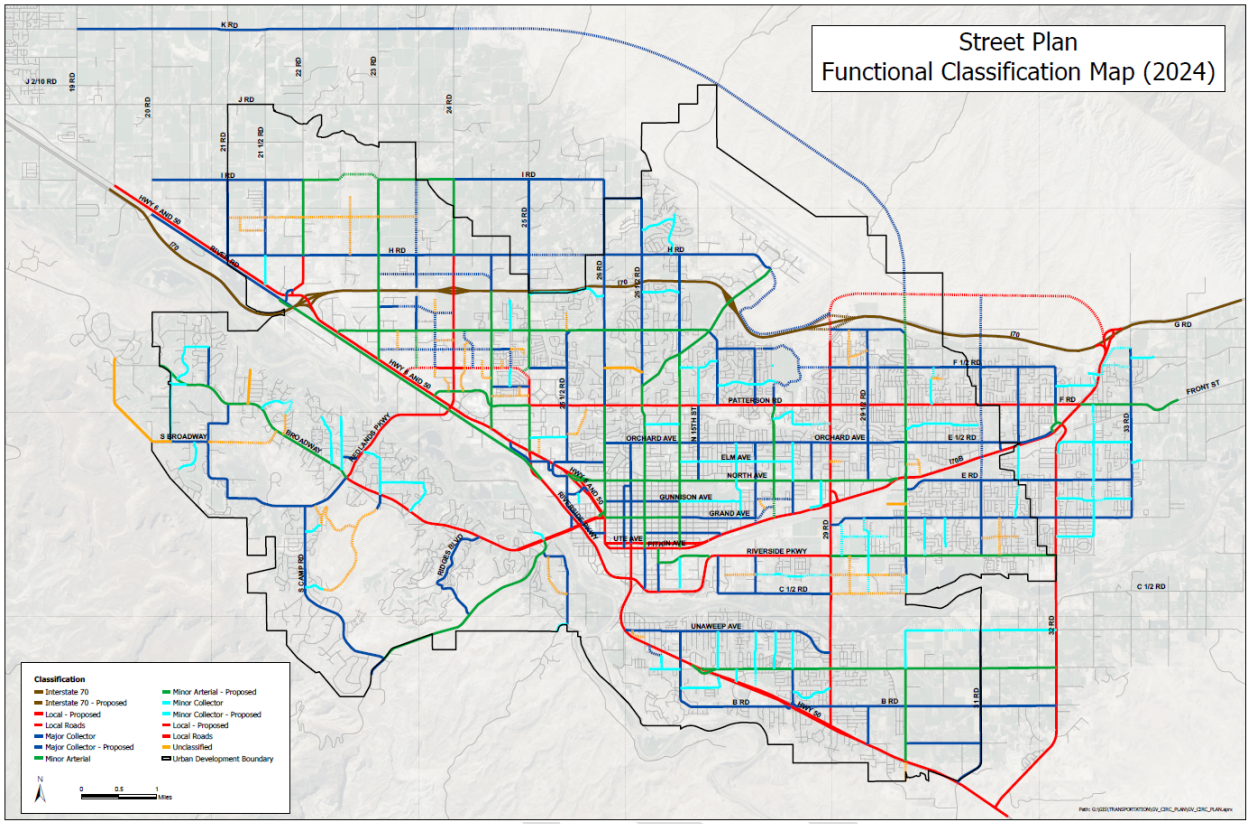
Street Plan
Functional Classification Map (2024)
Classification
Interstate 70
Interstate 70 - Proposed
Local - Proposed
Local Roads
Major Collector
Major Collector - Proposed
Minor Arterial
Minor Arterial - Proposed
Minor Collector
Minor Collector - Proposed
Local - Proposed
Local Roads
Unclassified
Urban Development Boundary
K RD
J RD
I RD
H RD
G RD
F 1/2 RD
F RD
E 1/2 RD
E RD
C 1/2 RD
B RD
PATTERSON RD
ORCHARD AVE
ELM AVE
NORTH AVE
GUNNISON AVE
GRAND AVE
UTE AVE
PITKIN AVE
RIVERSIDE PKWY
UNAWEEP AVE
S BROADWAY
BROADWAY
HIGHLANDS PKWY
RIVERSIDE PKWY
ORCHARD MESA
S CAMP RD
FRONT ST
HWY 6 AND 50
I70
I70B
19 RD
20 RD
21 RD
21 1/2 RD
22 RD
23 RD
24 RD
25 RD
25 1/2 RD
26 RD
26 1/2 RD
27 RD
28 1/4 RD
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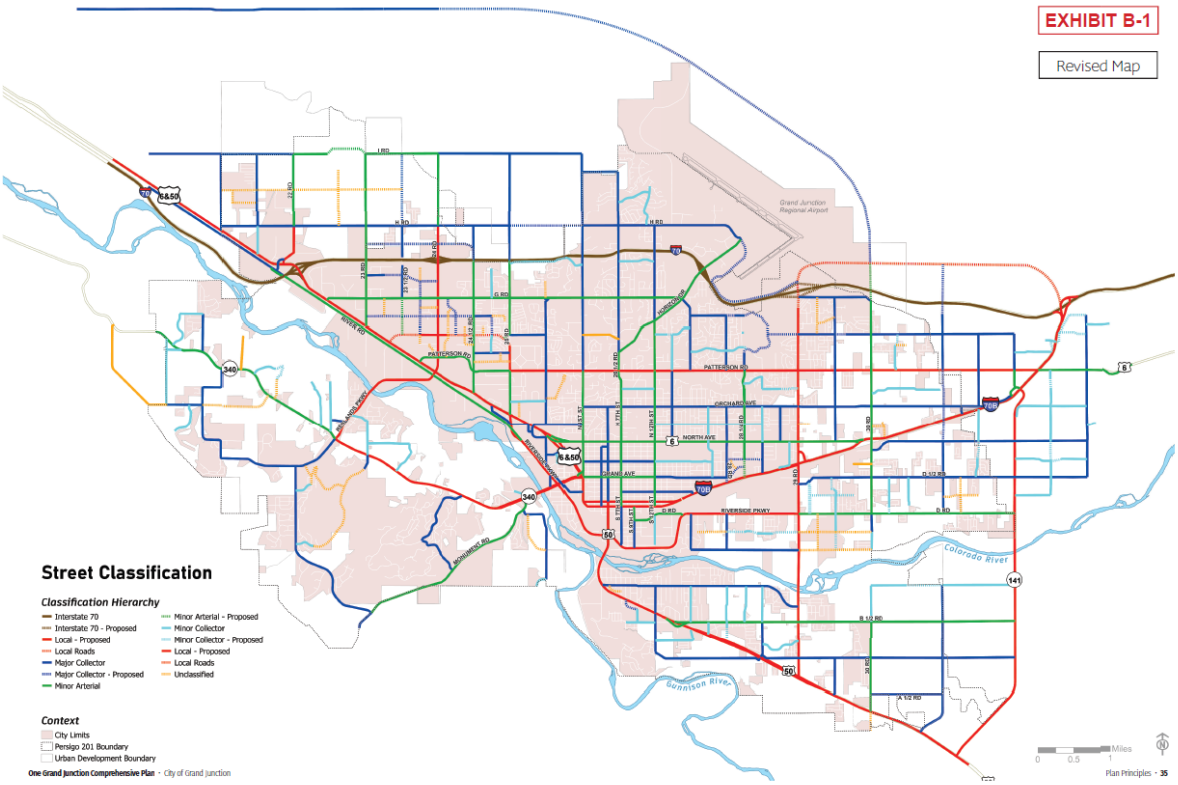
Exhibit B-1

1. Repeal 2018 Street Functional Classification Map and Replace it with 2024 Street Functional Classification Map on page 35 and on page 104.



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Grand Junction City Council

Workshop Session

Item #7.a.

Meeting Date:	November 20, 2024
Presented By:	John Gargasz, Tamra Allen, Community Development Director
Department:	Community Development
Submitted By:	Tamra Allen, Community Development Director

Information

SUBJECT:

A Resolution Conditionally Committing City Funding for the Liberty Apartments by Aspire Residential, LLC

EXECUTIVE SUMMARY:

Aspire Residential LLC ("Developer"), represented by John Gargasz, has requested the City assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. The Developer is requesting a total contribution from the City of $1,723,186, of which $715,000 would purchase the land, $625,248 would pay the project's impact fees, and $382,938 would go toward relocating a drainage ditch on the property. The Council discussed this request at the August 19 and November 4 workshops.

BACKGROUND OR DETAILED INFORMATION:

Aspire Residential LLC ("Developer"), represented by John Gargasz, has requested that the City assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. The letter requesting contribution to the funding of the project is attached. The Developer is proposing to construct the units in two phases with 72 units to be completed by June 2026 and 120 units to be completed by April 2028. The Developer was originally seeking to develop the project as a Low-Income Housing Tax Credit (LIHTC) project. However, the more favorable Qualified Census Tract (QCT) designation expired. The Developer is now proposing the project be rent-restricted using either the Proposition 123 Equity program or Concessionary Debt. These programs require either:

- Prop. 123 Equity: Rental rates at 90 percent AMI Average for all units for a period of 30 years
- Prop. 123 Concessionary Debt: 20 percent of units (38) at 80 percent AMI for a period of 30 years.

If Aspire is successful in securing funding for the project using either of these competitive Prop. 123 funding sources, the units will count towards the city's Prop. 123 commitment so long as the same are permitted prior to December 31, 2026. The city's commitment is 375 affordable units for the 3-year period.

The Developer is requesting a total contribution from the City of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the project's impact fees, and $382,938 would go toward relocating a drainage ditch on the property. The City has included a portion of the request in the 2025 budget for the 201 Sales Tax Fund in the amount of $344,637.

The property lies within the City's Redevelopment Boundary, which, consistent with current policy, will provide a Transportation Impact Fee reduction of 50 percent per building. This will reduce the project's Transportation Impact Fee from $590,400 to $295,200.

The City does not have a policy to provide incentives for housing that does not meet its adopted definition of Affordable (60 percent AMI or less).

This resolution, if passed, would provide staff direction to work with Aspire to draft an agreement outlining expectations for performance and timing for City contribution. Additionally, it would provide staff direction to draft an ordinance for authorization of $1,378,549 for a supplemental appropriation from General Fund reserves.

FISCAL IMPACT:

The developer has requested the City contribute $1,723,186 to the project. The City has included a portion of the request in the 2025 budget for the 201 Sales Tax Fund in the amount of $344,637. If authorized by the Council, the remaining funding for this project in the amount of $1,378,549 would need to be authorized through a supplemental appropriation from General Fund reserves.

SUGGESTED ACTION:

I move to (adopt/deny) Resolution 83-24, a resolution committing funding for the LIberty Apartments by Aspire Residential, LLC.

Attachments

1. Liberty Apartments - Aspire Letter to City_20240715
2. Memo - Liberty Apartments Additional Information 10.17.2024
3. Aspire Funding Request Follow Up Memo 09.30.2024
4. RES-Liberty Funding 20241111
5. Updated Memo_Liberty Apartments by Aspire Residential_241118

John Gargasz
Founder & Managing Partner
Aspire Residential LLC
21 Continental Blvd
Merrimack, NH 03054

July 15, 2024

Andrea Phillips
Interim City Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Memo: Request for City of Grand Junction's contribution to Liberty Apartments project

Dear Andrea,

This memo addresses revision to our proposal for the Liberty Apartments development project at 2651 Stacy Drive. Given the time frame constraints and the complexity of a LIHTC project, we have shifted our focus to a middle-income housing project. With at least twenty percent of the total 192 units rent-restricted at 80% AMI, we are providing residents about $300 per unit per month lower rent compared to market, and a 30-year long-term affordability.

Project Background

The project contains three-story net-zero garden apartments at a premium location in Grand Junction.
The 7.11-acre site is on the south side of Stacy Drive and Tracy Ann Road where they intersect with Palmer Street in the Orchard Mesa section of the City of Grand Junction, Colorado. The site has easy access to neighborhood schools, a City Market grocery store and pharmacy, and downtown Grand Junction and a local bus route that connects to other bus system routes throughout the Grand Valley.

The first 72-unit phase will have 54 one-bedroom/one-bath units and 18 two-bedroom/two-bath units as well as an exterior playground and BBQ/picnic area. The complex will eventually consist of 8 three-story buildings of 24 units each.

In terms of the building specs, each floor of each building will have 6 one-bedroom units and 2 two-bedroom units, with the two-bedroom units being the end units on each floor. The first floor is ADA compliant, ensuring accessibility for all residents. Constructed to meet ASHRAE 90.1 standards, it aligns with Passive House principles for energy efficiency. The roof is equipped with solar panels to achieve Net Zero energy status.

Proposal History Recap

The rezoning to R24 got approved by the City of Grand Junction in March 2024.The initial proposal suggested utilizing 4% LIHTC with QCT incentives, with all units at or below 60% AMI. However, this faced challenges due to a tight timeframe and the expiration of QCT status, which is necessary for 4% LIHTC underwriting. Consequently, we have shifted our focus to a middle-income project serving 80% to 120% AMI tenants. If the current multi-family rental project proves infeasible then the property will likely need to be rezoned for a commercial project or a residential For Sale project as market rate rental projects have been infeasible to develop since Q1 of 2023 due to increased interest and construction costs. With commercial development or residential development at reduced density the impact fee receipts will be substantially lower.

Aspire Residential's Middle-Income Commitment

Aspire proposes twenty percent (38 units) of the 192 units will be rent restricted at 80% AMI with recorded covenants, providing tenants with a substantial rent reduction of approximately $300 per unit per month compared to current market rental rates. Moreover, all units are bound by rent restrictions set at or below 120% of the AMI, ensuring accessibility to a wider range of residents. We pledge to maintain this affordability for the long term, with a 30-year commitment.

Ask for City's Contribution

Despite fully utilizing all available capital sources, we still require the city's contribution to make the project financially viable for equity investors while maintaining debt covenants. We kindly ask the following support to close the financing gap:

- $715,000 Land Contribution
- $625,248 Impact Fee Waiver ($234,468 for phase I and $390,780 for phase II, spreadsheet attached)
- $382,938 towards piping and relocation of the Drainage Ditch that is owned by the City of Grand Junction

The total contribution is $1,723,186 or $45,347 per 80% AMI unit. It consists of about 3% of the overall development budget. Aside from the request above, there is a very substantial $947,200 Ute Water tap fee that has NOT been included in the request.

Proposed Timeline

August 2024 – City's intention of support
December 2024 – Site review and approval
March 2025 – Phase I gap financing and grants secured
April 2025 – Phase I all financing source secured
May 2025 – Final permit received, phase I construction starts
June 2026 – Phase I all 72 units put in service
January 2027 – Phase II construction starts
April 2028 – Phase II all 120 units put in service

Notional Capital Partners

In response to the current market conditions, the project intends to leverage statewide concessionary debt to address the funding gap. Prospective subordinate debt sources include the Transformational Housing Loan Fund (THLF) from Colorado Department of Local Affairs (DOLA), and the Colorado Clean Energy Fund (CCEF).
Regarding the equity investors, MSquared, a New York-based female-led real estate impact fund focusing on middle-income housing, has expressed strong interest in Aspire's net-zero, workforce housing projects. Additionally,

the founder and managing partner of Aspire Residential, John Gargasz, plans to participate in a portion of the equity stack to demonstrate our commitment.

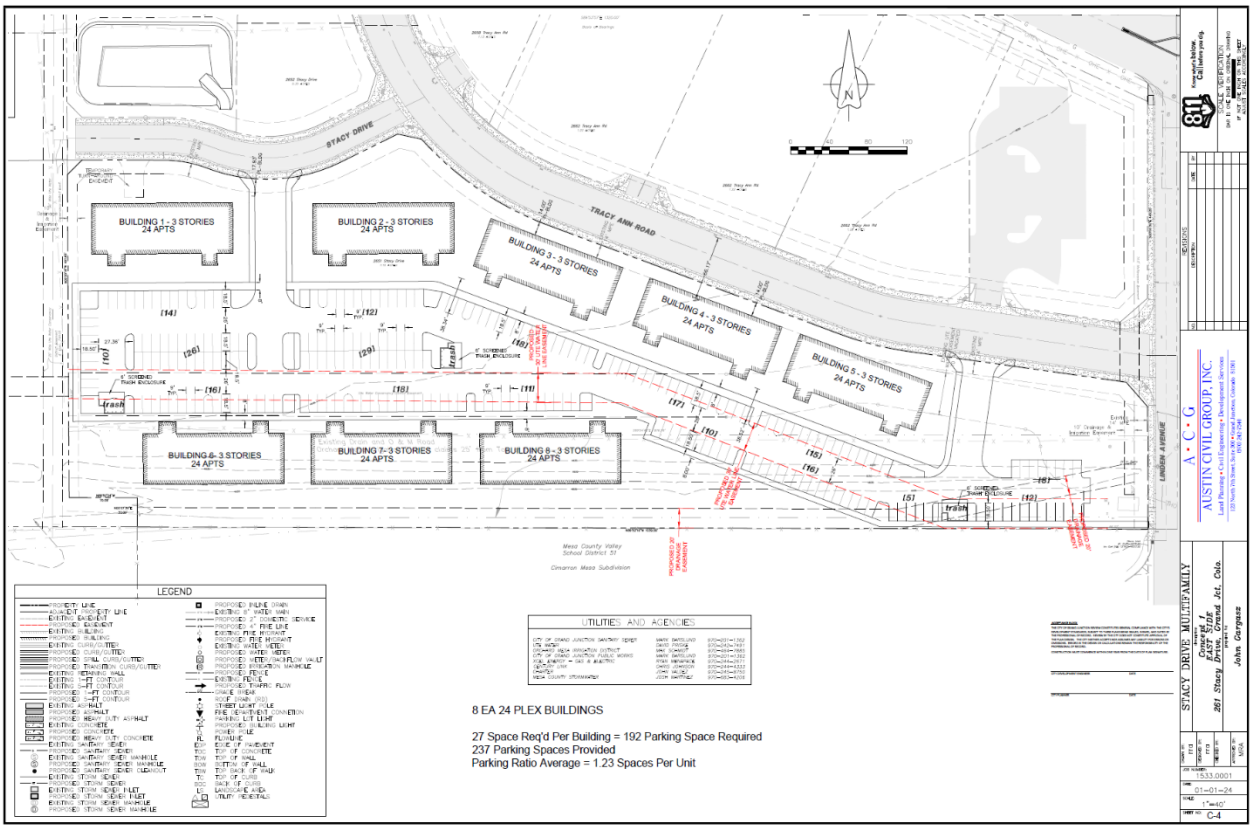
We are confident that with the city's support, we can pioneer an exemplary net-zero project for Grand Junction. This endeavor will play a vital role in mitigating the prevailing housing shortage, offering residents with high-quality, affordable, and energy-efficient housing. Thank you!

Regards,

John Gargasz
Founder & Managing Partner
Aspire Residential

Appendix

Conceptual Site Plan



Impact Fees Spreadsheet*

	No. of units	Fire ($530/unit)	Police ($227/unit)	Park & Recreation ($962/unit)	Traffic w/ 50% off ($3075/unit*0.5)	Phase total
Phase I	72	38,160	16,344	69,264	110,700	234,468
Phase II	120	63,600	27,240	115,440	184,500	390,780
Total	192	101,760	43,584	184,704	295,200	**625,248**

*Based on fee rate 2024, City of Grand Junction

Ute Tap Fee Spreadsheet*

	No. of units	No. of buildings	Tap Fee ($8000/unit for the first unit of each building, then $4800/unit)
Phase I	72	3	355,200
Phase II	120	5	592,000
Total	192	8	**947,200**

*Based on the quote from Ute Water Conservancy District, Grand Junction

John Gargasz Background

John Gargasz, age 55, is a serial tech entrepreneur and real estate professional. In the tech realm, John has served as engineer, general manager, managing director, investor and board member across a variety of business verticals including defense technology, Internet of Things (IOT) wireless networks, advanced materials, clean energy and robotics automation. He also cofounded 10X Ventures, a seed stage tech angel fund.
Mr. Gargasz's real estate experience includes development, infrastructure and construction of single-family homes, as well as multifamily and SFH distressed asset acquisition and as a limited partner in various multifamily projects. Since 2022, Mr Gargasz has researched cost effective, net zero, sustainable building design and operations to develop the Aspire Residential business model. Mr. Gargasz holds a B.S. in Mechanical Engineering from the University of Colorado Boulder (CU), completed 1 year of Environmental Engineering graduate studies at CU and completed the MIT Sloan School Greater Boston Executive Program. He resides in the Boston area with his wife Laura. They are the parents of two grown children. Mr Gargasz supports various charitable causes and served as a past chair of the Entrepreneurs Foundation of New Hampshire (non-profit) and currently serves on the STEM Advisory Committee at The Derryfield School.

Real Estate Track Record

- Marion Creek Partners. Mr Gargasz led a small fund to acquire 50 homes in the Kissimmee, Florida area in 2009-2010. The homes were managed as rentals for a number of years and then sold off.
- Winter Garden Realty. In 2010, Mr Gargasz led the acquisition of a 64-unit apartment complex in Winter Garden Florida as managing member. He managed the stabilization, renovation and rebranding of the property as Garden City Apartments. He continues to manage the property via Gargasz Property Management (GPM).
- Lilac Garden (Dover, NH), Oakgate (Gainesville, FL), The Henry (Lakeland, FL). Mr Gargasz has been/continues to be a limited partner in these value-add multifamily projects.
- Since 2013, Mr Gargasz had developed and built semi-custom homes in Southern NH including Skyview Estates (63 homes) and Eagles Nest Estates (75 units). He is currently permitting a 26 unit duplex project in Hudson NH with that is intended to be Net Zero Ready and full Net Zero homes.
- Mr Gargasz led the repositioning and lease up of 21 Continental Boulevard a 110k sq ft commercial office/R&D space in Merrimack NH.

About Aspire

Aspire Residential is a real estate investment company committed to sustainability and affordability while ensuring profitability for our investors. Through a vertical integration approach, we develop, build, own, and operate attainable, net-zero, sustainable, healthy, and resilient multifamily communities in suburban United States. At Aspire Residential, we firmly believe that real estate investment is a long-term endeavor, and it creates enduring value for both our investors and community residents.

Aspire Strategy

Aspire believes it can address this challenge with the following approach:

- Long term ownership to justify longer duration ROI which in turn allows for more aligned tenant/owner incentives
- Building a 'Model T but in any color' multifamily product to minimize project to project incremental expenses (engineering, architecture, construction management, property management)
- To a reasonable extent, purchase materials direct including HVAC, appliance, flooring, cabinets and fixtures to eliminate distribution channel and subcontractor mark up.
- In certain geographies, partner with general contractors to defer the fee into the limited partner ownership structure
- Intelligently integrating business systems end to end to optimize design, construction and cost of ownership
- Include utilities in the rent to generate incremental margin
- Use proven materials and software in our buildings – fast follower approach

- Leveraging federal, state and local incentives and grants to offset the higher CAPEX associated with net-zero construction
- Replicating this model across geographies to achieve benefits of scale through local partnerships

CITY OF Grand Junction COLORADO

CITY MANAGER'S OFFICE

Memorandum

TO: Mayor and Members of City Council

FROM: Andrea Phillips, Interim City Manager

Tamra Allen, Community Development Director

DATE: October 17, 2024

SUBJECT: Aspire Residential LLC - Liberty Apartments Funding Request Follow-Up Information

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The City received in July 2024 a request from Aspire Residential LLC ("Aspire") represented by John Gargasz to assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. Aspire is proposing to construct the units in two phases including 72 units to be completed by June 2026 and the subsequent 120 units to be completed by April 2028. Aspire was originally seeking to develop this project as a Low-Income Housing Tax Credit (LIHTC) project, but the more favorable Qualified Census Tract designation expired (see Memo: Aspire Residential Update and Private Activity Bond Assignment of Allocation dated April 24, 2024). Aspire is now proposing the project be a housing project that would rent-restrict 20% of the units (38) to 80% AMI for a period of 30 years.

Aspire is requesting a total contribution from the City of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the project's impact fees and plant investment fees, and $382,938 would go towards relocating a drainage ditch on the property.

The City Council discussed the request at a workshop on August 19. Council asked for supplemental information about the project financials, timeline, project feasibility if the "gap" is not funded by City, and whether the project qualifies towards the city's Proposition 123 goal. In addition, the city was asked to consider self-performing the relocation and burying of a drainage facility on the property. Follow up information was provided in a memorandum dated September 20, 2024 (attached).

Subsequently, Staff has received a request to provide additional information on the following questions and Staff has provided responses below:

1. The relationship of the request to the existing 2024 and 2025 proposed budget.

   The City Manager's 2025 recommended budget included $344,637 of funding for this project. This figure was derived by calculating the funding request on a per-unit basis and then providing funding for those units to be rented at 80% Area Median Income – a total of 38 units. This will leave $1,378,549 of the request unfunded. Any additional commitment to fund this request would need to be drawn from existing general fund reserves. Staff estimates there is approximately $12 million available in unrestricted reserves. Council could determine that it would like to fund some or all of this unfunded amount from reserves through a supplemental appropriation at a regular Council meeting.

2. Does the city have a recommendation on the request to explore self-performing the moving and piping of the drainage facility?

   Aspire provided the civil engineering design for the relocation of the ditch. Per Aspire's request for the city to consider self-performing the relocation and burying, staff evaluated the request. The City's cost to perform this work is $560,507, of which $464,807 includes purchasing materials and renting equipment. The remaining $95,700 is for City labor costs of the Project Team, comprised of staff in the General Services Department. Though the city may be able to accommodate this request, due to the extensive amount of work involved in this project, the city believes that Aspire may actually be able to get better pricing bidding this work in the open market. Performing this action on private property is not preferred. At this time, staff does not recommend performing this work.

3. Clarification if the project could be counted towards the city's Proposition 123 commitment.

   Staff has confirmed with Department of Local Affairs that *if* the project utilizes the Proposition 123 Equity Affordable Housing Financing Fund, whereby the project provides income-qualified units averaging 90% AMI with a 30-year commitment to affordability, these units will count toward the City's Prop. 123 goal (see attached email from the DOLA). The Proposition 123 Equity Affordable Housing Finance funding is highly competitive. Should Aspire choose to utilize a different funding/equity source, the units would *not* be counted against the city's commitment. Should a decision to fund this project be contingent upon utilization of this funding, Staff recommends that the this be included in a written agreement.

Please contact Interim City Manager Andrea Phillips should you wish to schedule a workshop item or a regular agenda item to discuss this request. For any project funding, staff recommends entering an agreement with Aspire that makes funding be contingent upon the completion (Certificate of Occupancy) of the units within each phase on a per unit basis.

Attachments: *Memo Aspire Residential Funding Request Memo 07.19.2024*
Memo Aspire Funding Request Follow Up Memo 09.30.2024
Email from Department of Local Affairs dated August 23, 2024

cc: John Shaver, City Attorney
Department Directors

CITY OF Grand Junction COLORADO

CITY MANAGER'S OFFICE

Memorandum

TO: Members of City Council

FROM: Andrea Phillips, Interim City Manager

Tamra Allen, Community Development Director

DATE: July 19, 2024

SUBJECT: Aspire Residential LLC - Liberty Apartments Funding Request

This memo is intended to update City Council on a funding request received by Aspire Residential to assist in building a 192-unit apartment complex. The developer is requesting $1,723,186 toward land purchase, impact fee waivers, and a drainage ditch relocation.

The City has received a request from Aspire Residential LLC ("Developer") represented by John Gargasz to assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. The Developer is proposing to construct the units in two phases including 72 units to be completed by June 2026 and the subsequent 120 units to be completed by April 2028. The Developer was originally seeking to develop this project as a Low-Income Housing Tax Credit (LIHTC) project, but the more favorable Qualified Census Tract designation expired (see Memo: Aspire Residential Update and Private Activity Bond Assignment of Allocation dated April 24, 2024). The Developer is now proposing the project be a housing project that would rent-restrict 20 percent of the units (38) to 80 percent AMI for a period of 30 years. For comparison, recently completed projects in the City's rental rates and approximate AMIs are provided in the attached graphic (as of May 1, 2024).

The Developer is requesting a total contribution from the City of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the project's impact fees, and $382,938 would go towards relocating a drainage ditch on the property. The property lies within the City's Redevelopment Boundary which, consistent with current policy, will provide a Transportation Impact Fee reduction of 50 percent per building. This will reduce the project's Transportation Impact Fee from $590,400 to $295,200.

The City does not have a current policy to provide incentives for housing that does not meet its adopted definition of Affordable (60 percent AMI or less). The City has not budgeted for this type of project contribution.

Please contact Interim City Manager Andrea Phillips should you wish to schedule a workshop agenda item to discuss this request.

Attachment:

- Aspire Residential Request Letter

C: John Shaver, City Attorney
Department Directors

Affordable Rent* at Different AMI Percentages in Mesa County

*All Costs Include Rent + Estimated Utilities

0-2 person | 2-4 person | 4-6 person

	0 bed	1 bed	2 bed	3 bed	4 bed
30% AMI	$456	$489	$587	$678	$757
50% AMI	$761	$815	$978	$1131	$1262
60% AMI	$913	$978	$1174	$1357	$1515
70% AMI	$1065	$1141	$1370	$1583	$1766
80% AMI	$1218	$1305	$1566	$1810	$2020
100% AMI	$1522	$1631	$1957	$2262	2525
120% AMI	$1827	$1957	$2349	$2715	$3030
April 24 Market Rate (Existing Develop.) Zillow	$695-1400 (50-100% AMI)	$495-1800 (30-120% AMI)	$995-$2500 (50-120% AMI)	$1250-2700 (55%-120% AMI)	$1975-$3800 (75%-150% AMI)
The Railyard	$1180 (77% AMI)	$1310 (85% AMI)	$1610-1635 (86-103% AMI)	$1975 (92% AMI)	N/A
The Copper Village	N/A	$1595 (80-100% AMI)	$1695-1745 (86-110% AMI)	N/A	N/A
The Eddy	N/A	$1580 (94%-95% AMI)	$1770 (96% - 99% AMI)	N/A	N/A
The Lofts	N/A	N/A	$1600 (82-120+% AMI)	N/A	N/A
The Junction	$1365 (89% AMI)	$1390 (85-71% AMI)	$1728 (76-88% AMI)	N/A	N/A

John Gargasz
Founder & Managing Partner
Aspire Residential LLC
21 Continental Blvd
Merrimack, NH 03054

July 15, 2024

Andrea Phillips
Interim City Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Memo: Request for City of Grand Junction's contribution to Liberty Apartments project

Dear Andrea,

This memo addresses revision to our proposal for the Liberty Apartments development project at 2651 Stacy Drive. Given the time frame constraints and the complexity of a LIHTC project, we have shifted our focus to a middle-income housing project. With at least twenty percent of the total 192 units rent-restricted at 80% AMI, we are providing residents about $300 per unit per month lower rent compared to market, and a 30-year long-term affordability.

Project Background

The project contains three-story net-zero garden apartments at a premium location in Grand Junction.
The 7.11-acre site is on the south side of Stacy Drive and Tracy Ann Road where they intersect with Palmer Street in the Orchard Mesa section of the City of Grand Junction, Colorado. The site has easy access to neighborhood schools, a City Market grocery store and pharmacy, and downtown Grand Junction and a local bus route that connects to other bus system routes throughout the Grand Valley.

The first 72-unit phase will have 54 one-bedroom/one-bath units and 18 two-bedroom/two-bath units as well as an exterior playground and BBQ/picnic area. The complex will eventually consist of 8 three-story buildings of 24 units each.

In terms of the building specs, each floor of each building will have 6 one-bedroom units and 2 two-bedroom units, with the two-bedroom units being the end units on each floor. The first floor is ADA compliant, ensuring accessibility for all residents. Constructed to meet ASHRAE 90.1 standards, it aligns with Passive House principles for energy efficiency. The roof is equipped with solar panels to achieve Net Zero energy status.

Proposal History Recap

The rezoning to R24 got approved by the City of Grand Junction in March 2024.The initial proposal suggested utilizing 4% LIHTC with QCT incentives, with all units at or below 60% AMI. However, this faced challenges due to a tight timeframe and the expiration of QCT status, which is necessary for 4% LIHTC underwriting. Consequently, we have shifted our focus to a middle-income project serving 80% to 120% AMI tenants. If the current multi-family rental project proves infeasible then the property will likely need to be rezoned for a commercial project or a residential For Sale project as market rate rental projects have been infeasible to develop since Q1 of 2023 due to increased interest and construction costs. With commercial development or residential development at reduced density the impact fee receipts will be substantially lower.

Aspire Residential's Middle-Income Commitment

Aspire proposes twenty percent (38 units) of the 192 units will be rent restricted at 80% AMI with recorded covenants, providing tenants with a substantial rent reduction of approximately $300 per unit per month compared to current market rental rates. Moreover, all units are bound by rent restrictions set at or below 120% of the AMI, ensuring accessibility to a wider range of residents. We pledge to maintain this affordability for the long term, with a 30-year commitment.

Ask for City's Contribution

Despite fully utilizing all available capital sources, we still require the city's contribution to make the project financially viable for equity investors while maintaining debt covenants. We kindly ask the following support to close the financing gap:

- $715,000 Land Contribution
- $625,248 Impact Fee Waiver ($234,468 for phase I and $390,780 for phase II, spreadsheet attached)
- $382,938 towards piping and relocation of the Drainage Ditch that is owned by the City of Grand Junction

The total contribution is $1,723,186 or $45,347 per 80% AMI unit. It consists of about 3% of the overall development budget. Aside from the request above, there is a very substantial $947,200 Ute Water tap fee that has NOT been included in the request.

Proposed Timeline

August 2024 – City's intention of support
December 2024 – Site review and approval
March 2025 – Phase I gap financing and grants secured
April 2025 – Phase I all financing source secured
May 2025 – Final permit received, phase I construction starts
June 2026 – Phase I all 72 units put in service
January 2027 – Phase II construction starts
April 2028 – Phase II all 120 units put in service

Notional Capital Partners

In response to the current market conditions, the project intends to leverage statewide concessionary debt to address the funding gap. Prospective subordinate debt sources include the Transformational Housing Loan Fund (THLF) from Colorado Department of Local Affairs (DOLA), and the Colorado Clean Energy Fund (CCEF).
Regarding the equity investors, MSquared, a New York-based female-led real estate impact fund focusing on middle-income housing, has expressed strong interest in Aspire's net-zero, workforce housing projects. Additionally,

the founder and managing partner of Aspire Residential, John Gargasz, plans to participate in a portion of the equity stack to demonstrate our commitment.

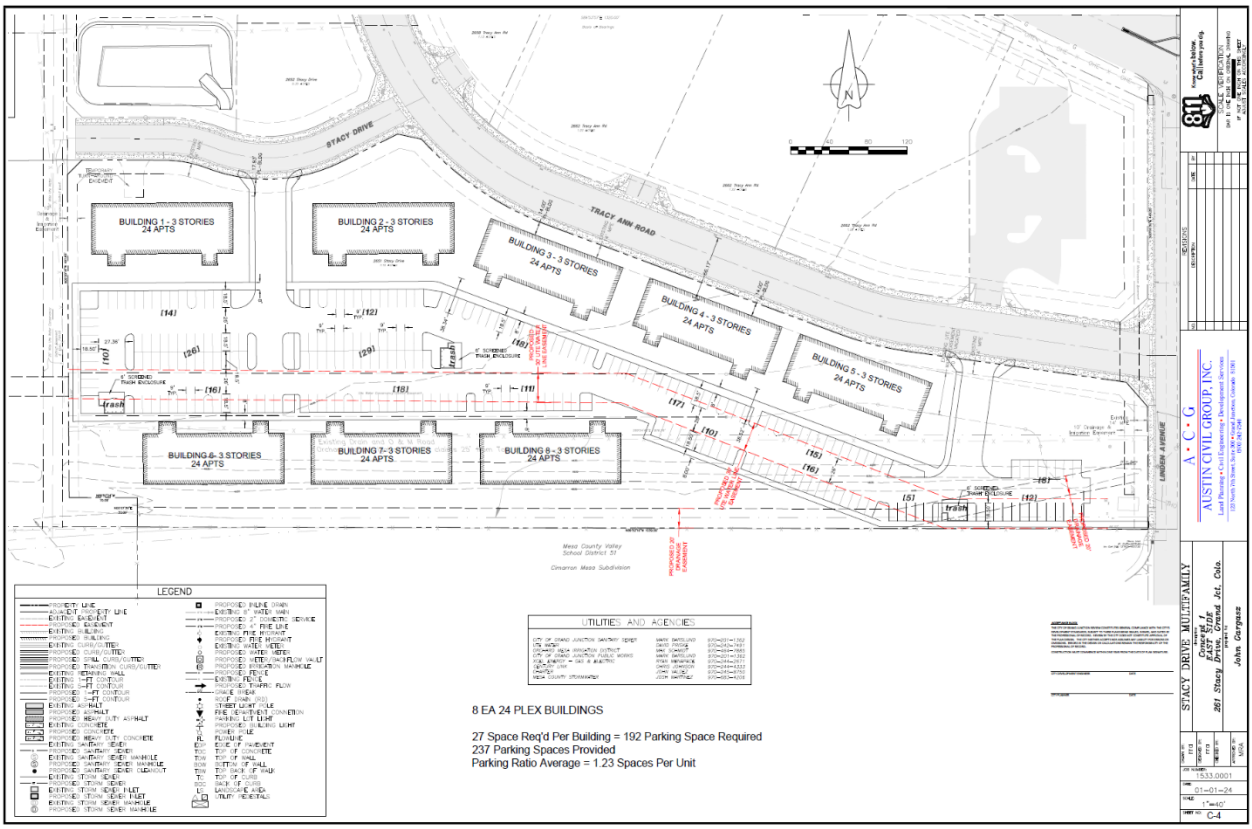
We are confident that with the city's support, we can pioneer an exemplary net-zero project for Grand Junction. This endeavor will play a vital role in mitigating the prevailing housing shortage, offering residents with high-quality, affordable, and energy-efficient housing. Thank you!

Regards,

John Gargasz
Founder & Managing Partner
Aspire Residential

Appendix

Conceptual Site Plan



Impact Fees Spreadsheet*

	No. of units	Fire ($530/unit)	Police ($227/unit)	Park & Recreation ($962/unit)	Traffic w/ 50% off ($3075/unit*0.5)	Phase total
Phase I	72	38,160	16,344	69,264	110,700	234,468
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Total	192	101,760	43,584	184,704	295,200	**625,248**

*Based on fee rate 2024, City of Grand Junction

Ute Tap Fee Spreadsheet*

	No. of units	No. of buildings	Tap Fee ($8000/unit for the first unit of each building, then $4800/unit)
Phase I	72	3	355,200
Phase II	120	5	592,000
Total	192	8	**947,200**

*Based on the quote from Ute Water Conservancy District, Grand Junction

John Gargasz Background

John Gargasz, age 55, is a serial tech entrepreneur and real estate professional. In the tech realm, John has served as engineer, general manager, managing director, investor and board member across a variety of business verticals including defense technology, Internet of Things (IOT) wireless networks, advanced materials, clean energy and robotics automation. He also cofounded 10X Ventures, a seed stage tech angel fund.
Mr. Gargasz's real estate experience includes development, infrastructure and construction of single-family homes, as well as multifamily and SFH distressed asset acquisition and as a limited partner in various multifamily projects. Since 2022, Mr Gargasz has researched cost effective, net zero, sustainable building design and operations to develop the Aspire Residential business model. Mr. Gargasz holds a B.S. in Mechanical Engineering from the University of Colorado Boulder (CU), completed 1 year of Environmental Engineering graduate studies at CU and completed the MIT Sloan School Greater Boston Executive Program. He resides in the Boston area with his wife Laura. They are the parents of two grown children. Mr Gargasz supports various charitable causes and served as a past chair of the Entrepreneurs Foundation of New Hampshire (non-profit) and currently serves on the STEM Advisory Committee at The Derryfield School.

Real Estate Track Record

- Marion Creek Partners. Mr Gargasz led a small fund to acquire 50 homes in the Kissimmee, Florida area in 2009-2010. The homes were managed as rentals for a number of years and then sold off.
- Winter Garden Realty. In 2010, Mr Gargasz led the acquisition of a 64-unit apartment complex in Winter Garden Florida as managing member. He managed the stabilization, renovation and rebranding of the property as Garden City Apartments. He continues to manage the property via Gargasz Property Management (GPM).
- Lilac Garden (Dover, NH), Oakgate (Gainesville, FL), The Henry (Lakeland, FL). Mr Gargasz has been/continues to be a limited partner in these value-add multifamily projects.
- Since 2013, Mr Gargasz had developed and built semi-custom homes in Southern NH including Skyview Estates (63 homes) and Eagles Nest Estates (75 units). He is currently permitting a 26 unit duplex project in Hudson NH with that is intended to be Net Zero Ready and full Net Zero homes.
- Mr Gargasz led the repositioning and lease up of 21 Continental Boulevard a 110k sq ft commercial office/R&D space in Merrimack NH.

About Aspire

Aspire Residential is a real estate investment company committed to sustainability and affordability while ensuring profitability for our investors. Through a vertical integration approach, we develop, build, own, and operate attainable, net-zero, sustainable, healthy, and resilient multifamily communities in suburban United States. At Aspire Residential, we firmly believe that real estate investment is a long-term endeavor, and it creates enduring value for both our investors and community residents.

Aspire Strategy

Aspire believes it can address this challenge with the following approach:

- Long term ownership to justify longer duration ROI which in turn allows for more aligned tenant/owner incentives
- Building a 'Model T but in any color' multifamily product to minimize project to project incremental expenses (engineering, architecture, construction management, property management)
- To a reasonable extent, purchase materials direct including HVAC, appliance, flooring, cabinets and fixtures to eliminate distribution channel and subcontractor mark up.
- In certain geographies, partner with general contractors to defer the fee into the limited partner ownership structure
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- Leveraging federal, state and local incentives and grants to offset the higher CAPEX associated with net-zero construction
- Replicating this model across geographies to achieve benefits of scale through local partnerships

CITY OF Grand Junction COLORADO

CITY MANAGER'S OFFICE

Memorandum

TO: Members of City Council

FROM: Andrea Phillips, Interim City Manager

Tamra Allen, Community Development Director

DATE: September 30, 2024

SUBJECT: Aspire Residential LLC - Liberty Apartments Funding Request Follow-Up Information

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The City has received a request from Aspire Residential LLC ("Aspire"), represented by John Gargasz, to assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. Aspire proposes constructing the units in two phases, including 72 units to be completed by June 2026 and 120 units to be completed by April 2028. Aspire initially sought to develop this project as a Low-Income Housing Tax Credit (LIHTC) project but the more favorable Qualified Census Tract designation expired (see Memo: Aspire Residential Update and Private Activity Bond Assignment of Allocation dated April 24, 2024). Aspire is now proposing the project be a housing project that would rent-restrict 20 percent of the units (38) to 80 percent AMI for 30 years.

Aspire is requesting a total contribution from the City of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the project's impact fees, and $382,938 would go towards relocating a drainage ditch on the property.

The City Council discussed the request at the August 19 workshop. The Council asked for supplemental information, including:

1. Financials for the project.
2. Project timeline per phase.
3. Information about the project's feasibility if the City does not contribute or is only able to contribute in part

Aspire has provided information in a presentation, linked here, to address the issues above. Note that if the project utilizes funding through CHFA, they will conduct a full financial review at that time. The Council also requested the following information:

4. Civil engineering draws of the ditch so that the City may evaluate it for the possibility of assisting in moving and piping the ditch. The staff has reviewed the civil plans and has evaluated the cost of constructing this ditch relocation internally. The City's cost to perform this work is $560,507, of which $464,807 includes purchasing materials and rental equipment. The remaining are for City labor costs. The City could accommodate this work in the limited months of January and February only and with adequate notice.

5. Clarification if the project could be counted towards the city's Prop. 123 commitments. The staff has confirmed with DOLA that if the project utilizes the Proposition 123 Equity Affordable Housing

Financing Fund, whereby the project provides income-qualified units averaging 90 percent AMI with a 30-year commitment to affordability, these units will count toward the City's Prop. 123 goal. Utilization of other funding sources will not be applied to the City's Prop. 123 unit count.

Currently, the City does not have a policy in place to offer incentives for housing that exceeds its adopted definition of affordable rental housing (60 percent AMI or less). The City has not budgeted for this type of project contribution; however, the Recommended City Manager's budget will contain $344,637 in incentives for this project, which equates to 20 percent of the requested contribution. Please contact Interim City Manager Andrea Phillips if you wish to schedule a workshop item or a regular agenda item to discuss this request.

Attachments:

- Aspire Residential Letter of Request for Contribution to Liberty Apartments Project, July 15, 2024

C: John Shaver, City Attorney
Department Directors

John Gargasz
Founder & Managing Partner
Aspire Residential LLC
21 Continental Blvd
Merrimack, NH 03054

July 15, 2024

Andrea Phillips
Interim City Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Memo: Request for City of Grand Junction's contribution to Liberty Apartments project

Dear Andrea,

This memo addresses revision to our proposal for the Liberty Apartments development project at 2651 Stacy Drive. Given the time frame constraints and the complexity of a LIHTC project, we have shifted our focus to a middle-income housing project. With at least twenty percent of the total 192 units rent-restricted at 80% AMI, we are providing residents about $300 per unit per month lower rent compared to market, and a 30-year long-term affordability.

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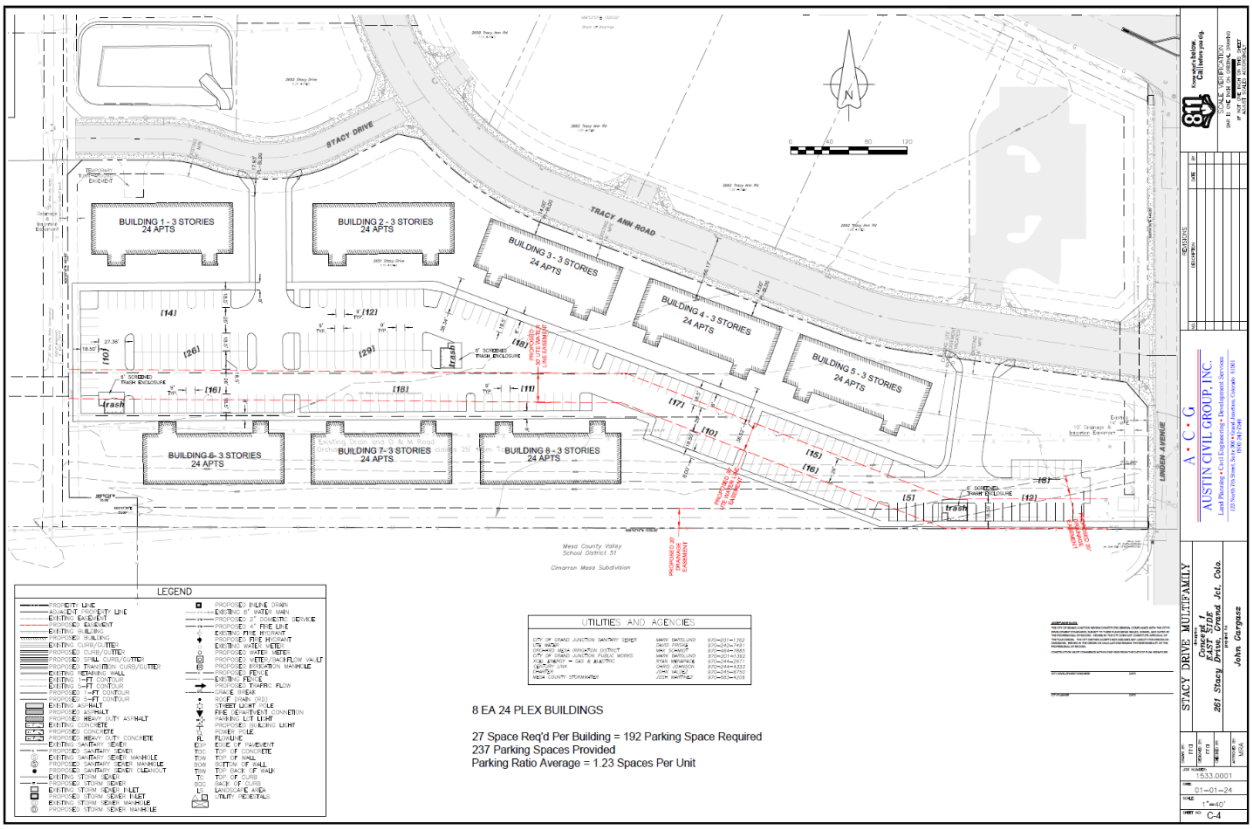
Founder & Managing Partner
Aspire Residential

Appendix

Conceptual Site Plan



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Aspire Strategy

Aspire believes it can address this challenge with the following approach:

- Long term ownership to justify longer duration ROI which in turn allows for more aligned tenant/owner incentives
- Building a 'Model T but in any color' multifamily product to minimize project to project incremental expenses (engineering, architecture, construction management, property management)
- To a reasonable extent, purchase materials direct including HVAC, appliance, flooring, cabinets and fixtures to eliminate distribution channel and subcontractor mark up.
- In certain geographies, partner with general contractors to defer the fee into the limited partner ownership structure
- Intelligently integrating business systems end to end to optimize design, construction and cost of ownership
- Include utilities in the rent to generate incremental margin
- Use proven materials and software in our buildings – fast follower approach

- Leveraging federal, state and local incentives and grants to offset the higher CAPEX associated with net-zero construction
- Replicating this model across geographies to achieve benefits of scale through local partnerships

From: Weesner - DOLA, Ashley <ashley.weesner@state.co.us>
Sent: Friday, August 23, 2024 2:01 PM
To: Ashley Chambers <ashleyc@gjcity.org>
Cc: DiFalco - DOLA, Robyn <robyn.difalco@state.co.us>; connor.everson@state.co.us; Terry Barnard <tbarnard@chfainfo.com>
Subject: Re: Couple of Questions

⚠️ **EXTERNAL SENDER** ⚠️

Only open links and attachments from known senders. DO NOT provide sensitive information.

Good afternoon Ashley!

Nice to hear from you and Robyn is correct in that the Prop123 funds for Equity can be counted toward your commitment per statute stating the following:

FOR THE PURPOSE OF CALCULATING WHETHER A LOCAL GOVERNMENT OR
TRIBAL GOVERNMENT HAS MET THE REQUIREMENTS OF SUBSECTION (1) OF
THIS SECTION, ALL UNITS FUNDED THROUGH THE PROGRAMS CREATED IN
SECTION 29-32-104 (1)(b), (1)(c)(I), (1)(c)(II), AND (1)(C)(III) ARE COUNTED
TOWARDS THE LOCAL GOVERNMENT'S OR TRIBAL GOVERNMENT'S GROWTH
REQUIREMENT.

Then here it is further referenced:

(b) An affordable housing equity program to be administered by the administrator. The program shall make equity investments in low- and middle-income multi-family rental developments. The program shall also make equity investments in existing projects which include multi-family rental units for the purpose of ensuring that said projects remain affordable. The average designated imputed income by household size for projects funded by the program must not exceed 90% of the area median income as established by the United States Department of Housing and Urban Development and published by the department or a statewide political subdivision or authority on housing, and regulated units in the project must have a gross rent limit that does not exceed thirty percent of the imputed income limitation applicable to the units.

Colo. Rev. Stat. § 29-32-104

Hope this is helpful and please let me know if you have any other questions I can help clarify.

Thanks,

Ashley Weesner
Proposition 123 Program Manager

C 303.549.9382

1313 Sherman St. Room 500, Denver, CO 80203

ashley.weesner@state.co.us I www.colorado.gov/dola

Under the Colorado Open Records Act (CORA), all messages sent by or to me on this state-owned e-mail account may be subject to public disclosure.

On Fri, Aug 23, 2024 at 1:25 PM Ashley Chambers <ashleyc@gjcity.org> wrote:

Thank you, Robyn—I appreciate the quick response.

Ashley or Terry, please confirm if the unit consideration is accurate, I'm working on a draft response for my City Council. I want to ensure the information is correct, as it may influence City funding and participation in the project.

Thanks again,

Ashley Chambers, MPA

Housing Manager

City of Grand Junction

250 N. 5th Street

O: 970-256-4081

gjcity.org | EngageGJ

From: DiFalco - DOLA, Robyn <robyn.difalco@state.co.us>
Sent: Friday, August 23, 2024 1:06 PM
To: Ashley Chambers <ashleyc@gjcity.org>
Cc: connor.everson@state.co.us; Ashley Weesner - DOLA <ashley.weesner@state.co.us>; Terry Barnard <tbarnard@chfainfo.com>
Subject: Re: Couple of Questions

⚠️ **EXTERNAL SENDER** ⚠️

Only open links and attachments from known senders. DO NOT provide sensitive information.

Hi Ashley,

I've included a couple folks on this response who can help answer your questions:

- Terry Barnard with CHFA is a good contact on the Equity Program
- Ashley Weesner is DOLA's new Prop 123 Program Manager and a good contact on Prop 123 compliance-type questions.

And I believe the answer to your first question is that if rental units are funded through Prop 123 Equity funding, yes, they will count towards your local government commitment, even if they are above 60% AMI. **Terry or Ashley**, feel free to amend my answer or provide better explanation.

Robyn DiFalco

Local Planning Capacity Grant Program Manager (Prop 123)

Community Development Office

Division of Local Government, DOLA

She/Her/Ella*

COLORADO
Department of Local Affairs
Division of Local Government

P 720.682.5202

1313 Sherman Street, Room 521, Denver, CO 80203

robyn.difalco@state.co.us | www.dola.colorado.gov

CITY OF Grand Junction COLORADO

CITY MANAGER'S OFFICE

Memorandum

TO: Members of City Council

FROM: Andrea Phillips, Interim City Manager

Tamra Allen, Community Development Director

DATE: September 30, 2024

SUBJECT: Aspire Residential LLC - Liberty Apartments Funding Request Follow-Up Information

---

The City has received a request from Aspire Residential LLC ("Aspire"), represented by John Gargasz, to assist in funding a 192-unit apartment complex called Liberty Apartments located at 2651 Stacy Drive. Aspire proposes constructing the units in two phases, including 72 units to be completed by June 2026 and 120 units to be completed by April 2028. Aspire initially sought to develop this project as a Low-Income Housing Tax Credit (LIHTC) project but the more favorable Qualified Census Tract designation expired (see Memo: Aspire Residential Update and Private Activity Bond Assignment of Allocation dated April 24, 2024). Aspire is now proposing the project be a housing project that would rent-restrict 20 percent of the units (38) to 80 percent AMI for 30 years.

Aspire is requesting a total contribution from the City of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the project's impact fees, and $382,938 would go towards relocating a drainage ditch on the property.

The City Council discussed the request at the August 19 workshop. The Council asked for supplemental information, including:

1. Financials for the project.
2. Project timeline per phase.
3. Information about the project's feasibility if the City does not contribute or is only able to contribute in part

Aspire has provided information in a presentation, linked here, to address the issues above. Note that if the project utilizes funding through CHFA, they will conduct a full financial review at that time. The Council also requested the following information:

4. Civil engineering draws of the ditch so that the City may evaluate it for the possibility of assisting in moving and piping the ditch. The staff has reviewed the civil plans and has evaluated the cost of constructing this ditch relocation internally. The City's cost to perform this work is $560,507, of which $464,807 includes purchasing materials and rental equipment. The remaining are for City labor costs. The City could accommodate this work in the limited months of January and February only and with adequate notice.

5. Clarification if the project could be counted towards the city's Prop. 123 commitments. The staff has confirmed with DOLA that if the project utilizes the Proposition 123 Equity Affordable Housing

Financing Fund, whereby the project provides income-qualified units averaging 90 percent AMI with a 30-year commitment to affordability, these units will count toward the City's Prop. 123 goal. Utilization of other funding sources will not be applied to the City's Prop. 123 unit count.

Currently, the City does not have a policy in place to offer incentives for housing that exceeds its adopted definition of affordable rental housing (60 percent AMI or less). The City has not budgeted for this type of project contribution; however, the Recommended City Manager's budget will contain $344,637 in incentives for this project, which equates to 20 percent of the requested contribution. Please contact Interim City Manager Andrea Phillips if you wish to schedule a workshop item or a regular agenda item to discuss this request.

Attachments:

- Aspire Residential Letter of Request for Contribution to Liberty Apartments Project, July 15, 2024

C: John Shaver, City Attorney
Department Directors

John Gargasz
Founder & Managing Partner
Aspire Residential LLC
21 Continental Blvd
Merrimack, NH 03054

July 15, 2024

Andrea Phillips
Interim City Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Memo: Request for City of Grand Junction's contribution to Liberty Apartments project

Dear Andrea,

This memo addresses revision to our proposal for the Liberty Apartments development project at 2651 Stacy Drive. Given the time frame constraints and the complexity of a LIHTC project, we have shifted our focus to a middle-income housing project. With at least twenty percent of the total 192 units rent-restricted at 80% AMI, we are providing residents about $300 per unit per month lower rent compared to market, and a 30-year long-term affordability.

Project Background

The project contains three-story net-zero garden apartments at a premium location in Grand Junction.
The 7.11-acre site is on the south side of Stacy Drive and Tracy Ann Road where they intersect with Palmer Street in the Orchard Mesa section of the City of Grand Junction, Colorado. The site has easy access to neighborhood schools, a City Market grocery store and pharmacy, and downtown Grand Junction and a local bus route that connects to other bus system routes throughout the Grand Valley.

The first 72-unit phase will have 54 one-bedroom/one-bath units and 18 two-bedroom/two-bath units as well as an exterior playground and BBQ/picnic area. The complex will eventually consist of 8 three-story buildings of 24 units each.

In terms of the building specs, each floor of each building will have 6 one-bedroom units and 2 two-bedroom units, with the two-bedroom units being the end units on each floor. The first floor is ADA compliant, ensuring accessibility for all residents. Constructed to meet ASHRAE 90.1 standards, it aligns with Passive House principles for energy efficiency. The roof is equipped with solar panels to achieve Net Zero energy status.

Proposal History Recap

The rezoning to R24 got approved by the City of Grand Junction in March 2024.The initial proposal suggested utilizing 4% LIHTC with QCT incentives, with all units at or below 60% AMI. However, this faced challenges due to a tight timeframe and the expiration of QCT status, which is necessary for 4% LIHTC underwriting. Consequently, we have shifted our focus to a middle-income project serving 80% to 120% AMI tenants. If the current multi-family rental project proves infeasible then the property will likely need to be rezoned for a commercial project or a residential For Sale project as market rate rental projects have been infeasible to develop since Q1 of 2023 due to increased interest and construction costs. With commercial development or residential development at reduced density the impact fee receipts will be substantially lower.

Aspire Residential's Middle-Income Commitment

Aspire proposes twenty percent (38 units) of the 192 units will be rent restricted at 80% AMI with recorded covenants, providing tenants with a substantial rent reduction of approximately $300 per unit per month compared to current market rental rates. Moreover, all units are bound by rent restrictions set at or below 120% of the AMI, ensuring accessibility to a wider range of residents. We pledge to maintain this affordability for the long term, with a 30-year commitment.

Ask for City's Contribution

Despite fully utilizing all available capital sources, we still require the city's contribution to make the project financially viable for equity investors while maintaining debt covenants. We kindly ask the following support to close the financing gap:

- $715,000 Land Contribution
- $625,248 Impact Fee Waiver ($234,468 for phase I and $390,780 for phase II, spreadsheet attached)
- $382,938 towards piping and relocation of the Drainage Ditch that is owned by the City of Grand Junction

The total contribution is $1,723,186 or $45,347 per 80% AMI unit. It consists of about 3% of the overall development budget. Aside from the request above, there is a very substantial $947,200 Ute Water tap fee that has NOT been included in the request.

Proposed Timeline

August 2024 – City's intention of support
December 2024 – Site review and approval
March 2025 – Phase I gap financing and grants secured
April 2025 – Phase I all financing source secured
May 2025 – Final permit received, phase I construction starts
June 2026 – Phase I all 72 units put in service
January 2027 – Phase II construction starts
April 2028 – Phase II all 120 units put in service

Notional Capital Partners

In response to the current market conditions, the project intends to leverage statewide concessionary debt to address the funding gap. Prospective subordinate debt sources include the Transformational Housing Loan Fund (THLF) from Colorado Department of Local Affairs (DOLA), and the Colorado Clean Energy Fund (CCEF).
Regarding the equity investors, MSquared, a New York-based female-led real estate impact fund focusing on middle-income housing, has expressed strong interest in Aspire's net-zero, workforce housing projects. Additionally,

the founder and managing partner of Aspire Residential, John Gargasz, plans to participate in a portion of the equity stack to demonstrate our commitment.

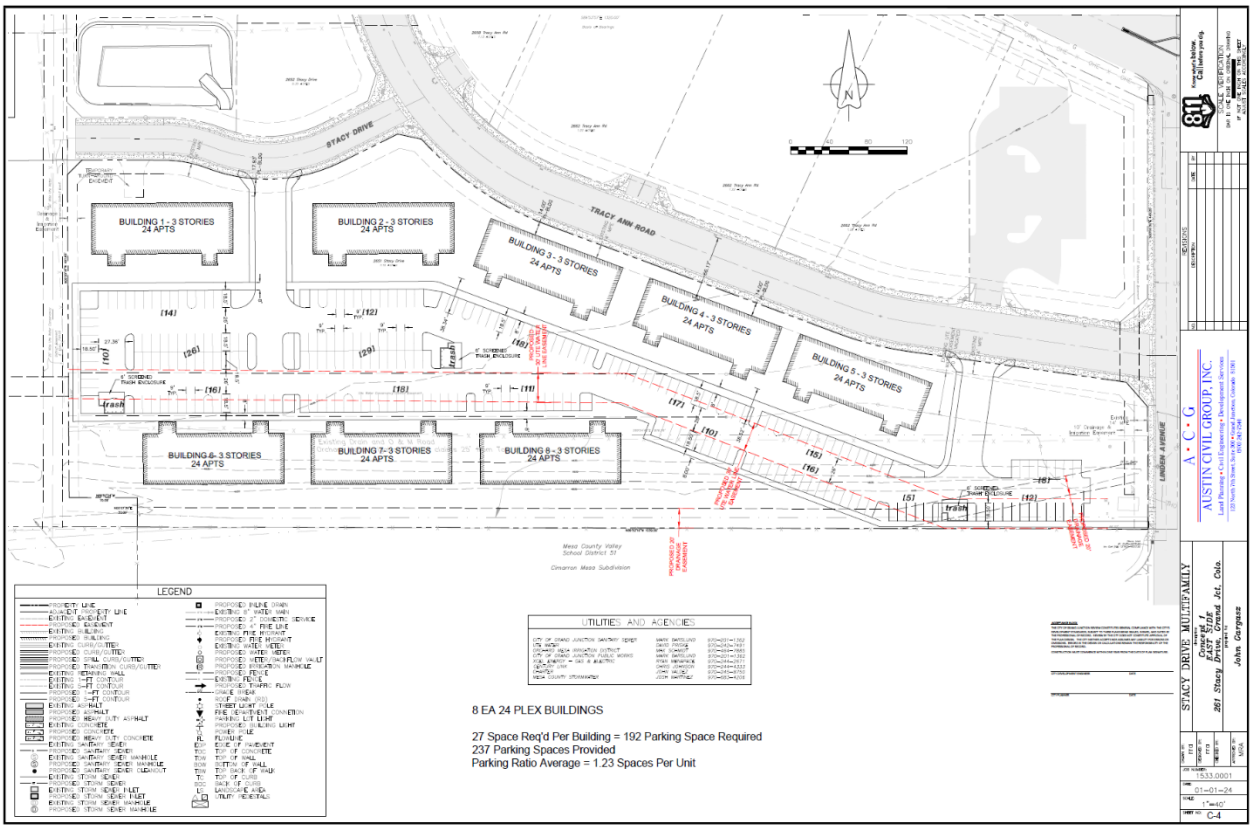
We are confident that with the city's support, we can pioneer an exemplary net-zero project for Grand Junction. This endeavor will play a vital role in mitigating the prevailing housing shortage, offering residents with high-quality, affordable, and energy-efficient housing. Thank you!

Regards,

John Gargasz
Founder & Managing Partner
Aspire Residential

Appendix

Conceptual Site Plan



Impact Fees Spreadsheet*

	No. of units	Fire ($530/unit)	Police ($227/unit)	Park & Recreation ($962/unit)	Traffic w/ 50% off ($3075/unit*0.5)	Phase total
Phase I	72	38,160	16,344	69,264	110,700	234,468
Phase II	120	63,600	27,240	115,440	184,500	390,780
Total	192	101,760	43,584	184,704	295,200	**625,248**

*Based on fee rate 2024, City of Grand Junction

Ute Tap Fee Spreadsheet*

	No. of units	No. of buildings	Tap Fee ($8000/unit for the first unit of each building, then $4800/unit)
Phase I	72	3	355,200
Phase II	120	5	592,000
Total	192	8	**947,200**

*Based on the quote from Ute Water Conservancy District, Grand Junction

John Gargasz Background

John Gargasz, age 55, is a serial tech entrepreneur and real estate professional. In the tech realm, John has served as engineer, general manager, managing director, investor and board member across a variety of business verticals including defense technology, Internet of Things (IOT) wireless networks, advanced materials, clean energy and robotics automation. He also cofounded 10X Ventures, a seed stage tech angel fund.
Mr. Gargasz's real estate experience includes development, infrastructure and construction of single-family homes, as well as multifamily and SFH distressed asset acquisition and as a limited partner in various multifamily projects. Since 2022, Mr Gargasz has researched cost effective, net zero, sustainable building design and operations to develop the Aspire Residential business model. Mr. Gargasz holds a B.S. in Mechanical Engineering from the University of Colorado Boulder (CU), completed 1 year of Environmental Engineering graduate studies at CU and completed the MIT Sloan School Greater Boston Executive Program. He resides in the Boston area with his wife Laura. They are the parents of two grown children. Mr Gargasz supports various charitable causes and served as a past chair of the Entrepreneurs Foundation of New Hampshire (non-profit) and currently serves on the STEM Advisory Committee at The Derryfield School.

Real Estate Track Record

- Marion Creek Partners. Mr Gargasz led a small fund to acquire 50 homes in the Kissimmee, Florida area in 2009-2010. The homes were managed as rentals for a number of years and then sold off.
- Winter Garden Realty. In 2010, Mr Gargasz led the acquisition of a 64-unit apartment complex in Winter Garden Florida as managing member. He managed the stabilization, renovation and rebranding of the property as Garden City Apartments. He continues to manage the property via Gargasz Property Management (GPM).
- Lilac Garden (Dover, NH), Oakgate (Gainesville, FL), The Henry (Lakeland, FL). Mr Gargasz has been/continues to be a limited partner in these value-add multifamily projects.
- Since 2013, Mr Gargasz had developed and built semi-custom homes in Southern NH including Skyview Estates (63 homes) and Eagles Nest Estates (75 units). He is currently permitting a 26 unit duplex project in Hudson NH with that is intended to be Net Zero Ready and full Net Zero homes.
- Mr Gargasz led the repositioning and lease up of 21 Continental Boulevard a 110k sq ft commercial office/R&D space in Merrimack NH.

About Aspire

Aspire Residential is a real estate investment company committed to sustainability and affordability while ensuring profitability for our investors. Through a vertical integration approach, we develop, build, own, and operate attainable, net-zero, sustainable, healthy, and resilient multifamily communities in suburban United States. At Aspire Residential, we firmly believe that real estate investment is a long-term endeavor, and it creates enduring value for both our investors and community residents.

Aspire Strategy

Aspire believes it can address this challenge with the following approach:

- Long term ownership to justify longer duration ROI which in turn allows for more aligned tenant/owner incentives
- Building a 'Model T but in any color' multifamily product to minimize project to project incremental expenses (engineering, architecture, construction management, property management)
- To a reasonable extent, purchase materials direct including HVAC, appliance, flooring, cabinets and fixtures to eliminate distribution channel and subcontractor mark up.
- In certain geographies, partner with general contractors to defer the fee into the limited partner ownership structure
- Intelligently integrating business systems end to end to optimize design, construction and cost of ownership
- Include utilities in the rent to generate incremental margin
- Use proven materials and software in our buildings – fast follower approach

- Leveraging federal, state and local incentives and grants to offset the higher CAPEX associated with net-zero construction
- Replicating this model across geographies to achieve benefits of scale through local partnerships

RESOLUTION NO. ___-24

A RESOLUTION SUPPORTING A CONDITIONAL FINANCIAL COMMITMENT OF $1,723,186 FOR THE LIBERTY APARTMENT HOUSING PROJECT

Recitals:

Aspire Residential LLC ("Developer") has requested that the City assist in funding the construction of the 192-unit apartment Liberty Apartment complex located at 2651 Stacy Drive, Grand Junction ("Project.")

The request for funding is attached and incorporated by this reference as if fully set forth. As provided in the request, the Developer is proposing to construct the units in two phases with 72 units to be completed by June 2026 and 120 units to be completed by April 2028. The Developer initially intended to develop the Project as a Low-Income Housing Tax Credit (LIHTC) venture; however, the more property is no longer within a Qualified Census Tract (QCT).

The Project is now being proposed to be rent-restricted using either Proposition 123 Equity Program or Concessionary Debt. Those programs require either:

- Rental rates at 90% AMI Average for all units for a period of 30 years (Proposition 123 Equity Program); or,

- 20 percent of units (38) at 80 percent AMI for a period of 30 years (Proposition 123 Concessionary Debt.)

If the Project receives funding from either of these competitive Proposition 23 funding sources, the units will count toward the City's Proposition 123 commitment so long as they are permitted prior to December 31, 2026. The City's Proposition 123 commitment is 375 affordable units for the 3-year period of 2024-2027.

Commented [JS1]: ??? "They" all or ___??__ "Permitted" ???

The Developer is requesting the City contribute a total of $1,723,186 of which $715,000 would purchase the land, $625,248 would pay the Project's impact fees, and $382,938 would be committed to relocation of a drainage ditch on the property. The City's 2025 budget includes $344,637 from the 201 Sales Tax Fund additional funding for the project would be taken from City reserves.

The property lies within the City's Redevelopment Boundary, which, consistent with current policy, will provide a Transportation Impact Fee reduction of 50 percent per building, which reduces the Project's Transportation Impact Fee from $590,400 to $295,200.

City policy does not provide incentives for housing that does not meet its adopted definition of Affordable (60 percent AMI or less); however, by virtue of the Project's location in the community and that the units will assist in meeting the 123 commitment, the City Council does find and determine that it is right and proper to conditionally support the Project by and with conditional approval of the total funding request ($1,723,186).

DRAFT

With the passage and adoption of this Resolution, the City Council is authorizing and directing the City staff to work with the Developer to draft an agreement outlining expectations for performance and timing for the City contribution ("Funding Agreement.")

With passage and adoption of this Resolution, the City Council further directs the City staff to agendize an ordinance for authorization of $1,378,549 as a supplemental appropriation from City General Fund reserves.

The funding contemplated by this Resolution is expressly contingent and conditioned on an award to the Developer of Proposition 123 Equity Program or Concessionary Debt and negotiation and approval by the City Council of a Funding Agreement and a majority of the City Council approving the Funding Agreement and the supplemental appropriation being heard, approved and becoming legally effective as provided by law.

For and in consideration of the foregoing Recitals, the City Council authorizes the City Manager, City Attorney and other City staff act in accordance with and pursuant to this Resolution.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Recitals are incorporated herein and in consideration of the same and with due deliberation the City Council expresses its conditional support for a financial commitment by the City of a total of $1,723,186 in support of the Liberty Apartment project.

2. The City Council by and with this Resolution authorizes the City Manager and City Attorney to initiate negotiations with the Developer to draft an agreement outlining expectations for performance and timing for the City contribution ("Funding Agreement.")

3. The City Council by and with this Resolution authorizes the City Manager to initiate supplemental budget appropriations to allocate $$1,378,549 from the General Fund reserves to conditionally support the Liberty Apartment project.

4. This Resolution and any commitment(s) made or purported to be made are conditioned and the City is not and shall not be obligated by the passage and adoption hereof unless and until each and every condition is satisfied to as determined by the City Council in its sole and absolute discretion.

FURTHERMORE, BE IT RESOLVED THAT

5. With the adoption of this Resolution the City Council is not deciding any matter that relates, or may be claimed to relate, to land use approval(s) or any other matter not taken up herein or herewith.

DRAFT

Passed and adopted this ___ day of November 2024.

_____
Abram Herman
President of the City Council

ATTEST:

_____
Selestina Sandoval
City Clerk

DRAFT

John Gargasz
Founder & Managing Partner
Aspire Residential LLC
21 Continental Blvd
Merrimack, NH 03054

Nov 18, 2024

Andrea Phillips
Interim City Manager
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Memo: Updates on the request for City of Grand Junction's contribution to Liberty Apartments project

Dear Andrea,

Thank you to the staff and council for allowing Aspire Residential to participate in your November 4th workshop. During the workshop, I heard two concerns. One, the amount of incentive being requested for the first phase of the project. And two, the incentive amount per apartment unit. This memo intends to address both concerns.

First, Aspire has leaned into the financing of the project to **reduce the phase 1 ask from $1,332,406 to $885,531**. We have shifted, at our risk, the incentive to phase 2 of the project. We understand there is no commitment on behalf of the city to finance the phase 2 incentive at this time.

Secondly, Aspire has created the following charts to clarify for the council the incentive ask per unit. Under the primary financing approach which utilizes the CHFA Prop 123 Equity program, **100% of the units are income-restricted at an average of 90% AMI for a period of 30 years.** The **city's contribution per unit is $12,299** for phase 1. The cumulative incentives across both phases would average $8,975 per unit.

Regards,

John Gargasz
Founder & Managing Partner
Aspire Residential

See the charts attached:

A. Prop 123 Equity Scenario

Phase	I	II	Two-Phase Total
Land	$268,125	$446,875	$715,000
Ditch	$382,938	-	$382,938
Impact Fee	$234,468	$390,780	$625,248
Tap Fee*	-	-	$0
Total City Contribution	$885,531	$837,655	$1,723,186
60% AMI Units	8	13	21
80% AMI Units	20	34	54
100% AMI Units**	44	73	117
Average AMI	90%	90%	90%
Total Units	72	120	192
Contribution per ≤80% AMI Unit	$31,626	$17,822	$22,976
Contribution per Unit at 90% Average AMI	$12,299	$6,980	$8,975

**Tap fee is NOT included in the request, the total amount is $947,200.*

***30-year rent restricted to 100% AMI. Cannot exceed 100% AMI.*

B. Prop 123 Concessionary Debt Scenario

Phase	I	II	Two-Phase Total
Land	$268,125	$446,875	$715,000
Ditch	$382,938	-	$382,938
Impact Fee	$234,468	$390,780	$625,248
Tap Fee*	-	-	$0
Total City Contribution	$885,531	$837,655	$1,723,186
80% AMI Units	15	24	39
100% AMI Units**	57	96	153
Average AMI	95.8%	96.0%	95.9%
Total Units	72	120	192
Contribution per ≤80% AMI Unit	$59,035	$34,902	$44,184
Contribution per Unit at 90% Average AMI	$12,299	$6,980	$8,975

**Tap fee is NOT included in the request, the total amount is $947,200.*

***30-year rent restricted to 100% AMI. Cannot exceed 100% AMI.*

Grand Junction City Council

Regular Session

Item #7.b.

Meeting Date: November 20, 2024

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

A Resolution to Appoint a Hearing Officer in and for the City of Grand Junction, Colorado Cannabis Licensing Authority

RECOMMENDATION:

Consideration and approval of the resolution Appointing Sam Starritt as the Hearing Officer for the Cannabis Licensing Authority.

EXECUTIVE SUMMARY:

With adoption and approval of the Resolution, the City Council will appoint Sam Starritt as the Hearing Officer for the Grand Junction Cannabis Licensing Authority. Mr. Starritt would succeed Hearing Officer Rubinstein following her resignation.

BACKGROUND OR DETAILED INFORMATION:

Ordinance 5064 provides for and establishes a local Cannabis Licensing Authority for hearing and deciding certain matters related to cannabis licensing and enforcement in the City. The Ordinance, which is in accordance with the Colorado Constitution and Colorado law, creates and vests the Hearing Officer with certain authority. The vesting of that authority follows from and with the City Council appointment of the Cannabis Licensing Authority.

With the adoption and approval of the Resolution, the City Council will appoint Sam Starritt as the Hearing Officer for the Grand Junction Cannabis Licensing Authority. Mr. Starritt would succeed Hearing Officer Rubinstein following her resignation.

Mr. Starritt is a private attorney in the City and presently serves the City as the Hearing Officer for Liquor and Beer licensing matters. Mr. Starritt has no actual or apparent conflicts of interest and is ready, willing, and capable of serving to administer the law

relative to cannabis business licensing and operations.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (adopt and approve/not adopt and not approve) Resolution 84-24 a Resolution Appointing Sam Starritt as the Hearing Officer for the City Cannabis Licensing Authority.

Attachments

1. RES-Cannabis Hearing Officer Starritt 20241113

RESOLUTION NO. ____-24

A RESOLUTION TO APPOINT A HEARING OFFICER IN AND FOR THE CITY OF GRAND JUNCTION, COLORADO CANNABIS LICENSING AUTHORITY

Recitals.

Ordinance 5064 provides for and establishes a local Cannabis Licensing Authority for hearing and deciding certain matters related to cannabis licensing and enforcement in the City. The Ordinance, which is in accordance with the Colorado Constitution and Colorado law creates and vests the Hearing Officer with certain authority. The vesting of that authority follows from and with the City Council appointment of the Cannabis Licensing Authority.

By and with this Resolution the City Council being duly advised does appoint Sam Starritt as the Hearing Officer for the Grand Junction Cannabis Licensing Authority. Mr. Starritt is succeeding Hearing Officer Rubinstein following her resignation.

Mr. Starritt is a private attorney in the City and presently serves the City as the Hearing Officer for Liquor and Beer licensing matters. Mr. Starritt has no actual or apparent conflicts of interest and is ready, willing, and capable of serving to administer the law relative to cannabis business licensing and operations.

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

Sam Starritt is hereby appointed and shall serve until replaced as Hearing Officer for the Cannabis Licensing Authority in and for the City of Grand Junction, in accordance with Title 5 Chapter 13 of the Grand Junction Municipal Code, the Colorado Constitution, Colorado Revised Statutes and the regulations promulgated thereunder.

PASSED AND ADOPTED this 20th day of November 2024.

ATTEST:

_____
Abram Herman
President of City Council

_____
Selestina Sandoval
City Clerk

DRAFT