

**GRAND JUNCTION CITY COUNCIL  
WORKSHOP AGENDA**

**MONDAY, MAY 1, 2006, 7:00 P.M.  
CITY HALL AUDITORIUM  
250 N. 5<sup>TH</sup> STREET**

**MAYOR'S INTRODUCTION AND WELCOME**

- 7:00 **COUNCILMEMBER REPORTS**
- 7:10 **CITY MANAGER'S REPORT**
- 7:15 **REVIEW FUTURE WORKSHOP AGENDAS** [Attach W-1](#)
- 7:20 **REVIEW WEDNESDAY COUNCIL AGENDA**
- 7:30 **ART FOR THE ACTIVITY CENTERS:** The recommendations from the Commission on Arts and Culture for artwork at the two new activity centers - Bookcliff Middle School and Pear Park Elementary - will be presented for City Council's review. [Attach W-2](#)
- 7:45 **RIVERSIDE PARKWAY PROJECT REVIEW:** Staff will update the City Council on the Riverside Parkway Project and review the bids received for Phase II.
- 8:15 **24 ROAD SUBAREA PLAN:** Discussion of the request to amend the 24 Road Corridor Subarea Plan and the Mixed Use Zoning to implement the recommendations of the Planning Commission, based upon the recommendations from the 24 Road Steering Committee. [Attach W-3](#)

**ADJOURN**

**Attach W-1  
Future Workshop Agendas**

# **FUTURE CITY COUNCIL WORKSHOP AGENDAS**

(26 April 2006)

⇒ **MAY 8, MONDAY 11:30 AM** ◀ in the Administration Conference Room  
11:30 Special meeting to Review CDBG Applications

↪ **MAY 15, MONDAY 11:30 AM** in the Administration Conference Room  
11:30 ANDY KNUDSEN: Additional discussion of the Jarvis Master Plan.  
12:30? PARKS & RECREATION DEPARTMENT PRESENTATION: Visit the City  
Cemeteries on Orchard Mesa (**or May 22?**)

↪ **MAY 15, MONDAY 7:00PM**  
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE  
WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 APPOINTMENTS TO BOARDS & COMMISSIONS  
7:35 PARKING STRUCTURE UPDATE

## JUNE 2006

↪ **JUNE 5, MONDAY 11:30 AM** in the Administration Conference Room  
11:30 REQUEST FROM THE NEW HIRE-FIRE RETIREMENT BOARD

↪ **JUNE 5, MONDAY 7:00PM**  
7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE  
WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 MEETING WITH THE U.S. BUREAU OF LAND  
MANAGEMENT: To Discuss the Process of Oil and Gas Leases.



↪ **JUNE 19, MONDAY 11:30 AM**  
11:30 VISIT/TOUR THE CITY'S WATER TREATMENT PLANT



↪ **JUNE 19, MONDAY 7:00PM**  
7:00 REGULAR CITY COUNCIL MEETING MOVED FROM WEDNESDAY 21 JUNE  
2006

↪? **JULY 3, MONDAY 11:30 AM** in the Administration Conference Room  
11:30 OPEN

↪? **JULY 3, MONDAY 7:00PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY  
AGENDA AND FUTURE WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 OPEN



↪ **JULY 17, MONDAY 11:30 AM** in the Admin. Conference Room  
11:30 OPEN

↪ **JULY 17, MONDAY 7:00PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE  
WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 APPOINTMENTS TO BOARDS & COMMISSIONS  
7:35 OPEN

↪ **JULY 31, MONDAY 11:30 AM** in the Administration Conference Room  
11:30 OPEN

↪ **JULY 31, MONDAY 7:00PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND FUTURE  
WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 OPEN

↪ **BIN LIST** ↪

1. Strategic Plan Update Report from Team #1: (Evaluate zoning & infrastructure as tools to encourage development along major corridors)
2. Discuss City purchasing policy
3. Discussion of TABOR policy
4. Meeting with the Visitor & Convention Bureau Board of Directors (August)
5. Ridges Architectural Control Commission (ACC)
6. Planning update: **July 31?**
7. Annual Persigo meeting: **July 31?**

2006 Department Presentations to City Council

1. Administrative Services? (GIS)

*Geographic Information System* \_\_\_\_\_

**Attach W-2  
Artwork for Activity Centers**

**CITY OF GRAND JUNCTION**

<i>CITY COUNCIL AGENDA</i>						
<b>Subject:</b>	<b>1% for the Arts Artwork for Activity Centers at Bookcliff Middle School and Pear Park Elementary School</b>					
<b>Meeting Date:</b>	<b>May 3, 2006</b>					
<b>Date Prepared:</b>	<b>April 21, 2006</b>				<b>File #</b>	
<b>Author:</b>	<b>Allison Sarmo</b>		<b>Cultural Arts Coordinator</b>			
<b>Presenter Name:</b>	<b>Allison Sarmo</b>		<b>Cultural Arts Coordinator</b>			
<b>Report results back to Council:</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>When</b>	
<b>Citizen Presentation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Name</b>	<b>Joan Meyers, Chair</b>
<input checked="" type="checkbox"/>	<b>Workshop</b>		<b>Formal Agenda</b>		<input type="checkbox"/>	<b>Consent</b>
						<b>Individual Consideration</b>

**Summary:** The Commission on Arts and Culture recommends to the City Council commissioning tile artwork for the new City Activity Center at Bookcliff Middle School and the new joint-use gymnasium at Pear Park Elementary School through the 1% for the Arts Program.

**Budget:** 1% for the Arts budget at Bookcliff MS - \$12,000 and Pear Park - \$5,000.

**Action Requested/Recommendation:** Authorize the City Manager, City Attorney, and the Commission on Arts and Culture to negotiate a contract with Latka Studios (Tom and Jean Latka) for the creation and installation of two ceramic tile murals.

**Attachments:** (Artists' proposal and photographs of the artwork are attached)

**Background Information:** The 1% for the Arts program was established by City Council 1997 to include works of art in City capital construction projects for buildings, structures, and parks. For these projects, a "Call for Entries" (Request for Proposals) was mailed to about 200 artists throughout Colorado, including sculptors and ceramic tile artists in Mesa County. The Commission and representatives from the two schools and the Parks and Recreation Department reviewed slides, photographs, and drawings of proposed sculptures from 18 Colorado artists (including two from Grand Junction). After reviewing all the options, the committee agreed on exterior wall mounted ceramic tile murals rather than free-standing sculpture. Two tile artists were selected as finalists and they made presentations to the Commission and selection committee on April 26.

Latka Studios was chosen for both projects because their designs for the two exterior tile wall murals were deemed the more artistic, creative, and exciting of the two by the selection committee. The Bookcliff Middle School Activity Center mural will be

titled "Handwoven" and represents the fact that the new activity center weaves a wide variety of functions together. Pear Park Elementary School's new gymnasium will have a mural titled "Soaring" depicting a kite with a long tail running across the building.

**ART WORK PROPOSAL FOR  
BOOKCLIFF MIDDLE AND  
PEAR PARK ELEMENTARY SCHOOLS  
BY  
TOM & JEAN LATKA  
April 26, 2006**

**BOOKCLIFF MIDDLE SCHOOL 'HANDWOVEN'**

The artwork that we are proposing for this facility is an artistic representation of a ceramic weaving. Our inspiration for this project comes from the fact that Bookcliff is a focal point within the community, encompassing a variety of functions. The mural is a visual depiction of this activity and the role that the facility plays in the community by weaving together the individuals, teams and events. Located in the center of the weaving is a jewel area, heavily carved and three-dimensional. This jewel will have rich colored glazes; areas of fused glass and are highly textural. This jewel will visually anchor the mural and also serves symbolically to recognize the creativity of this school and the artistic dimension of Grand Junction.

**PEAR PARK ELEMENTARY 'SOARING'**

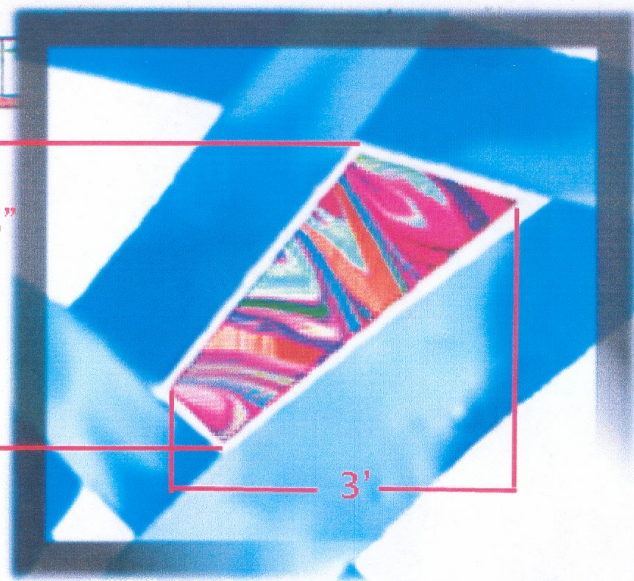
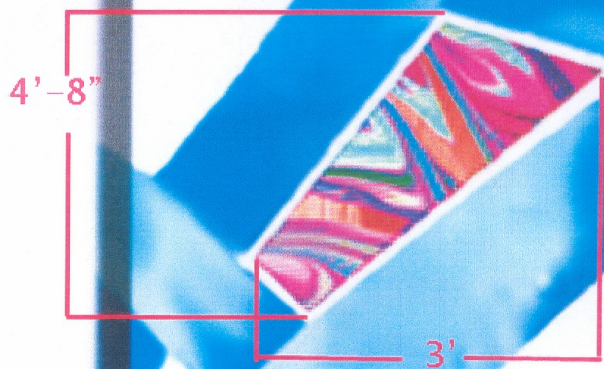
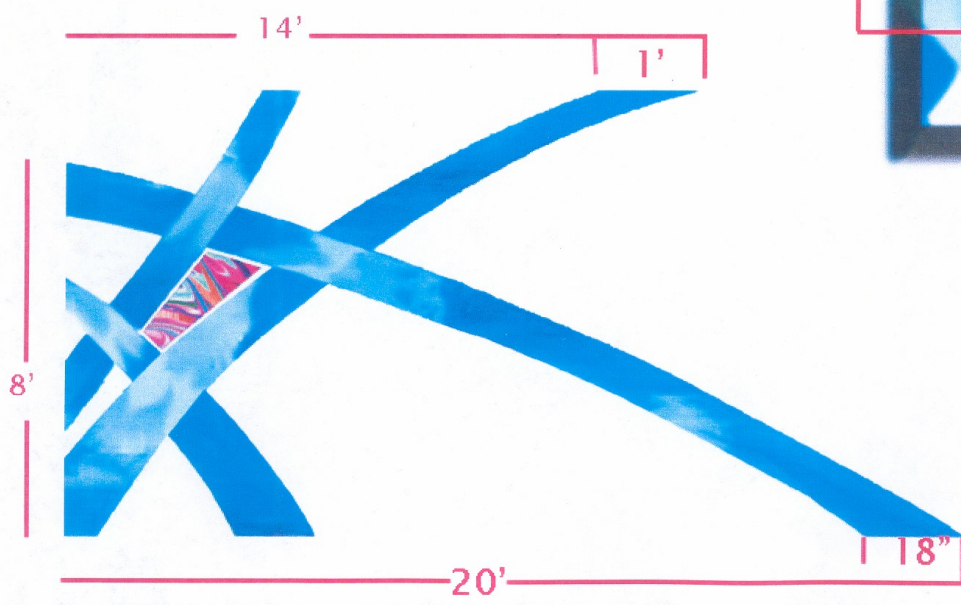
This artistic expression captures its inspiration from the inhabitants of the school... the children. Using a kite as a metaphor, our desire is to create a piece of art that is colorful, fun, whimsical and yet abstract enough so that the children can expand upon their own imaginations. The kite is made from high relief, heavily carved clay and glazed with a variety of rich colors. Trailing at the end of the sculpture is a 25-foot long tail that adds to the illusion that the kite is actually flying. The tail is constructed using two – dimensional colorful clay tiles which will contrast with the heavy detail of the kite. "Soaring" is a playful expression that will add interest and color to the exterior of the building.

Both murals are made from high-fired ceramic clay for a weather resistant and low maintenance surface. Installation includes thin-set mortar mix with an acrylic additive. Grouting of the artworks uses a concrete grout product with an acrylic additive.

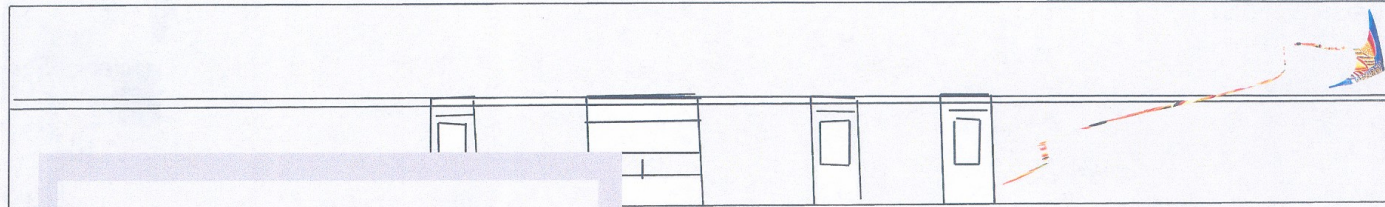
LATKA STUDIOS has always delivered their projects on time, within budget and carries liability insurance.



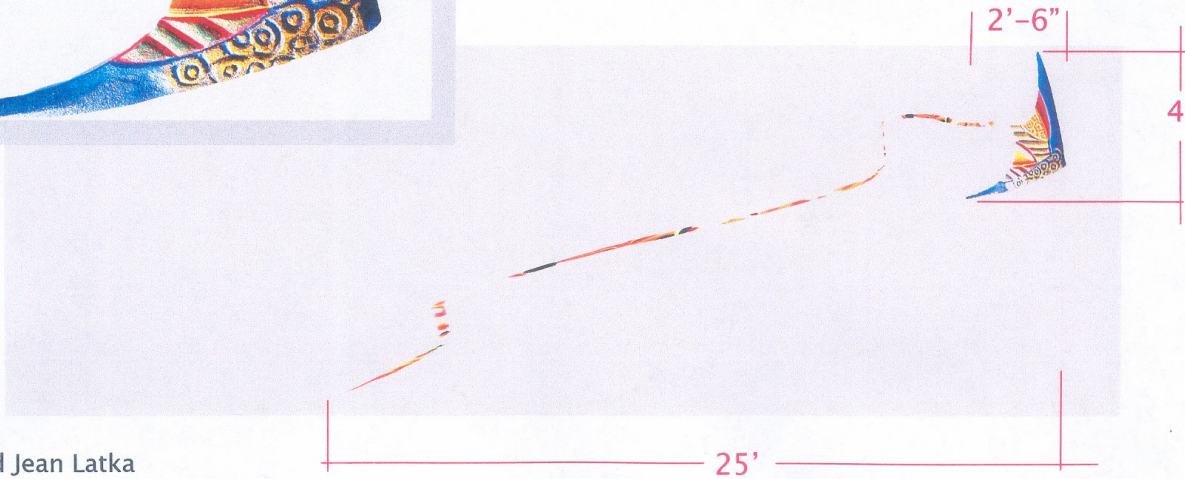
# Brookcliff Middle School "Handwoven"



Tom and Jean Latka



# Pear Park "Soaring"



Tom and Jean Latka



**Attach W-3  
24 Road Subarea Plan**

**CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA						
<b>Subject</b>	24 Road Amendments					
<b>Meeting Date</b>	May 1, 2006					
<b>Date Prepared</b>	April 27, 2006				File # GPA-2005-148	
<b>Author</b>	Lori V. Bowers		Senior Planner			
<b>Presenter Name</b>	Lori V. Bowers		Senior Planner			
<b>Report results back to Council</b>	X	No		Yes	<b>When</b>	
<b>Citizen Presentation</b>	X	Yes		No	<b>Name</b>	Jeff Over, Chairman of the 24 Road Steering Committee
	<b>Workshop</b>	X	<b>Formal Agenda</b>		<b>Consent</b>	X <b>Individual Consideration</b>

**Summary:** A request to amend the 24 Road Corridor Subarea Plan and the Mixed Use Zoning to implement the recommendations of the Planning Commission, based upon the recommendations from the 24 Road Steering Committee.

**Budget:** N/A

**Action Requested/Recommendation:** Consideration of an Ordinance amending the 24 Road Mixed Use Area, and set a Public Hearing for June 7, 2006.

**Background Information:** See the attached Staff report and Minutes.

**Attachments:**

1. Staff report/Background information
2. Location / Air photo Map
3. Future Land Use / Current Zoning Map
4. ¼ Mile Map
5. Steering Committee Minutes
6. Planning Commission Minutes
7. Memo from Jeff Over, Chairman of Steering Committee
8. Resolution/Ordinance – to be provided prior to Council Hearing

BACKGROUND INFORMATION

Location:	24 Road Corridor Area
Applicants	Property Owners in 24 Road area

**PROJECT DESCRIPTION:** A request was brought forward to amend the 24 Road Corridor Subarea Plan in the Mixed use designation to reduce the minimum residential density from 12 units per acre to 4 units per acre; delete the requirement for residential development; and allow for large-scale retail development.

**RECOMMENDATION:**

The 24 Road Steering Committee has recommended that the residential density be reduced to 8 units per acre; the 20% residential requirement be deleted; and the maximum retail square footage of 30,000 s.f. be eliminated in the Mixed Use within ¼ mile either side of 24 Road and south of I-70 and that the retail square footage be increased to 50,000 s.f. for the remainder of the area.

On February 28, 2006, after consideration of the Steering Committee’s recommendation the Planning Commission made the following recommendations. 1) to reduce the minimum required density from 12 du/ac to 8 du/ac and that the Growth Plan be amended to comply with that recommendation. The vote was 7-0. 2a) Delete the requirement for 20% of property to be residential in the ¼ mile from 24 Road to the west and east and ¼ mile south of the interstate and allow residential development to be option and that the Growth Plan be amended to comply with this recommendation. The vote was 5-2 (Commissioners Wall and Putnam opposing). 2b) Retain the requirement for residential in the remainder of the Mixed Use land use designation (the part that is not within the ¼ mile strip, that the transfer of development rights be permitted, that the percentage of residential required be at the discretion of City Council and that the Growth Plan be amended to comply with that recommendation. The vote was 6-1 (Commissioner Wall opposing). 3) Limit retail development to a maximum of 30,000 sq. ft. (within a larger building or as stand-alone development) be deleted within the Mixed-Use designation within the ¼ mile corridor on either side of 24 Road and south of I-70 and that a maximum retail square footage of 50,000 sq. ft. be applied in the remainder of the Mixed Use district (within a larger building or as stand-alone development) and that the Growth Plan be amended to comply with that recommendation. The vote was 6-1 (Commissioner Putnam opposing).

**ANALYSIS:**

1. Background:

The 1996 Growth Plan designated the area west of 24 Road, south of G Road as Commercial/Industrial. The area east of 24 Road and that area west of 24 Road, north of G Road was designated Residential Medium-High (8-12 units per acre). In 1999 a year long study was initiated to take another look at the area. The process included a steering committee made up of property owners, realtors, bankers, developers and other citizens. It involved many public meetings and opportunities for input. The 24 Road Corridor Subarea Plan was adopted by Planning Commission and City Council in 2000, along with a zoning map and Design Standards and Guidelines.

The adopted plan included a new designation of Mixed Use (MU) on either side of 24 Road, between F ½ Road and G Road, as well as the west side of 24 Road, north of G Road. The Mixed Use zoning that implements the MU land use designation is based on the IO (Industrial Office) zone district, but also includes a residential component. It is a zone district that allows for the widest range of uses of any zone district, ranging from residential to industrial. It generally allows for business park development with limited retail and required residential.

In February, 2005, we received a request from Tom Volkman representing property owners in the 24 Road Corridor Planning Area to amend the text of the Mixed Use zone district which implements the Mixed Use plan designation in the 24 Road Corridor Plan and Growth Plan. Specifically they have requested:

- Reduce the minimum required residential density from 12 units per acre to 4 units per acre;
- Delete the requirement that residential development is required as 20% of the overall commercial project; and,
- Remove the maximum size of 30,000 square feet for retail buildings.

It has been determined that in order to proceed with the requested zone text amendment, that Growth Plan amendments would be required as well. Specific sections that would need to be amended include:

- Section V.D. Future Land Use Classes

Mixed Use. Mixed Use development to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as small (eight to ten acres) nodal development.

- Exhibit V.2: Future Land Use Categories Table

Land Use: Mixed Use. Intensity: Urban—12 to 24 DU/A, non-residential intensity based on location/services. Typical Uses: Employment, residential and open space, with limited retail.

In addition, parts of the 24 Road Corridor Subarea Plan may need to be amended:

- Section 6: “Preferred Plan” for the 24 Road Corridor, Land Use—Mixed Use Development: Mixed-use development is encouraged in the remaining areas to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as a small (eight to ten acres) nodal development at 24 Road and G Road intersection.
- Executive Summary, Market Analysis-...an important element of the 24 Road Subarea Plan and implementation will be to limit the types of retail commercial uses in the area. This would avoid undermining existing regional retail centers while allowing for neighborhood retail uses and some regional employment/commercial uses for which there are suitable alternative sites (i.e. large acreage) in the Grand Junction area. While this particular section might not require amendment, this is an important base assumption in the plan.

## 2. 24 Road Corridor Plan Update

In October, 2005, City Council instructed staff to undertake a process to consider these three requests. A committee was to be formed, discussion was to be limited solely to the applicants requests and a recommendation was to be presented back to Council in March 2006.

A committee made up of 15 property owner, realtors, bankers, developers and other citizens was appointed by Council. As much as possible, members of the original committee were asked to serve again. The committee met seven times between October and February and a public open house was held January 12, 2006.

The steering committee is making the following recommendations:

The requirement for a mandatory 20% residential component to any development be deleted. Residential development would be allowed but would be optional;

The minimum residential density be reduced from 12 dwelling units per acre to 8 dwelling units per acre; and,

The requirement that retail development be limited to a maximum of 30,000 square feet (within a larger building or as stand alone development) be deleted within the mixed Use designation within a ¼ mile corridor on either side of 24 Road and south of Interstate 70 and that a maximum retail square footage of 50,000 square feet be applied in the remainder of the Mixed Use district (within a larger building or as stand alone development).

## 3. Implementation of committee recommendations

To implement the Steering Committee's recommended changes to the 24 Road Corridor, the following sections of the Growth Plan, 24 Road Corridor Subarea Plan and Zoning and Development Code would need to be amended.

### Growth Plan

Policy 8.6: To encourage the conversion heavy commercial and industrial uses along 24 Road, Patterson Road and US Highway 6/50 near Mesa Mall to a mixture of retail/service commercial and multi-family uses.

Policy 8.8: To ensure that capital improvement and land use decisions are consistent with the development of 24 Road as an arterial parkway and community gateway.

Chapter 5, D: 15. Mixed Use (employment, residential, open space and limited retail)

Chapter 5; D, page V.10: Mixed Use. Mixed Use development to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as small (eight to ten acres) nodal development.

## 24 Road Corridor Subarea Plan

Page 42: Mixed-Use Development: Mixed-use development is encouraged in the remaining areas to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as a small (eight to ten acres) nodal development at 24 Road and G Road intersection.

### Zoning and Development Code

#### Section 3.2.J M-U: Mixed Use

1. Purpose. To provide for a mix of light manufacturing and office park employment centers, limited retail, service and multifamily residential uses with appropriate screening, buffering and open space and enhancement of natural features and other amenities such as trails, shared drainage facilities, and common landscape and streetscape character.
2. 3.c. Maximum building size for all non-retail uses shall be 150,000 square feet unless a Conditional Use Permit is issued. Maximum building size for retail shall be 30,000 square feet;
3. 3.e. Minimum net residential density shall be 12 units per acre.
4. 3.f. Development parcels and/or projects containing greater than 5 acres shall have a minimum of 20% of the gross land area in residential development. The required 20% may be transferred between parcels in the Mixed Use Zone District that are being planned at the same time.
5. 5.a. The following standards shall apply to the required residential component.
  - (1) Final plans for the required residential component must be submitted and approved with the overall project.
  - (2) The required residential component must be built with the overall project, in accordance with the approved development schedule.
  - (3) Residential units may be built as part of any retail/commercial structure.
  - (4) The conditions of approval and development schedule shall be recorded against the title to all portions of the property, including each non-residential component be built within the approved development schedule. The City may enforce conditions of approval and the development schedule against the owners of any portion of the overall project jointly and separately.

#### 4. Section 2.5.C of the Zoning and Development Code

The Growth Plan can be amended if the City finds that the proposed amendment is consistent with the purpose and intent of the Plan and it meets the criteria listed below. Because the recommendations come from the steering committee, staff is not making findings.

- a. There was an error such that then existing facts, projects or trends (that were reasonably foreseeable) were not accounted for.
- b. Subsequent events have invalidated the original premises and findings.

- c. The character and/or condition of the area have changed enough that the amendment is acceptable.
- d. The change is consistent with the goals and policies of the plan, including applicable special area, neighborhood and corridor plans.
- e. Public and community facilities are adequate to serve the type and scope of the land use proposed.
- f. An inadequate supply of suitably designated land is available in the proposed land use.
- g. The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

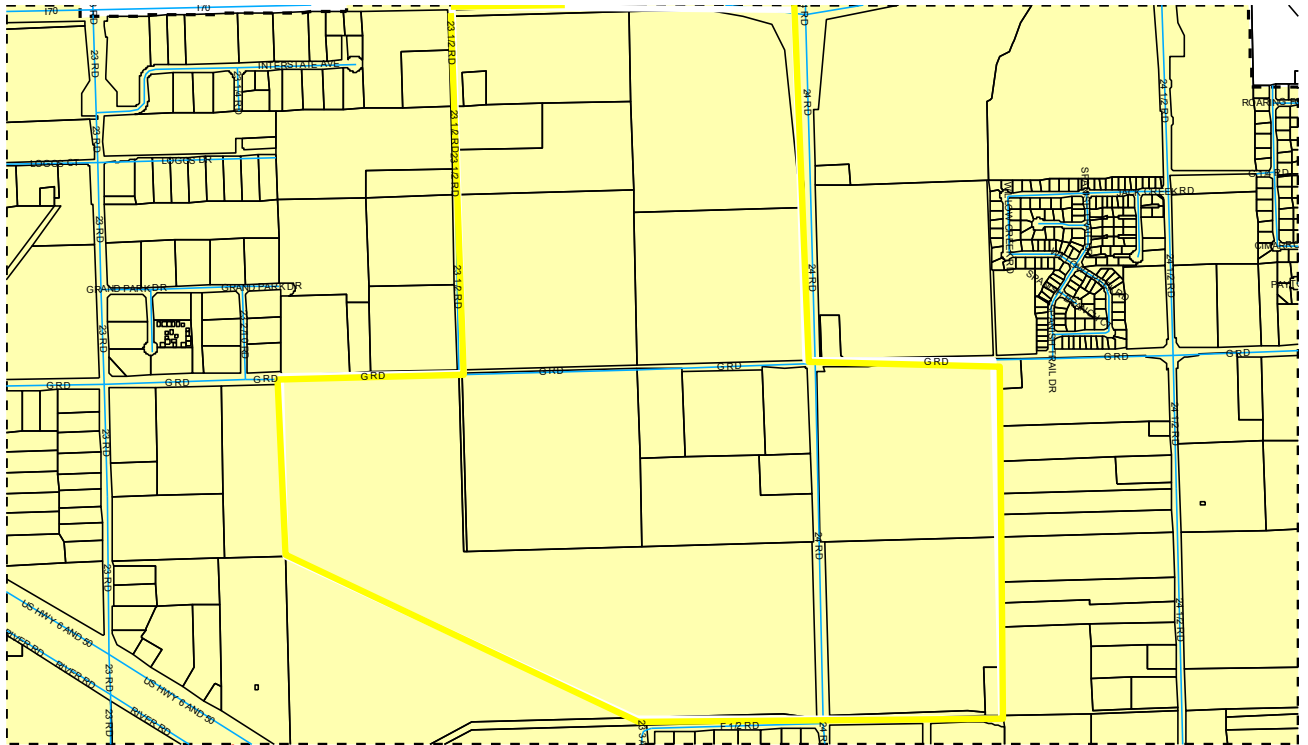
PLANNING COMMISSION RECOMMENDATION:

On February 28, 2006 the Planning Commission made the following recommendations:

1. Reduce the minimum required density from 12 du/ac to 8 du/ac and that the Growth Plan be amended to comply with that recommendation. Vote 7-0.
- 2a. Delete the requirement for 20% of property to be residential in the ¼ mile from 24 Road to the west and east and ¼ mile south of the interstate and allow residential development to be option and that the Growth Plan be amended to comply with this recommendation. Vote 5-2 (Commissioners Wall and Putnam opposing)
- 2b. Retain requirement for residential in the remainder of the Mixed Use land use designation (the part that is not within the ¼ mile strip, that the transfer of development rights be permitted, that the percentage of residential required be at the discretion of City Council and that the Growth Plan be amended to comply with that recommendation. Vote 6-1 (Commissioner Wall opposing)
3. Limit retail development to a maximum of 30,000 sq. ft. (within a larger building or as stand-alone development) be deleted within the Mixed-Use designation within the ¼ mile corridor on either side of 24 Road and south of I-70 and that a maximum retail square footage of 50,000 sq. ft. be applied in the remainder of the Mixed Use district (within a larger building or as stand-alone development) and that the Growth Plan be amended to comply with that recommendation. Vote 6-1 (Commissioner Putnam opposing).

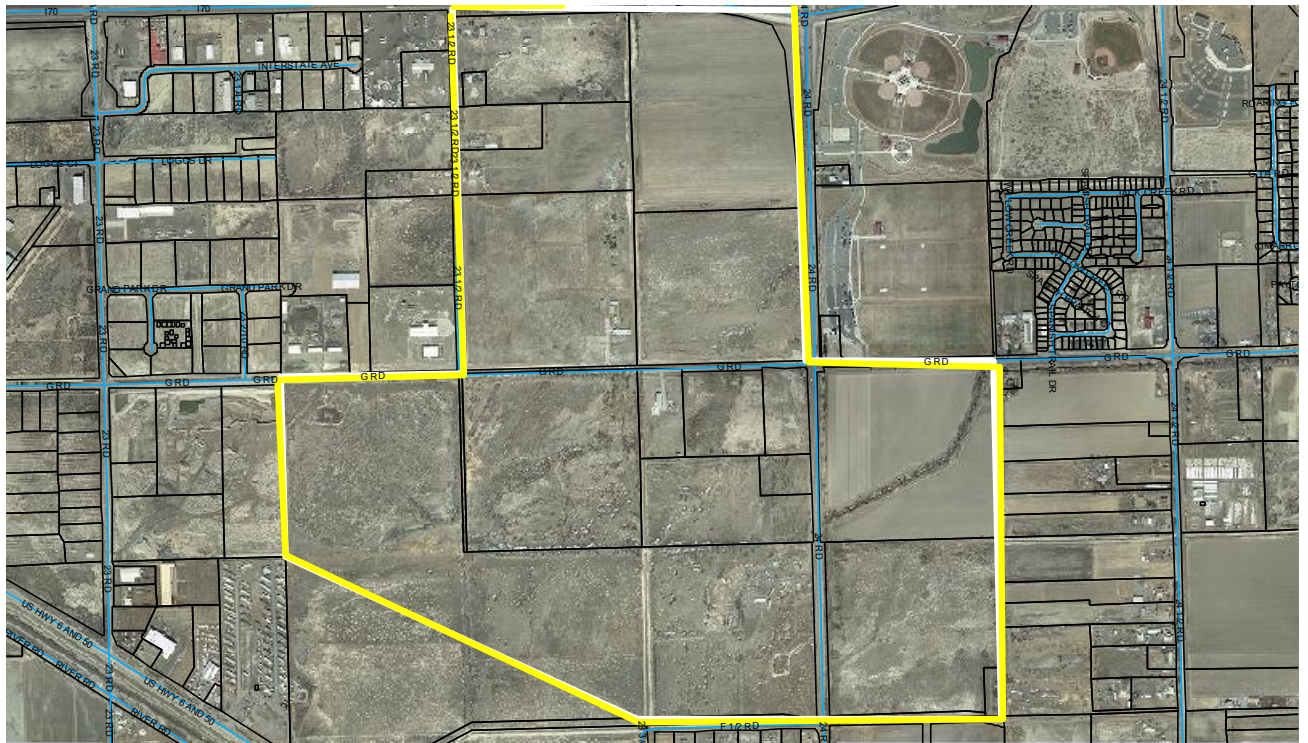
# Site Location Map

**SITE** City Limits **Figure 1**



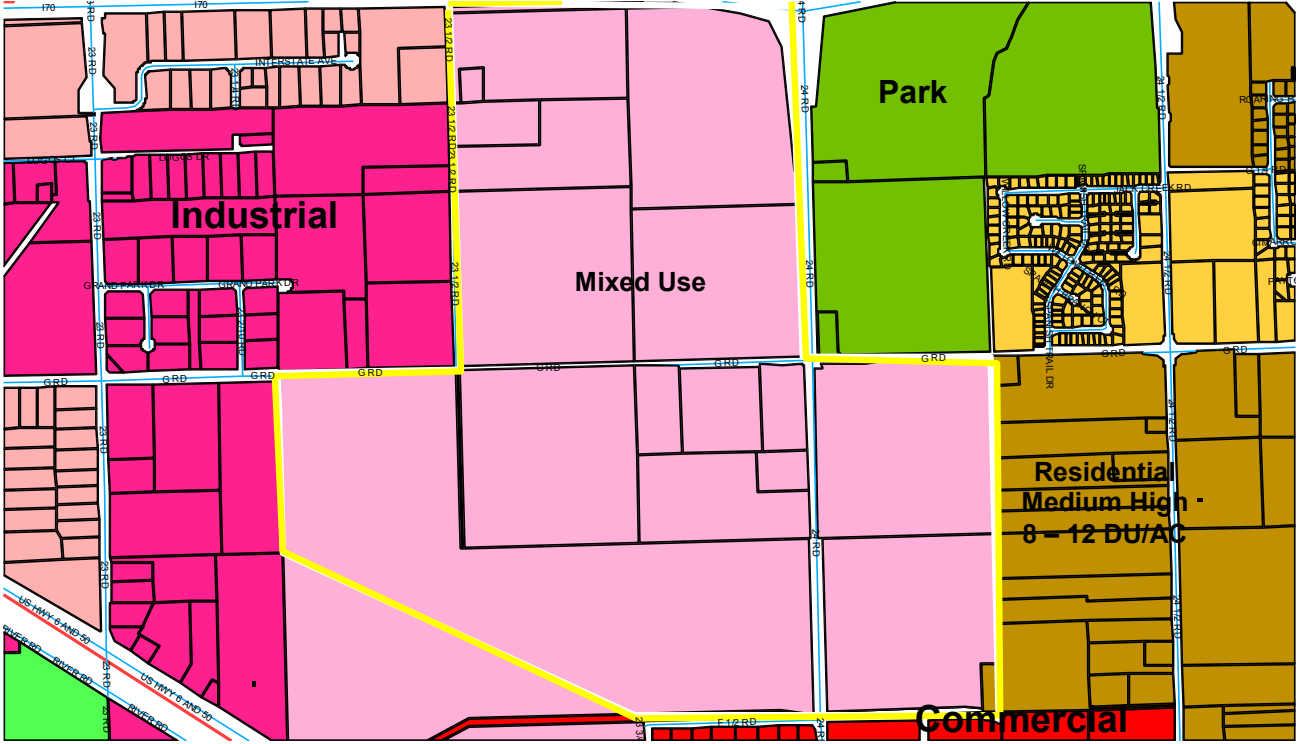
# Aerial Photo Map

**SITE** City Limits **Figure 2**



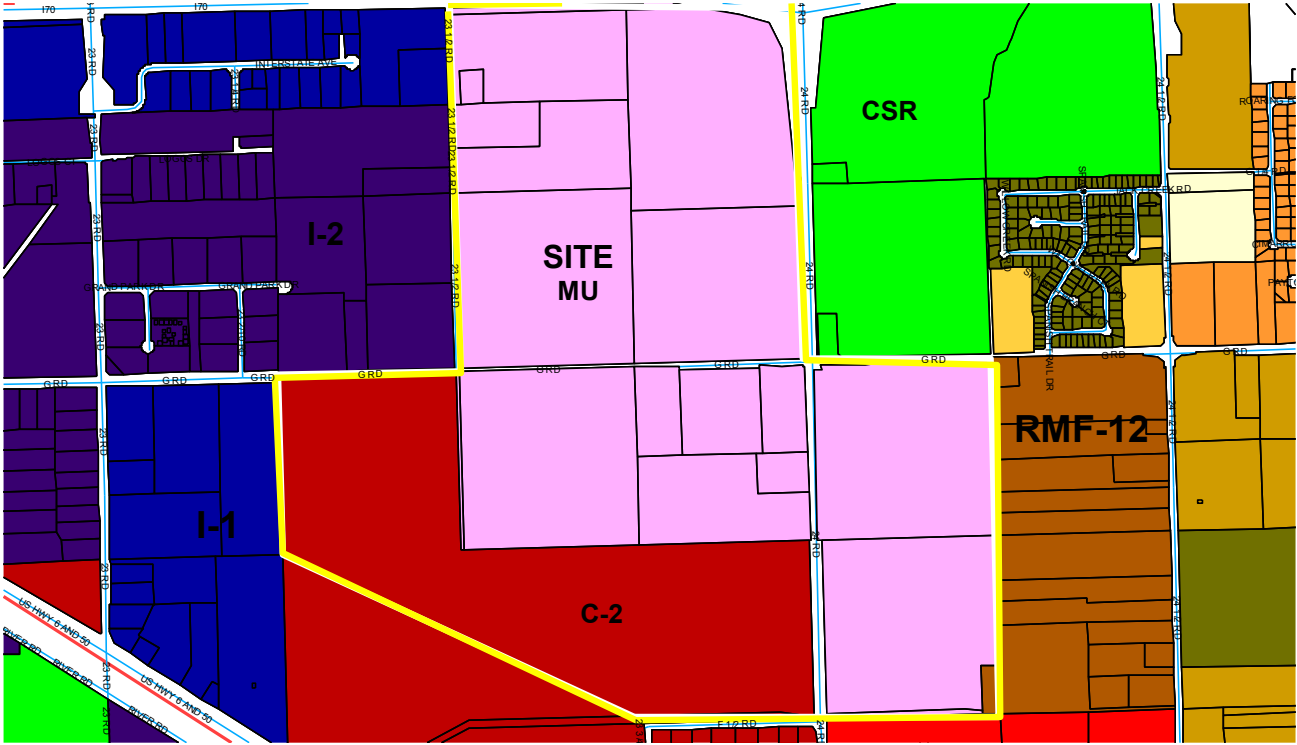
# Future Land Use Map

Figure 3



# Existing City and County Zoning

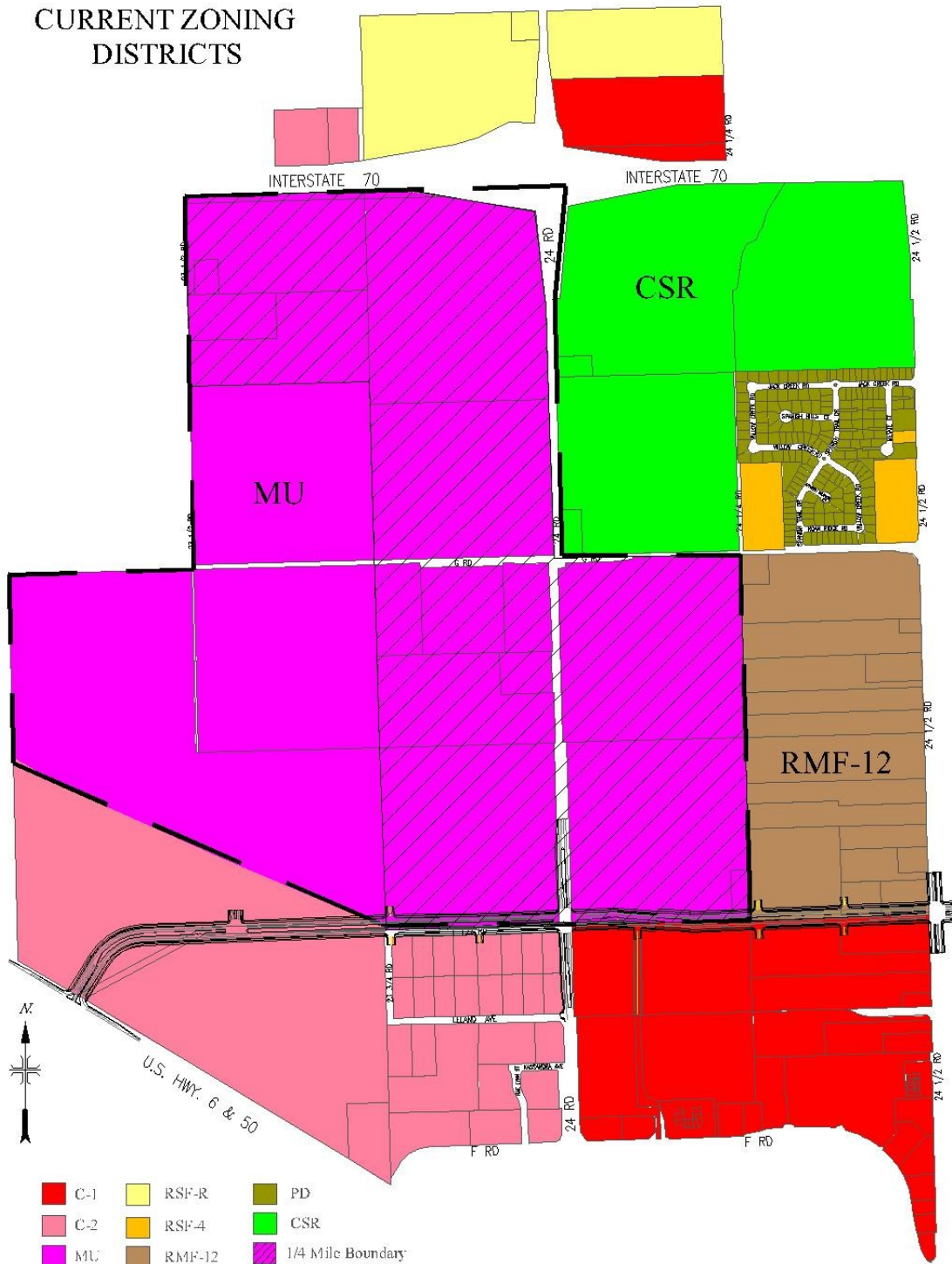
Figure 4





# 24 ROAD CORRIDOR STUDY AREA

## CURRENT ZONING DISTRICTS



- |   |   |  |
|---|---|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> C-1        | <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> RSF-R | <span style="display:inline-block; width:15px; height:15px; background-color:olive; border:1px solid black;"></span> PD  |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> C-2 | <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> RSF-4 | <span style="display:inline-block; width:15px; height:15px; background-color:limegreen; border:1px solid black;"></span> CSR   |
| <span style="display:inline-block; width:15px; height:15px; background-color:magenta; border:1px solid black;"></span> MU     | <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> RMF-12 | <span style="display:inline-block; width:15px; height:15px; border:1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px);"></span> 1/4 Mile Boundary |

# **24 Road Subarea Plan Committee Meeting**

## **Two Rivers Convention Center**

### **October 13, 2005**

#### **7:30 A.M.**

#### **24 Road Subarea Plan Committee members present:**

Jeff Over, Property Owner, original committee member  
Don Campbell, Community representative, original committee member  
Dick Scariano, Realtor, original committee member  
Paul Dibble, Planning Commissioner, original committee member  
Steve Reimer, Developer, original committee member  
Greg Motz, Builder, original committee member  
Tom Lowrey, Planning Commissioner  
Terry Fleming, Community Representative  
Paul Peterson, Mesa Mall (arrived latter part of meeting)

#### **The following members were not able to attend:**

Larry Feather, Business Owner, original committee member  
George Pavlakis, Property Owner, original committee member  
Greg Schaefer, Realtor, original committee member  
Lynn Sorlye, Horizon Drive Association  
Terri Binder, Community Representative  
T. Scott Sullivan, Chamber Representative

#### **City Staff members present:**

Bob Blanchard, Director, Community Development  
Lori Bowers, Senior Planner, Community Development  
Dave Thornton, Principle Planner, Community Development  
Kristen Ashbeck, Senior Planner, Community Development  
Senta Costello, Associate Planner, Community Development  
Eric Hahn, Development Engineer, Public Works & Utilities  
Kathy Portner, Planning Manager, Community Development  
Scott List, GIS Analyst, Administrative Services Department  
Bobbie Paulson, Administrative Specialist, Community Development

## **Meeting Overview**

Lori Bowers introduced staff members and briefed the committee on what staff's role will be in this process which is to answer questions and facilitate discussion. Ms. Bowers explained that this committee has been brought together to review and consider three amendment requests to the 24 Road Corridor Subarea Plan. The first request is to consider reducing the minimum residential density in the Mixed Use Zone from 12 units per acre to 4 units per acre; the second request is to delete the 20% requirement for residential development; and the third is to allow for large-scale retail development over 30,000 square feet which is commonly known as Big Box.

Ms. Bowers summarized the contents in the notebooks that were given to staff and the committee members. The notebooks include minutes of prior meetings, staff reports, letters and several maps detailing zoning, land use, etc. in the 24 Road Corridor Subarea Plan. Subarea plans were made available for those members who did not have a copy.

To help facilitate meetings, the members discussed protocol for future meetings and selected a chairperson. Jeff Over was chosen as the committee chairperson. Committee members agreed to limit meetings to 1 ½ hours. Breakfast will be served at 7:15 a.m. and the meeting will begin at 7:30 a.m. and will end at 9:00 a.m. For voting purposes, the committee agreed to a show of hands. In addition to the committee meetings, it was suggested to hold at least two community meetings, one in November and one in December for stakeholders and other interested parties.

Mr. Blanchard pointed out the importance of the committee keeping with the timeline established by the City Council. He also added that the committee might want to consider giving property owners and stakeholders an opportunity to speak at one or more of their committee meetings. Committee members suggested allowing property owners to attend meetings but only be allowed to participate the last 15 minutes or so. Committee Member Dick Scariano suggested inviting Tom Volkmann, an attorney who is representing four of the larger property owners in the 24 Road area, to the next meeting.

Kathy Portner gave a PowerPoint presentation of the history and background of the 24 Road Corridor Plan.

Ms. Portner presented maps that outlined the boundaries of the Plan, displayed zoning that was in place on the properties in 2000 when the plan was undertaken, and showed the future land use designation for this area that was adopted in 1996. Prior to the plan being adopted in 2000, both sides of 24 Road were zoned HO (Highway Oriented). Ms. Portner noted that the HO Zone is no longer a zone district in the City's Zoning and Development Code. In addition to the HO zone, properties just south of I-70 were zoned commercial PRVR (Planned Recreational Vehicle Resort). Ms. Portner stated that prior to the adoption of the 24 Road Plan, there was a proposal for an RV business just south of I-70, west of 24 Road hence the PRVR zone designation.

The City and County Future Land Use Plan was adopted in 1996. The Future Land Use Plan showed commercial/industrial type land uses for the 24 Road Corridor except for north of G Road where the PRVR designation was. It also showed residential on both

sides of 24 Road and Residential Medium-High on the east side of 24 Road, south of Canyon View Park.

In 1999, the City hired a consultant and went through a year long process with a steering committee to create a vision for the 24 Road Corridor. The process included a design charette, stakeholder, property owner and community meetings. The steering committee then formulated their recommendations and presented them to the Planning Commission and City Council.

The result of that year long process was the adoption of the 24 Road Corridor Subarea Plan, the Mixed Use Zone District, zoning properties within the subarea plan and the 24 Road Design Standards and Guidelines in the year 2000.

Some of the initial efforts of the 24 Road committee was to come up with a vision for this corridor. The vision included the following goals:

- Achieve high quality development in the corridor in terms of land use, site planning and architectural design.
- Provide for market uses that complement existing and desired uses and benefit the Grand Junction Community.
- Take advantage of and expand upon existing public facilities in the corridor to create a “civic” presence.
- Achieve a distinctive “parkway” character along the roadway that can serve as a gateway to the Grand Junction community.
- Encourage development that is consistent with the Grand Junction Growth Plan.
- Adjust and/or amend the Grand Junction land use code and Growth Plan to achieve the 24 Road vision, concept and plan and to create a predictable environment for future development of the area.

The plan itself includes many sections. It includes image, open space, public facilities and a transportation component that was completed in more detail after the plan was adopted. It also included designated land use and an implementation strategy.

The proposed future land use that came out of that plan ultimately was adopted including the concept of mixed use. Mixed use was a brand new zone for the city. The area south of F ½ Road is designated commercial, 24 ½ Road area is designated residential but the bulk of the 24 Road Plan area has the Mixed Use designation.

The Mixed Use Zone District is patterned after the I/O (Industrial/Office) Zone District which is intended for high-tech business park type development but also has a residential component. Primary uses in the MU Zone include employment, residential, limited retail and open space.

One of the implementations that came out of the process was how to put the committee’s vision into regulation. For limited retail the actual zone district limits the retail business building size to 30,000 square feet and any retail use requires a conditional use permit to provide for limited neighborhood commercial. There are very specific objectives in the plan itself that limit that retail component. Again the implementation of that plan included the designation of what the appropriate residential densities would be which encouraged higher density residential 12 to 24 units per acre.

Ultimately through the public hearing process it was also decided that there be a minimum requirement for residential to assure that a certain number of residential units would be achieved in this area and that is 20%. The other component that came out of the 24 Road Subarea Plan was the design standards and guidelines. The Design Standards and Guidelines include many sections that deal specifically with what development will look like in this corridor, *i.e.*, view corridors, building heights and setbacks. Also, included in these guidelines is wording that identifies Leach Creek as an amenity to this area and for that reason there are specific requirements, design standards and guidelines as to how development should occur along the creek.

Also included in the Plan are streetscape requirements and gateways on the north and south end of 24 Road. Organizing features are another requirement. Organizing features are public open spaces around which a development is focused. There are several 40+/- acre parcels so this allows for the opportunity to plan the entire acreage and tie it altogether with some organizing feature. Building design and transitions between neighborhoods and commercial/industrial neighborhoods, building form and scale, architectural detail, building materials and limiting the types and size of signs allowed in the 24 Road Corridor are also included.

Some of the basic framework of the plan itself and the goals included a market analysis that looked at the need for different types of land use community wide and then applied that to the 24 Road area. In the market analysis one of the major components was a recommendation to limit the retail uses in the mixed use. The conclusion was that there was enough area south of F ½ Road to accommodate the larger retail uses. In the plan itself it also talks about concept of mixed use that includes employment, residential and open spaces with limited retail. Part of the discussions that this group had was the opportunity to create a mixed use at the west end of the valley and perhaps get some residential density where there are already a lot of services. One of the major traffic issues that the valley has is dealing with the east-west migration. Moreover there is very little of the Mixed Use density of 12 to 24 units/acre throughout the urban area. When Planning Commission and City Council were considering the adoption of the Plan, they discussed the need for higher density in the west end of the valley which resulted in the 20% requirement for residential in the MU zone district and the density at 12-24 units per acre.

The Planning Commission and City Council went through an exercise in trying to achieve the same number of units that would have been achieved under the old 1996 plan. The original adoption by City Council had a 25% requirement. There was a request to rehear that and it came back to City Council and was lowered to 20%. The 20% of the total mixed use area at 12-24 units per acre would achieve the same number of units as the old growth plan that showed residential on the east side of 24 Road.

The requested changes that came forward to the Planning Commission and City Council from some of the property owners are only specific to the Mixed Use designation not the entire corridor. Also, the property owners have stated that they do not have a problem with the adopted Design Standards and Guidelines.

Planning Commission heard the request by the property owners in August, 2005 and their recommendation, based upon the City's recommendation under the growth plan,

was that this type of request needed to come back through the committee for review. The City Council agreed with the recommendation but also had some discussion and debate on how broad the committee's scope should be, the Council's direction was very specific that this committee consider only three items.

The three requests are:

- Consider reducing of the minimum required residential density from 12 units per acre to 4 units per acre.
- Delete the 20% residential requirement.
- Allow retail buildings larger than 30,000 square feet (big box)

Staff realizes as the committee goes through this process it may be difficult to not consider some of the other implications, so staff will try to keep the discussion focused on the three issues.

Ms. Portner said the City Council will be updated frequently as to what the committee has discussed/accomplished.

Committee members requested staff to gather additional information to help facilitate their review. These items include:

- Maps showing the percentage of industrial / commercial vs. residential zone districts, specifically higher density residential 8 and above
- Number of applications/general meetings in undeveloped areas of 24 Road
- Market study of area
- Transportation component/impacts
- Visuals/examples of densities 4 units up to 24 units

Committee members also requested that staff contact Tom Volkmann and invite him to the next committee meeting.

The meeting was adjourned. The next 24 Road Subarea Committee meeting will be on October 27<sup>th</sup> at Two Rivers Convention Center at 7:15 a.m.

**24 Road Subarea Plan Committee Meeting**  
**Two Rivers Convention Center**  
**October 27, 2005**  
**7:30 a.m.**

**Those in attendance, representing the 24 Road Subarea Plan Committee, included:**

Jeff Over, Committee Chairman (property owner/original committee member)  
Don Campbell (community representative/original committee member)  
Dick Scariano (Realtor/original committee member)  
Dr. Paul Dibble (Planning Commission Chairman/original committee member)  
Greg Motz (original committee member)  
Tom Lowrey (planning commissioner)

Terry Fleming (community representative)  
Paul Peterson (Mesa Mall)  
Greg Schaefer (Realtor/original committee member)  
Lynn Sorlye (Horizon Drive Association)  
Terri Binder (community representative)  
T. Scott Sullivan (Chamber representative)  
Mr. Peterson arrived during the latter part of the meeting.

**The following 24 Road Subarea Plan Committee members were unable to attend:**

Larry Feather (business owner/original committee member)  
Steve Reimer (developer/original committee member)  
George Pavlakis (property owner/original committee member)

**Those City staff in attendance included:**

Bob Blanchard (Director, Community Development Department)  
Lori Bowers (Senior Planner, Community Development Department)  
Dave Thornton (Principal Planner, Community Development Department)  
Kristen Ashbeck (Senior Planner, Community Development Department)  
Senta Costello (Associate Planner, Community Development Department)  
Kathy Portner (Planning Manager, Community Development Department)  
Bobbie Paulson (Administrative Specialist, Community Development Department)  
Eric Hahn (Development Engineer, Public Works & Utilities)  
Scott List (GIS Analyst, Administrative Services)  
Jody Kliska (Traffic Engineer, Public Works & Utilities)  
Ken Simms (Mesa County MPO)

**Guests present:**

Tom Volkmann, legal counsel for property owners whose land is zoned Mixed Use (MU), was also present.

**CONSIDERATION OF MINUTES**

The minutes of the October 13, 2005 meeting were approved as presented.

**TOM VOLKMANN PRESENTATION**

Tom Volkmann began by saying that while he did not represent all of the property owners within the Mixed Use (MU) zone, he did represent all but one or two of them. In January of 2005, he'd come before the City Planning Commission to ask for elimination of three specific criteria of the MU zone: 1) the requirement that at least 20 percent of each parcel be developed with residential uses; 2) that the density requirement for those residential uses be between 12-24 du/acre; and 3) a prohibition against retail structures larger than 30,000 square feet. He pointed out that property owners were not asking to change any of the design standards that had been adopted for the 24 Road Corridor. Property owners agreed that the 24 Road Corridor represented a gateway into the City of Grand Junction and should be thoughtfully developed. They also agreed that the MU zone conceptually provided for varying uses, a positive aspect of the zone district. However, retail developers were being forced to integrate a residential component into their designs at a density generally believed to be unfeasible for the 24 Road Corridor. Mr. Volkmann stated that generally a use was constructed when it was deemed there was a market for it. Requiring commercial developers to develop 20 percent of their properties in residential uses had effectively discouraged all development of MU zoned properties. Property owners were not asking for a rezoning of their properties, just the modifications as requested above.

Mr. Volkmann said that property owners were also not asking for a total elimination of the residential component in the MU zone, merely a reduction in the required density, from 12-24

du/acre to 4 du/acre. He said that the costs associated with developing high-density residential uses were generally offset in other areas by large-scale retail development. Restricting retail structures to no more than 30,000 square feet would drive up the costs of residential development to a point that rendered those units unmarketable. Since smaller retail business development wouldn't be able to offset that level of expense, development of any kind on MU zoned properties had been and would continue to be forestalled. Mr. Volkmann referenced Denver's Bel Mar project (formerly Villa Italia), which had been developed with mixed uses. Its residential component consisted of condominiums selling for \$240K to \$400K. To help offset those development costs, the project also contained some large-scale commercial, and it had received both federal and state funding. He understood that City Council wanted to situate some of the Valley's high density housing to the west side of the city to help alleviate traffic congestion; however, while people in Denver might be willing to spend \$240K on a one bedroom condo to avoid a two hour commute, that same impetus was not present in the Grand Valley. Mr. Volkmann pointed out that locating more commercial uses along 24 Road instead of along Highway 6 & 50 would reduce the number of intersections along that state highway and make better use of Interstate 70 for carrying east-west traffic.

Mr. Volkmann expressed concern that when the original Subarea Plan had been adopted, the 30,000 square-foot retail limitation, the 20 percent residential component, and 12-24 du/acre density requirement had not been recommendations originating from the Subarea Planning Steering Committee. Rather, those recommendations had been inserted by City Council members and approved without benefit of Steering Committee review and discussion. Since City Council was authorizing a reformation of the Steering Committee to re-review those criteria, Mr. Volkmann asked current Steering Committee members to consider eliminating them, since property owners felt they were not necessary and appropriate for the advancement of the MU zone district.

## **DISCUSSION**

Bob Blanchard recalled that during original Steering Committee discussions, retail commercial uses were to be secondary to residential. Greg Shaefer disagreed. In his review of the recommendation originally passed on to City Council, there had been no statement made that placed more emphasis on residential development. Mr. Blanchard clarified that retail commercial had been considered a secondary use. He noted that no one had yet talked about the corridor in terms of employment and other commercial uses.

When Mr. Volkmann asked for the definition of "employment," Mr. Blanchard said that that could include offices, light manufacturing, R&D, and other clean industries. Mr. Volkmann said that while his clients would love to sell their properties to such enterprises, as a member of the Economic Partnership Board, he said that attracting such industries to the area was proving to be very difficult. There just wasn't a market for those uses. And while he understood that planning had to look into the future, the timeframe had to be reasonable. A 30-year timeframe wasn't reasonable. He encouraged the Steering Committee to consider market conditions as they realistically existed.

Mr. Schaefer remarked that because the cost of land in the 24 Road Corridor was so much higher than in other areas of the City, it was unlikely that office and other "employment" uses would ever situate there.

Paul Dibble recalled discussions from the original Steering Committee that included the desire to prevent the 24 Road Corridor from becoming filled with Big Box retail outlets and looking like another Horizon Drive. The intent, he said, was to have the area developed in a more park-like manner. Mr. Volkmann felt that that would be achieved through adherence to the design standards.



Dr. Dibble asked Mr. Volkmann to project out ten years and predict what the corridor would look like if the three elements mentioned previously were deleted. Mr. Volkmann anticipated that there would be a couple of larger-scale uses with some smaller satellite commercial and retail uses. Further away from 24 Road, he anticipated the development of residential uses to a density less than 12-24 du/acre. He didn't feel that the buying base was such that it could support a string of Big Box retailers, but development of a hotel and community center might be possibilities.

Dr. Dibble wondered if enough diversity existed in the "visions" of individual property owners to actually result in a true mix of uses. Mr. Volkmann acknowledged the difficulty in getting 10-12 individual property owners together to collectively map out the direction of their lands. That challenge had been noted by City Planning Commissioner Tom Lowrey during January's public hearing. Dr. Dibble said that without the referenced restrictions, and if property owners were allowed to develop their lands in any way they chose, the entire area could conceivably develop according to a single vision. Mr. Volkmann said that while that might be true, he felt that the market demand for a variety of uses would see them to fruition.

Terri Binder said that as an original Steering Committee member, she also recalled discussions that sought to preclude the 24 Road Corridor from becoming another Horizon Drive. She also recalled that projections had been over a 20-year timeframe. One big concern that had been discussed by the original committee was over Big Box retailers. Historically, as they sought to expand, they would leave their former buildings and construct even bigger buildings elsewhere. Then the problem became what to do with the vacated structure. With the 24 Road Corridor being a gateway into the City, the Steering Committee had wanted to ensure that more enduring uses would prevail. Mr. Volkmann encouraged current Steering Committee members to review the specifics of adopted 24 Road Corridor design standards. He felt that those more restrictive standards would prohibit builders from erecting poor quality developments and prevent the area from looking like another Horizon Drive. While it may be 20 years before the cost of housing rises to a point that makes a true mixed use development feasible, property owners should be allowed to do something with their lands in the meantime, something other than "keeping it in feed corn."

Dick Scariano asked if there were market studies available that would demonstrate the unfeasibility of the 12-24 du/acre density requirement for the residential component. He also asked if a list containing "unacceptable inquiries" might be available for Committee review. What had been the nature of those inquiries? What were the standards applicable to those inquiries, and which standards needed to be resolved before those inquiries could come to fruition? Mr. Scariano also wondered if Mr. Volkmann could go to his clients and get some sort of consensus on just what standards would be acceptable; *i.e.*, how did individual property owners see their lands being developed. Mr. Volkmann said that he would endeavor to obtain the requested information.

Don Campbell noted that while eliminating the three criteria mentioned previously would give property owners the greatest amount of flexibility, he felt that the criteria were essential to guaranteeing a true mix of uses along the 24 Road Corridor. He felt uncomfortable with the "all or nothing" approach and wondered if property owners could get together to put forth some alternatives that would satisfy their concerns and still meet the intent of the MU zone district. Mr. Volkmann felt the request to be reasonable. A timetable of two weeks for securing and submitting alternatives was mentioned.

Tom Lowrey predicted that the larger, more intense uses would situate directly off of 24 Road. The further away from 24 Road properties were, he could envision less intense commercial uses and the construction of higher density housing. Properties furthest away from 24 Road would be perfect for lower density residential. Mr. Volkmann concurred with Mr. Lowrey's

projection. Mr. Lowrey suggested looking at properties currently within the MU zone district and considering other zoning alternatives based on that growth projection. Mr. Volkmann asked that he be permitted to present that and other proffered suggestions to his clients for their consideration before responding.

Mr. Schaefer felt that the market would result in the types and intensities of businesses and residential uses locating as Mr. Lowrey projected. Citing the Grand Mesa Center, he noted that the Big Box standards had resulted in a very attractive development. Since the 24 Road Corridor Guidelines were even more restrictive, he felt confident that any Big Box development along 24 Road would be of good quality and aesthetics. Mr. Volkmann noted that Big Box standards would still apply to any development over 50,000 square feet, and that those standards would be imposed in conjunction with the 24 Road Corridor Design Standards.

Dr. Dibble noted that the term Big Box applied to the development's footprint. There could potentially be a number of smaller businesses (less than 50,000 square feet) included as part of that overall footprint.

### **STAFF PRESENTATIONS**

Ken Simms gave a PowerPoint presentation containing population and traffic projections for the year 2030, using 2000 as the base year. Referenced were slides of the Grand Valley Circulation Plan; a map of the F 1/2 Road Parkway Alignment; Levels of Service legend; and 24 Road Corridor traffic projections; the 2030 Traffic Model, including the completed Riverside Parkway, the north-south corridor from Highway 50 to Interstate 70, and the F 1/2 Road Parkway. Mr. Simms pointed out areas of anticipated congestion along the 24 Road Corridor. The model reflected a four-laned I-70B; however, CDOT anticipated expanding I-70B to six lanes from 24 Road to the North Avenue interchange. He noted that population and employment figures had been factored into the model.

Senta Costello referenced a handout outlining all of the general meetings held by Community Development staff on 24 Road Corridor properties since the year 2001. The list contained 26 development inquiries for the Commercial zone district; 5 for Residential; and 8 for Mixed Use, 2 of which were in a category split between Mixed Use and Heavy Commercial (C-2). She referenced the market study contained within the 24 Road Corridor Plan beginning on page 10 of the 24 Road Corridor Plan. She referenced various photographs of residential developments that had been constructed with densities from 4 units/acre to 16 units/acre, to provide density comparisons. She also referenced some eastern slope mixed-use developments that could be overviewed by Committee members via the internet.

Dave Thornton provided updated maps of 24 Road Corridor development by year. He noted that the majority of development activity had occurred north of Mesa Mall and included expansion of Canyon View Park and development of the Spanish Trails Subdivision. The area around Mesa Mall was a major employment center for the community, and growth continued to occur within the nearby vicinity of the Mall. Most of the commercial inquiries mentioned previously by Ms. Costello had been within the Commercially zoned areas directly south of the F 1/2 Road Corridor. In looking at the patterns of growth over the last five years, there was no reason to think that growth was not occurring in the way that it should. Businesses would continue to want to locate as close to the Mall as possible since that's where the traffic is. Market conditions were only just beginning to recognize the 24 Road Corridor as viable for commercial uses. Mr. Thornton cited current and pending development of a new multi-plex theatre, the Canyon View Marketplace, a new bowling alley, restaurant, several banks, and the new Holiday Inn Express hotel.

Mr. Thornton referenced a map denoting a vacant parcel analysis for properties zoned RMF-8 through RMF-24. Excluded were several parcels already in the preliminary/final platting stages.

The analysis pointed out that there were few areas remaining where higher density housing could be located.

## **QUESTIONS**

Jeff Over asked about the number of traffic lanes anticipated by the model for 24 Road. Mr. Simms said that five lanes were anticipated for the corridor.

Ms. Binder wondered if the model took into account the roundabout planned for I-70B at 24 Road, to which Mr. Simms responded affirmatively.

Dr. Dibble asked staff if there was any demand for residential development west of 24 1/2 Road. Mr. Thornton felt that to be a natural progression given that not too long ago the area between 25 and 25 1/2 Roads had been an open field. Lori Bowers added that there had been some general meetings regarding residential projects west of 24 1/2 Road. Mr. Thornton said that the natural progression of growth included residential moving further west while commercial development was moving further north.

Dr. Dibble asked if there had been any development inquiries made based on construction of the F 1/2 Road Parkway. Mr. Thornton said that there had been some interest expressed between 24 1/2 and 25 Roads. There was also some residential development activity occurring east of 24 1/2 Road. Overall densities increased as one traveled further west of First Street. Dr. Dibble remarked that there seemed to be a barrier at 24 1/2 and F 1/2 Roads. Mr. Thornton disagreed and felt that residential growth was occurring sequentially from east to west as it should. The same sequential growth pattern was occurring with commercial development from south to north.

Ms. Binder wondered when the F 1/2 Road Parkway would be constructed. Eric Hahn said that a consultant had been hired to design the Parkway. Actual construction was tied to the City's TCP program and would be undertaken as development occurred in the area.

Mr. Scariano asked if the City had received any public housing development inquiries. That might be one way to ensure greater densities. Kathy Portner knew of no inquiries that had been made.

Dr. Dibble asked about the current price range for apartment units. Mr. Thornton thought that the average price for a condo was probably close to \$120K, with townhomes ranging from about \$150K to \$180K. Dr. Dibble asked staff if they would provide by the next meeting a vacant parcel analysis of available commercial properties, similar to what had been presented for the higher density residential properties. He was especially interested in those properties that could accommodate a Big Box retail development. Mr. Thornton said that the requested analysis would be undertaken and made available to Steering Committee members in accordance with that timeframe.

Ms. Binder also asked for a list of sample commercial uses already constructed that contained between 30,000 and 50,000 square feet. She felt that the comparison would be helpful.

Mr. Campbell asked staff if they could come up with some alternatives to the deleted criteria option, similar to what he'd requested of Mr. Volkmann. Ms. Portner asked if the basis would be presupposing the deletion of the 20 percent residential requirement, then asking the question "How could that density be achieved somewhere else in the area?" Mr. Campbell felt that that would be helpful but he thought that options other than "all or nothing" must surely be available.

## **CONCLUSION**

Ms. Bowers said that Committee members should consider the venue and timeframe for public opinion. A general discussion ensued, and it was suggested that an open house should be held on Monday, November 28, 2005 from 4:00 to 7:00 p.m. at Two Rivers Convention Center. (Staff suggests the committee consider having the open house on Wednesday, November 30<sup>th</sup> so there is less conflict with the Thanksgiving weekend.) The next 24 Road Subarea Plan Committee meeting will be held on November 10, 2005 at 7:30 a.m.; breakfast will be served at 7:15 a.m.

**24 Road Subarea Plan Committee Meeting**  
**Two Rivers Convention Center**  
**November 10, 2005**  
**7:30 a.m.**

**Those in attendance, representing the 24 Road Subarea Plan Committee, included:**

Jeff Over (Property Owner/Original Committee Member)  
Don Campbell (Community Representative/Original Committee Member)  
Dick Scariano (Realtor/Original Committee Member)  
Dr. Paul Dibble (Planning Commission Chairman/Original Committee Member)  
Greg Motz (Original Committee Member)  
Tom Lowrey (Planning Commissioner)  
Terry Fleming (Community Representative)  
Paul Peterson (Mesa Mall)  
Greg Schaefer (Realtor/Original Committee Member)  
Lynn Sorlye (Horizon Drive Association)  
Terri Binder (Community Representative)  
Larry Feather (Business Owner/Original Committee Member)  
T. Scott Sullivan (Chamber Representative)

**The following 24 Road Subarea Plan Committee members were unable to attend:**

Steve Reimer (Developer/Original Committee Member)  
George Pavlakis (Property Owner/Original Committee Member)

**Those City staff in attendance included:**

Bob Blanchard (Director, Community Development Department)  
Lori Bowers (Sr. Planner, Community Development Department)  
Dave Thornton (Principle Planner, Community Development Department)  
Senta Costello (Assoc. Planner, Community Development Department)  
Kathy Portner (Planning Manager, Community Development Department)  
Bobbie Paulson (Administrative Specialist, Community Development Department)  
Eric Hahn (Development Engineer, Public Works & Utilities)  
Scott List (GIS Analyst, Administrative Services)

**Guest Mac Cunningham was also present.**

**CONSIDERATION OF MINUTES**

The minutes of the October 27, 2005 meeting were available for consideration. A correction was made to delete the second paragraph on page 3 beginning with "Mr. Schaefer remarked..." and ending with "...would ever situate there." Also, Mr. Peterson asked that the sentence referencing his arrival under 24 Road Subarea Plan Committee attendees also be deleted. The minutes were approved with those two modifications.

## **DISCUSSION OF REQUESTED ALTERNATIVES FOR MIXED USE ZONE DISTRICT**

Jeff Over said that he'd spoken with Tom Volkmann, legal counsel for many of the property owners within the Mixed Use zone district. Those property owners had directed him not to pursue the matter further. Mr. Over read a brief statement into the record indicating how affected property owners had, over time, outlined the issues that were preventing them from developing their properties. They were not asking for any changes to the design guidelines and did agree with them in concept. Property owners were hesitant to propose any compromise to their proposed changes since a lot of careful thought had gone into crafting their initial request. The only area where compromise might be possible was in the proposed density change from 12-24 du/acre to 4 du/acre. They would be willing to consider a minimum residential density range of 6-8 du/acre. It was believed that that would still leave properties commercially viable. They felt that the requirement of a minimum density of 12 du/acre imposed an undue burden on residential developers. Property owners believed that the City's desire for higher density housing would be better satisfied on other lower value, perhaps redevelopment, properties within the City. Their position was more apparent given the design standards and guidelines applicable to properties within the 24 Road Corridor, which made higher residential densities even less likely.

Property owners believed strongly that the only way that that type of development, in accordance with the plans and guidelines, could be cost-effective, was to allow large anchor-type developments within the Corridor. While property owners were willing to consider other uses as and when they became available, the primary development interest expressed thusfar had been for hotels, motels, and larger retail. The current 30,000 square foot cap effectively prevented the latter. Although open to the concept of mixed uses and while understanding its logic, property owners did not feel that requiring 20 percent of their properties to be developed in high density residential was necessary or appropriate. That restriction had also inhibited property development as evidenced by the lack of any development occurring on Mixed Use-zoned lands over the last five years. None of the property owners had conducted informal studies regarding the number of high-density residential developments in the Grand Junction market. They thought that perhaps the City's Community Development Department might have that information.

One of the requests made during the last Steering Committee meeting was for a list of potential purchasers who'd contacted the property owners within the 24 Road Corridor. Property owners seemed hesitant to identify any of those specific businesses. Mr. Over thought that perhaps one of the property owners could be convinced to attend an upcoming open house and provide input.

Terry Fleming didn't think the Committee needed the actual names of interested buyers, only some idea of how many serious inquiries had been made. Had imposed standards eliminated the potential development of a couple of projects or fifty projects? Mr. Over said that he was aware of at least 10-12 serious inquiries and every offer made had been contingent upon getting their request successfully through the City's development process. The three restrictions brought forth during the last Steering Committee meeting were what had killed those projects.

Dick Scariano said that the intent was to get some idea whether the 30,000 square foot limitation or other specific restrictions, other than the multi-family requirement, were impediments to developers moving forward.

Tom Lowrey asked if all the inquiries thusfar had been commercial retail. Mr. Over said that the ones of which he was aware were commercial/retail. One developer has looked at the property for factory outlet stores. Kathy Portner said that staff had also spoken to a couple of residential developers about potential projects in the area.

Terry Fleming asked if hard copies of PowerPoint presentations could be made and distributed to committee members for reference.

### **STAFF PRESENTATION: I-70 / 24 ROAD TRAFFIC ENHANCEMENTS**

Eric Hahn said that he'd been able to find out very little about the roundabout planned for I-70B at 24 Road. He was hoping for more information from CDOT and thought that he would have more to present at the next Steering Committee meeting.

Terry Fleming wondered what utilities would be brought across the interstate at the time of the roundabout's development. Mr. Hahn thought that any utilities extension would be limited. He was unaware of any intention to extend City sewer across the interstate at that point but said that he would get his information verified. He also believed that completion of the roundabout was expected by the summer of 2006, adding that he would try to get that information verified as well.

Tom Lowrey asked if the 24 Road bridge going over the interstate would be two-laned or four-laned. Mr. Hahn said that there were three lanes planned--two southbound lanes and one northbound lane. Terri Binder wondered if three lanes would be sufficient to provide for future traffic. Mr. Hahn presumed that CDOT's engineers had taken future traffic considerations (20 year projection) into account. He acknowledged that there was more traffic moving southbound than northbound in the area. Ms. Binder asked if CDOT considered land uses to the north and the levels of development that might occur. Mr. Hahn felt that while some of that might have been taken into consideration, CDOT looked primarily at traffic volumes in the intersection relative to the interstate. Kathy Portner said that CDOT used the split-diamond concept in its improvements planning process. Mr. Hahn briefly explained the concept to committee members. Mr. Lowrey asked how far south on 24 Road improvements would extend. Mr. Hahn said that improvements should extend all the way to the Canyon View Park intersection. If the committee wanted a CDOT representative to offer additional information, Mr. Hahn offered to make the request.

Greg Motz asked if a roundabout was planned for 24 and G Roads. Mr. Hahn said that although he and others would like to see one there, none had been proposed nor planned.

Mr. Over asked about the City's timeline for five-laning 24 Road. Mr. Hahn said that the latest projections were for 2009-2010.

Mr. Over asked if construction of the new theatre would provide the impetus for construction of the new F 1/2 Road parkway, to tie into 24 Road. Mr. Hahn said that theatre's developer was responsible for providing access to the theater site. The developer was participating in improvement costs; however, the City was coordinating the actual design and construction. All that was needed prior to their opening was completion of 20-foot-wide asphalt lanes and some minor curb, gutter and sidewalk.

When asked by Mr. Over if a full-scale bridge would be constructed across Leach Creek, Mr. Hahn responded affirmatively.

Mr. Schaefer asked if a traffic light would be installed at the intersection of 24 and F 1/2 Roads. Mr. Hahn responded affirmatively but added that installation would occur only when traffic volumes warranted it. When asked if City Market would have access rights to 24 Road, Mr. Hahn said that that was currently under discussion but nothing definitive had been decided.

Mr. Over asked if the new bowling alley would eventually receive access from F 1/2 Road. Greg Motz said that access would run from 24 1/2 Road west along the property line, then run north to F 1/2 Road.

### **STAFF PRESENTATION: BUILDING SIZE COMPARISONS**

Senta Costello said that at the last meeting she'd been asked to provide examples of existing commercial retail buildings to give committee members a perspective on building sizes and what buildings in the 24 Road Corridor could look like. She provided a list and photos of commercial shopping centers in the area, including neighborhood convenience centers, neighborhood shopping centers, and regional retail/big box. Neighborhood convenience center sizes ranged from 14,000 to 42,000 square feet. Neighborhood shopping center sizes ranged from about 45,000 to 86,000 square feet. Regional retail/big box shopping centers were of sizes similar to the Grand Mesa Center and Rimrock Marketplace. Village Fair shopping center at 12th Street and Patterson Road was approximately 33,000 square feet. The Ridges commercial area was about 14,000 square feet in size. The PetSmart building was roughly 27,125 square feet, and the Sportsman's Warehouse was a little over 47,000 square feet in size.

Mr. Schaefer added that the Toys R Us building was approximately 30,100 square feet.

Mr. Fleming asked if all the separate buildings within the Village Fair shopping center made up the 33,000 square foot figure. Ms. Costello replied affirmatively, adding that the bank building and the Ale House had both been included in that calculation to determine parking requirements.

Dr. Paul Dibble asked if the Village Fair shopping center was considered a strip mall, or did it qualify as an example of a 30,000 square foot building? Bob Blanchard said that the term "strip mall" was vernacular for a type of development. A strip mall could also be 30,000 square feet.

Mr. Fleming asked if the 30,000 square foot restriction applied to the actual building footprint. Could multiple buildings make up this total square footage? Mr. Blanchard said that the restriction pertained solely to retail. If an entire building was devoted to retail, it would be considered a single building footprint and the restriction would apply. If there were multiple retail business divided by fire walls within a single building footprint, it would be considered a single building and the restriction would also apply. If multiple uses occupied a single building, then that building could be larger (appx. 130K-140K square feet without a Conditional Use Permit), but the retail portion of that building would still be limited to 30,000 square feet. Retail uses were distinctly different from office uses in that retail was typically defined as where one went to purchase goods.

Mr. Blanchard said that the Grand Mesa Center was considered all one building up to the breezeway.

Mr. Fleming wondered how the City regulated the type of uses going into a building. Ms. Portner said that for buildings constructed to accommodate a number of tenants, each tenant's use was reviewed to determine parking requirements. The City was also alerted to the specific use when a tenant came in for a sign permit. Mr. Blanchard said that it became more problematic as tenants changed; it often then became an enforcement issue. Ms. Costello added that the City was also alerted as businesses applied for sales tax licenses.

Greg Motz said that if various retail businesses moved into a large building, would those uses have to be contiguous? Ms. Portner said that those uses could be spread out within the building.



Dr. Dibble asked for confirmation that if a developer built a 60,000 square foot building and retail uses comprised only 30,000 square feet, the building's larger square footage would still be allowed. Staff confirmed Dr. Dibble's assessment.

Ms. Binder asked if motels and hotels were typically considered big box retail, to which Ms. Costello replied affirmatively. Ms. Portner interjected that hotels and motels had not been held to the 30,000 square foot restriction within the 24 Road Corridor.

Ms. Costello continued listing examples of various retail shopping center sizes. Monument Village was roughly 45,000 square feet. The Redlands Marketplace was at about 86,000 square feet. The Grand Mesa Center, an example of a regional center/big box, was just short of 250K square feet. The Rimrock Marketplace was just over 500K square feet, including the pad sites. Mr. Blanchard added that the smaller businesses constructed on the pad sites of a big box development fell under the same big box standards. Ms. Costello said that the freestanding and attached commercial sites in town (e.g., Rite Aid at 1st Street and Grand Avenue) began at about 13,000 square feet. Examples of stand alone retail sites included the Rite Aid at 30 and F Roads, which was 13,712 square; Carmike Cinemas, which was 22,500 square feet; Office Depot at a little over 32,000 square feet; the Holiday Inn Express at a little over 53,000 square feet; K-Mart at 90,610 square feet; and the Home Depot site at 148,500 square feet. The Lowe's building was at 203K square feet, with Wal-Mart in the Rimrock Marketplace at 256K square feet. An analysis of non-retail buildings in town was conducted and ranged in size from 14,000 square feet 48,000 square feet for offices and 20,000 to 262,500 square feet for commercial industrial buildings. Examples of office building sizes included the Canyon View offices at 14,000 square feet; Fidelity Mortgage at 7th and Belford at 27,216 square feet; the new City Hall building at 48,103 square feet; and the new Home Loan Building at just under 40,000 square feet. Examples of commercial industrial buildings included the new Pyramid Printing building at 20,000 square feet; and the Post Office on Burkey Street was just under 30,000 square feet. Ms. Costello said that she would be providing committee members with hard copies of her list.

Mr. Fleming asked what criteria had been used for the Holiday Inn Express building. Ms. Costello said that the development had been reviewed under the 24 Road Corridor Design Guidelines and Standards; however, since the development was not constructed in a Mixed Use zone district, it did not have to adhere to that zone's standards.

Ms. Binder asked if parking areas were included in square footage calculations, to which Ms. Costello replied negatively.

Mr. Fleming asked if the Holiday Inn Express could have been constructed in a Mixed Use zoned area. Mr. Blanchard said that it would have had to meet the residential requirement. He reiterated that hotels/motels weren't considered retail uses in Mixed Use Zone District's restriction on retail building size.

Mr. Scariano asked if there was some confusion over how the 30,000 square foot restriction was defined. Ms. Portner said that it represented the total square footage of retail, regardless of the building's size or the number of levels it had. Typically, there weren't any multi-level retail structures, especially in Grand Junction.

Greg Schaeffer remarked that there were only so many retail commercial corridors in the City, and to artificially restrict one of them didn't make any sense. It hadn't made any sense at the time it was discussed during original Steering Committee meetings either. The Grand Mesa Center is an excellent example of how a big box development could be designed to be both accommodating and nice looking. He could see no reason to retain the 30,000 square foot restriction.

Mr. Scariano reiterated how knowing the types of businesses that had been restricted from moving into the 24 Road Corridor would be helpful. What exactly had the community lost? Mr. Over said that he would see what he could do to get that information.

Greg Motz asked if, in a scenario where three 50,000 square foot buildings were constructed on a single property, would all three be allowed a maximum of 30,000 square feet of retail? Mr. Blanchard replied affirmatively.

### **STAFF PRESENTATION: COMMERCIAL VACANT LAND**

Scott List said that a calculation had been done of all commercial uses within C-1, C-2, and PD zones. A determination had been made to find out how much of that land was still vacant, and then a percentage was calculated. The same formula had been used for land within the Mixed Use zone. Referencing a series of maps, he said that staff had not looked at the potential for redevelopment sites. He pointed out an area near 29 Road and the interstate that was primarily Planned Development (PD) with Commercial zoning attached to it.

Mr. Lowrey asked if the vacancy rate would radically decline if the 29 Road/interstate area just referenced had been excluded. Mr. List said that the vacancy rate would then be about 18 percent, since the referenced area contained approximately 250 acres. Mr. Lowrey wondered what would be allowed on that property given its proximity to the airport. Dave Thornton noted that the property was not located within the airport's critical zone so there were no special Code restrictions applicable.

Dr. Dibble noted that most of the available commercial areas (C-1 and C-2) were located in the west central part of town off Highway 6&50. He conjectured that businesses wanting to move into Grand Junction were more likely to look to those areas. Dr. Dibble asked if staff had factored in the Pear Park commercial areas. Mr. List said that much of the Pear Park area was still County-zoned. Mr. Thornton said that one area for potential commercial uses was located at 29 and D Roads. Mr. List said that he'd considered including the area to I-70B and the Highway 141 interchange out in Clifton but those areas hadn't been included in the current analysis.

Mr. Scariano said that if all the Mixed Use property were developed, how many housing units would that provide? Mr. Thornton said that he would cover that in his presentation.

Mr. Blanchard said that calculating the amount of vacant land was easy enough for staff to do. Greg Schaefer had provided valuable input on how much of that was actually available for sale. If only a percentage of vacant lands were available for sale, it could represent a perceived shortage, whether for residential or commercial. That's why it was important to qualify any analysis made and get a planning perspective on how that played into the issue of what was enough, what was too much, and what was not enough.

### **STAFF PRESENTATION: PROJECTED BUILDOUT SCENARIOS**

Mr. Thornton said that redevelopment opportunities represented another important qualifier, and he referenced the Grand Mesa Center as an example. Mr. Thornton referenced the document entitled "24 Road Plan Summary," which looked at the commercial needs of the Grand Valley long term. Looking at the 2010 table, there was an annual corridor development absorption for retail of 25,000 square feet. Office use needs were projected to be 50,000 square feet; industrial at 45,000 square feet; and multi-family, 135 units. The Other category included parks, churches, and similar uses. Retail projections over the next 10 years included only a 23-acre absorption.

Mr. Fleming said that those figures had come from a market study, which later became part of the Growth Plan. That study had been conducted prior to development of Rimrock Marketplace

and the Grand Mesa Center and suggested to the original Steering Committee that in the area of retail, the community would absorb approximately 100K to 150K square feet per year for the next ten years. In office space, it was anticipated that 300K square feet would be absorbed for the first five years and 370K square feet for the next five years. Since that time, hundreds of thousands of square feet of retail had been developed in the first five years, with only a miniscule amount of office space developed. He felt that the reality of how development was occurring, and to the extent that it was occurring, rendered that earlier market study moot. And the magnitude of that flaw, he felt, contributed to the ongoing misperceptions of growth in the 24 Road Corridor.

Mr. Thornton referenced Table 13 extracted from the Growth Plan and projections of what could be expected at build-out. Staff considered three scenarios: 1) the Mixed Use Plan as it was today; 2) 1996 Growth Plan before the Mixed Use Zone was applied; and 3) looking at changing the Mixed Use category to include residential development at 4 du/acre and allowing big box retail buildings. Almost 1.4 million square feet of retail would be permitted in the Mixed Use zone today, and the 1996 Growth Plan provided for less than a million square feet of retail. Under the third scenario, residential and retail would be at about a 50/50 split, with 926,500 square feet of retail. Office space allowed under the three scenarios would have reflected almost 1.7 million square feet under scenario 1, less than 1.2 million square feet in scenario 2, and 831K square feet under scenario 3. Industrial stayed fairly even. With regard to residential development, over 2,000 units would be provided in scenario 1, between 1,200 and 1,800 units under scenario 2, and 842 units in scenario 3. Assumptions for the three scenarios included 10,900 square feet per acre for retail, 13,200 square feet per acre for office, 8,600 square feet per acre for industrial.

Mr. Lowrey referenced the handouts provided by Mr. Thornton and Mr. List and observed that without restrictions, it was likely that the majority of the Mixed Use area would be developed as commercial.

Greg Schaefer disagreed, saying that the further away from the 24 Road frontage the property was, the less attractive it would be for commercial uses. Mr. Lowrey said that from a commercial standpoint, the west central part of town had the greatest availability of vacant land on which to build. That area would be naturally attractive to businesses wanting to locate in the Grand Junction area.

Mr. Thornton said that while Ms. Costello provided committee members with a list of businesses and their respective building sizes, there had been no mention of how many acres that represented. Mr. Thornton suggested that acreage be included in the table.

Dr. Dibble remarked that if commercial were located on both sides of 24 Road, it would still result in a lot of open view area because of the design standards and parking requirements. He referenced Harmony Road in Fort Collins as a prime example of how commercial development had occurred in an area that still protected views and promoted landscaping. Mr. Blanchard was familiar with the reference and said that the design standards in that area required an 80-foot setback before any commercial development could occur, including parking, which resulted in a very park-like corridor.

Ms. Binder recalled that the original Steering Committee had discussed bringing buildings closer to 24 Road and having the majority of parking located behind businesses. That was to eliminate people having to look at a sea of parking lots down 24 Road, and she also thought that that might have been the impetus for limiting the sizes of retail buildings.

## **STAFF PRESENTATION: RESIDENTIAL COMPONENT ALTERNATIVES**

Lori Bowers offered some alternatives to the residential component issue: 1) the transfer of density rights (TDR); 2) payment to a fund that would go towards construction of an affordable housing project. The positive thing about that option was that Grand Junction's Housing Authority could be involved and could take care of the extensive bookkeeping that would be required; or 3) include a public/private partnership between the City and property owners where both sides would work together through sales taxes, tax incremental funding, etc. to meet the City's original vision.

### **DISCUSSION / OPEN HOUSE**

Mr. Over asked on what date the open house had been set. Ms. Bowers said that it had been scheduled for Wednesday, November 30, from 4:00 to 7:00 p.m. Mr. Over said that two additional meetings were planned after the open house, and he encouraged those present to get their ideas out on the table for discussion.

Dr. Dibble said that there was still some sensitivity surrounding what had originally gone to City Council from the original Steering Committee and what hadn't. He felt that the Steering Committee's original position should be clarified. Conversely, he thought that the committee should be provided with a rationale for why its original recommendations had been changed. Mr. Schaefer observed that City Council clearly hadn't agreed with the recommendations made by the committee since the changes that had been made were fairly significant. Dr. Dibble thought it unfortunate that no actual minutes were taken for the previous Steering Committee. Mr. Schaefer said that he had a copy of the original committee's recommendation made to City Council. Mr. Lowrey wasn't sure that revisiting what happened five years ago would be helpful. Mr. Fleming said that he'd not heard any good arguments thusfar for why the 20 percent requirement had been inserted. He'd also not heard any good reasons to support the 12-24 du/acre density requirement.

Mr. Blanchard felt that a good starting point would be to review City Council's minutes detailing their discussion on those issues. If the committee chose, a verbatim transcript could also be provided. Ms. Portner said that much of City Council's discussion began at one of their workshops. Their meeting minutes, however, pretty clearly outlined their rationale for the 20 percent residential requirement. Their rationale for the 30,000 square foot retail limitation may not have been as clear but their intent was to acknowledge that while retail development in the area was fine, the type of retail should be limited. That limitation excluded big box developments. That did not preclude, say, 200K square feet of retail as long as it was located in multiple 30,000 square foot buildings. She said she would review City Council's minutes further to see if additional clarification could be provided.

Mr. Fleming asked staff on what basis City Council had imposed that restriction. Had it been based on a market study that the original committee had not seen, one that foresaw such a demand? Had it been based on a Council member wanting to see residential development in the area? Ms. Portner recalled Council discussions where there had been a desire to see more residential development at that end of the Grand Valley.

Mr. Scariano observed that regardless of what had come from earlier meetings, the end result was that what was currently in place wasn't working. He felt that the focus should be on coming up with a realistic solution that would satisfy land owners and be something that the market would accept.

Mr. Over suggested that whatever solutions were proposed should be put in a strongly worded recommendation from the committee.

A brief discussion ensued over how the upcoming open house would be conducted. Staff would be present to answer questions and maps would be available for public review. Ms. Bowers suggested posting the three primary issues and soliciting public comment on them. Comment cards would be made available.

Dr. Dibble felt that committee members were in a better position to ask questions rather than to make statements. Input to the questions posed would help guide future discussions.

Ms. Binder felt that visual presentations and examples of what had been discussed would also be helpful to give people an idea of what a particular thing would look like.

Mr. Lowrey felt that people would be better able to respond to presented scenarios. He suggested offering various scenarios and outlining the positive elements for each. He didn't think that the committee was ready to hold an open house and should instead develop concept drawings of what those scenarios would look like.

Mr. Over felt that the development of scenarios would be difficult since no one really knew how the area would actually develop.

Mr. Schaeffer said that a lot of the committee's earlier discussions on mixed-use land uses had arisen from photos depicting such developments on the eastern slope. There were some very beautiful mixed-use developments in the Denver area. And while that might be attainable in major metropolitan areas, that same level of mixed use development may not be possible in a town the size of Grand Junction.

Mr. Lowrey felt that it was possible to provide the public with a rough idea of what the area might look like based on committee discussions. If it was logical to show residential development on lands further away from 24 Road; if more retail development were permitted along the actual corridor; and if a greater square footage were allowed for commercial retail buildings (e.g., 75K or 100K square feet), he believed it was possible to present the public with some idea of what that might look like. If a recommendation were made to reduce the residential density to somewhere between 4 and 12 du/acre, it would be possible to provide the public with some idea of what that density range would look like. He reiterated that it was premature to solicit public comment without first having something to present.

Ms. Binder felt that people would walk into an open house already having an idea of what they wanted, and that could be limited to their just wanting a specific store to be built in the area. For many people, that's the extent to which they would want to be involved in the process.

Don Campbell felt that if the committee focused on the three proposed changes, it would simplify the process. Use the mission, goals, and objectives currently outlined in the Growth Plan and address the three proposed changes in terms of whether or not their implementation would help achieve those goals. The answer might be yes, no, or a point somewhere in between.

Dr. Dibble asked staff to provide a one-page outline of things to be aware of during the open house, including what the mission was and where we were now.

Ms. Bowers suggested that staff pull together committee comments made on the three pertinent issues and put together a presentation for committee review of what members might want to present to the public.

## **CONCLUSION**

The decision was made to cancel the open house scheduled for November 30 and instead plan another committee meeting for December 1. At that time, the committee would review staff's proposed presentation materials and consider whether additional materials were needed. Based on what was presented, the committee might be better able to set a date for the public open house.

**24 Road Subarea Plan Committee Meeting**  
**Two Rivers Convention Center**  
**December 1, 2005**  
**7:30 a.m.**

**Those in attendance, representing the 24 Road Subarea Plan Committee, included:**

Jeff Over (Property Owner/Original Committee Member)  
Don Campbell (Community Representative/Original Committee Member)  
Dick Scariano (Realtor/Original Committee Member)  
Dr. Paul Dibble (Planning Commission Chairman/Original Committee Member)  
Tom Lowrey (Planning Commissioner)  
Paul Peterson (Mesa Mall)  
Greg Schaefer (Realtor/Original Committee Member)  
Terri Binder (Community Representative)  
Larry Feather (Business Owner/Original Committee Member)  
T. Scott Sullivan (Chamber Representative)  
George Pavlakis (Property Owner/Original Committee Member)

**The following 24 Road Subarea Plan Committee members were unable to attend:**

Steve Reimer (Developer/Original Committee Member)  
Greg Motz (Original Committee Member)  
Terry Fleming (Community Representative)  
Lynn Sorlye (Horizon Drive Association)

**Those City staff in attendance included:**

Bob Blanchard (Director, Community Development Department)  
Lori Bowers (Senior Planner, Community Development Department)  
Senta Costello (Associate Planner, Community Development Department)  
Scott Peterson (Associate Planner, Community Development Department)  
Kathy Portner (Planning Manager, Community Development Department)  
Eric Hahn (Development Engineer, Public Works & Utilities)

**Guests in attendance:**

Mac Cunningham

**CONSIDERATION OF MINUTES**

The minutes of the November 10, 2005 meeting were available for consideration. The minutes were approved (motion made by Greg Schaefer and seconded by Tom Lowrey).

The committee divided into three groups to discuss three changes to the 24 Road Area Plan that a group of landowners have requested them to consider. After spending approximately 45 minutes discussing alternatives and considering various compromises to the requests, each group presented and discussed their ideas with the entire committee. Below is a summary of that exercise.

**Group 1:** Greg Schaefer, George Pavlakis, Paul Peterson, Jeff Over, Dick Scariano

- In favor of commercial designation on both sides of F ½ Road
- Generally like the intent of the MU zoning
- Keep residential density at 8-24 units per acre
- Group feels a boulevard along 24 Road will “create” the corridor
- Delete the 20% residential requirement
- Encourage event center and hotels across adjacent to Canyon View Park
- Delete 30,000 square foot restriction for retail

**Group 2:** Tom Lowrey, Larry Feather, Scott Sullivan

- Group 2 supports the original vision—including favoring the corridor being a mix of commercial and residential
- Designate specific land uses upfront
- Increase the 30,000 square foot retail maximum to 50,000 square feet

**Group 3:** Paul Dibble, Don Campbell, Terri Binder

- Group 3 supports the original Plan
- Keep residential density at 8-24 units per acre
- Decrease the required residential percentage
- Maintain the 30,000 square foot retail maximum size

The December 8, 2005 committee meeting was cancelled. An open house will be scheduled on January 12, 2006 from 4:30 PM to 6:30 PM at Two Rivers Convention Center. A follow-up 24 Road committee meeting is also scheduled on January 19, 2006.



**24 Road Subarea Plan Committee Meeting**  
**Two Rivers Convention Center**  
**January 25, 2006**  
**7:30 a.m.**

**Those in attendance, representing the 24 Road Subarea Plan Committee, included:**

Jeff Over (property owner/original committee member)  
Don Campbell (community representative/original committee member)  
Dick Scariano (Realtor/original committee member)  
Dr. Paul Dibble (Planning Commission Chairman/original committee member)  
Tom Lowrey (Planning Commissioner)  
Paul Peterson (Mesa Mall)  
Lynn Sorlye (Horizon Drive Association)  
Larry Feather (business owner/original committee member)

**The following 24 Road Subarea Plan Committee members were unable to attend:**

Steve Reimer (developer/original committee member)  
Greg Schaefer (Realtor/original committee member)  
Terri Binder (original committee member)  
Terry Fleming (community representative)  
T. Scott Sullivan (Chamber representative)  
Greg Motz (original committee member)  
George Pavlakis (property owner/original committee member)

**City staff in attendance included:**

Lori Bowers (Senior Planner, Community Development Department)  
Dave Thornton (Principle Planner, Community Development Department)  
Kathy Portner (Assistant Director, Community Development Department)  
Bobbie Paulson (Administrative Specialist, Community Development Department)  
Eric Hahn (Development Engineer, Public Works & Utilities)  
Senta Costello (Associate Planner, Community Development Department)  
Scott Peterson (Senior Planner, Community Development Department)  
Jody Kliska (Traffic Engineer, Engineering Department)  
Scott List (GIS Analyst, Administrative Services)

**Guests Present:**

Mac Cunningham

**CONSIDERATION OF MINUTES**

The minutes of the January 19, 2006 work session were available for consideration. Mr. Campbell referenced the second paragraph in the Discussion section where he was purported to have said "... some of the comments from realtors, developers and business owners seemed to promote their own interests." While he may have felt that way, he didn't recall having made that statement. Mr. Over remembered a couple of the committee members voicing that

sentiment, and while that group had been well represented at the open house, other people had also been there.

**The minutes were approved by a vote of 8-0 with no formal amendment offered.**

**In Favor: Jeff Over, Don Campbell, Dick Scariano, Paul Dibble, Tom Lowrey, Paul Peterson, Lynn Sorlye and Larry Feather**

**Against: None**

### **DISCUSSION REGARDING TRANSFER OF DEVELOPMENT RIGHTS (TDRs)**

The first subject broached by Mr. Over was the transfer of development rights (TDRs). He referenced the informative January 24, 2006 memo received by committee members from Kathy Portner. Given that several committee members who'd expressed the greatest interest were absent, he wondered if that discussion should be tabled.

Mr. Campbell suggested passing on, as one of the committee's recommendations, a request that staff look into opportunities and incentives that would help achieve some of the goals of the 24 Road Corridor Plan (Plan); certainly TDRs could be included.

Mr. Lowrey thought that TDRs were already included as part of the Plan. Ms. Portner said that a variation of it provided for the transfer of development rights between properties that were developing at the same time. Staff could expand that option to include TDRs for properties not developing concurrently. Mr. Lowrey expressed support for that expanded provision. It would provide property owners with increased flexibility.

Mr. Scariano felt that the concept of TDRs was good; however, property owners often found TDR's very difficult to manage and implement.

Ms. Sorlye commended Ms. Portner on her memo and noted that four different alternatives had been presented.

Mr. Over referenced previous discussions that suggested eliminating the residential component altogether for properties fronting 24 Road. How would those properties be affected by TDRs? He agreed that, while a good concept, he didn't think TDRs would be utilized much in the 24 Road Corridor.

Dr. Dibble thought that the option should be made available. Whether or not property owners choose to pursue the option would be up to them.

### **LETTERS FROM COMMITTEE MEMBERS**

Mr. Over passed out copies of handouts generated by Mr. Campbell containing his thoughts. Mr. Over also read into the record a brief letter from Terry Fleming, who was absent and who had designated Mr. Over as his proxy. Mr. Fleming's position included eliminating the mandatory residential component on any land because it was unfair to have this component applicable to some parcels and not others. Mr. Fleming also indicated that if something reasonable on TDRs could be worked out, he would support it. He also felt that residential development should be allowed anywhere within the corridor but not required. He could also support a residential density of 6-24 du/acre, and he supported a higher square footage of retail space (but not unlimited). Mr. Fleming wondered if some kind of TDR could be developed applicable to retail square footage. He also favored the committee's suggestion that these individual elements be put into place now, with the overall Vision to be revisited later in light of the projection errors contained in the original market study.

## **DISCUSSION REGARDING RESIDENTIAL DENSITY**

Mr. Over recapped from last week's discussion and said that over two-thirds of the committee members were in favor of reducing the minimum residential requirement from 12 du to 8 du; a couple people recommended going down to 6 du. He suggested addressing that issue before moving on to remaining issues.

Dr. Dibble felt that the 20% residential requirement went hand-in-hand with the density question. Ms. Portner suggested looking at the issue in terms of, if residential is proposed, what is the appropriate density range. Mr. Thornton reaffirmed Ms. Portner's interpretation.

A straw poll was called on the question of changing the residential density range from 12-24 du/acre to 8-24 du/acre. The straw vote yielded 8 in favor and 0 opposed.

A straw poll was called on the issue of changing the residential density range from 12-24 du/acre to 6-24 du/acre. The straw vote yielded 2 in favor and 6 opposed.

Dr. Dibble noted that densities could be comprised of single-family as well as multi-family units. Did the committee want to add any restriction to limit residential development to strictly multi-family units? Ms. Portner suggested leaving it open-ended, citing the Fountain Greens development that, at 8 du/acre, had a complete mix, from single-family to high-density condos.

**MOTION: (Mr. Lowrey) "I make a motion that the [residential] density in the area be reduced to 8 to 24 u/a from the present zone."**

**Mr. Feather seconded the motion. A vote was called and the motion passed unanimously by 8-0.**

**In Favor: Jeff Over, Don Campbell, Dick Scariano, Paul Dibble, Tom Lowrey, Paul Peterson, Lynn Sorlye and Larry Feather**

**Against: None**

## **DISCUSSION REGARDING RESIDENTIAL REQUIREMENT IN MIXED USE ZONE**

The next item brought forth for discussion was the 20% residential requirement.

Mr. Campbell felt that the residential component was appropriate and necessary to achieve the stated goals for the 24 Road Corridor. If it were eliminated, that would represent a substantial and fundamental change to the Plan's overall Vision. He would be in favor of reducing the requirement to 15% or even 10% but not eliminating it altogether.

Dr. Dibble disagreed. Lowering the percentage only made it more difficult for developers of smaller parcels to incorporate that percentage into their developments. That's why last week's discussion on creating a line of demarcation was so important, because there were some areas where residential should be mandated and other areas where the restriction was unnecessary. He maintained that for those properties fronting 24 Road, between Patterson Road and I-70 and extending 1/4-mile on either side of 24 Road and 1/4-mile south of I-70, the residential component should not be required. Housing could still go in on those properties, but residential development would not be mandatory. Dr. Dibble suggested that the committee support either incorporating a line of demarcation to divide the mandatory residential component or eliminating it altogether. He felt that the percentage (20%) as it currently applied to all properties within the Mixed-Use zone should not be reduced.

Mr. Lowrey felt that he could support the line of demarcation suggestion that would eliminate the mandatory residential requirement for the area referenced previously by Dr. Dibble. For the

remaining parcels within the Mixed-Use zone, he felt that the 20% residential component should be preserved. TDRs should be permissible so that landowners could effect some trading.

Mr. Paul Peterson favored eliminating the residential requirement altogether and letting the market dictate the use.

Ms. Sorlye wondered if it would be fair to impose the requirement solely on those properties located outside of the 1/4-mile strip but not impose it on other parcels. Following a brief discussion, Ms. Sorlye expressed her support for Dr. Dibble's proposal. She felt that imposing the 20% restriction on properties within that 1/4-mile area defeated "the whole mission of the zone." She was, however, in favor of retaining the 20% requirement for parcels located outside of the 1/4-mile area.

Dr. Dibble felt that the committee should ask itself, what would happen to the area if the residential component were eliminated entirely. Would there be any residential at all?

Mr. Scariano said that in a perfect world residential should be required; however, he agreed with Dr. Dibble that to require 20% residential development on a 5-acre parcel didn't make much sense and didn't facilitate good development.

Dr. Dibble suggested using the term "allowable" when referring to residential development instead of "mandatory." If something were allowed to occur, then the market forces could dictate how the property developed. "Allowable" granted a measure of flexibility in keeping with the Plan's Vision without dictating.

Mr. Over agreed with using the term "allowable." Given the wide variety of parcel sizes in the Mixed-Use area, if the 20% residential requirement were maintained, it would result in hodge-podge development. That wasn't representative of good planning. He felt that market forces would dictate how the area developed.

Dr. Dibble proposed making residential development "allowable" within the area he'd previously defined ( ¼ mile East and West of 24 Road and ¼ mile South of I-70) but restricting it on the properties further away from 24 Road.

Mr. Lowrey could not support eliminating the residential component altogether since, by doing so, it defeated the Plan's overall Vision for the area. But he reiterated his support of making residential development "allowable" within the 1/4-mile strip previously identified along 24 Road.

Mr. Campbell was willing to be flexible on this issue and agreed that reducing the percentage could create some problems. While opposed to eliminating the residential component altogether, he could support Dr. Dibble's suggestion of making residential development allowable within the 1/4-mile strip identified previously.

Mr. Scariano felt that it was unfair to require residential development on those parcels outside of the 1/4-mile demarcation area. While the market might naturally facilitate residential development of those properties, it should not be mandated.

Mr. Paul Peterson agreed. It was unlikely that the area would end up with 1,000 acres of commercial and retail development. Residential would occur naturally on some of those properties. He reiterated that if the component were eliminated altogether, the market would dictate how those properties developed.

Ms. Sorlye said that if the residential component were eliminated altogether, it would significantly change the intention of the Mixed-Use zone.

Mr. Campbell remarked that if the residential component were eliminated, it would so totally change the Plan's vision as to render moot the amendments currently being discussed. Elimination of the component should, in his view, require a re-review of the entire Plan.

Mr. Over recalled the lengthy City Council discussions on this very issue, and their vote of 4-3 had been nowhere near unanimous. He reminded committee members that while everyone's views would be represented in the minutes, City Council had the ultimate say in what was or wasn't approved.

Dr. Dibble noted that the aesthetics of the Corridor, and the view that it represented a western gateway into Grand Junction had factored heavily into the Plan's initial Vision. However, while the Mixed-Use zone might be successful in other communities, it clearly hadn't worked thusfar in Grand Junction. He felt that the entire concept of Mixed-Use developments and that facet of the Plan's Vision should be reconsidered.

Mr. Lowrey recommended taking a straw poll on the question to eliminate the residential requirement on all of the Mixed-Use properties. A straw vote yielded 4 in favor and 4 against.

A straw poll was then taken on the question to eliminate the residential requirement for the properties lying within the 1/4-mile strip along 24 Road but require the component for properties outside of that strip. A straw vote yielded 6 in favor and 2 against.

Dr. Dibble reminded committee members that eliminating the residential component altogether was tantamount to eliminating the Mixed-Use zone district. And if the 20% requirement were eliminated, how could anyone be sure that that level of residential development would occur? He suspected that it wouldn't.

Mr. Over noted that the 20% restriction had never been a recommendation made by the original committee.

Mr. Scariano asked committee members to envision the 4-acre parcel known as Independence Plaza next to Sam's Club. If that site had had a 20% residential requirement, it would have resulted in 7 residential dwelling units directly adjacent to all of that commercial. If the residential component could not be eliminated, he thought that raising the percentage to something like 40% would result in a better end product. But he felt strongly that the market would dictate the best use for the land.

Mr. Peterson agreed, adding that there would be land pockets that would be more suitable for residential development.

Mr. Lowrey thought that if the committee could somehow promote Planned Unit Developments (PUDs), the community would see true Mixed-Use developments.

**MOTION: (Mr. Lowrey) "I'll make a motion that we have no residential requirement on the 1/4-mile strip along [both sides of, East and West of] 24 Road and [South of] I-70 but that residential be permitted in that 1/4-mile strip, and that there be a residential requirement on the other part of the Mixed-Use, what I call the interior."**

Ms. Sorlye asked if a setback should be included on the new F 1/2 Road Corridor as well. Dr. Dibble didn't think that the F 1/2 Road Corridor was the same kind of strip as 24 Road and so shouldn't be included.

**Mr. Dibble seconded the motion.**

Ms. Bowers clarified the motion to include both sides of 24 Road and that area south of the interstate.

Mr. Scariano felt that not taking the intricacies of the F 1/2 Road Corridor into consideration was tantamount to spot zoning. The projections outlined in the original market survey had not come to pass, and he felt that that reality should be faced.

Dr. Dibble said that the market survey projected 20 years out. Just because the projections had not come to pass over the last five years did not mean that they wouldn't occur at all. There was a lot of growth starting up in the area already. Growth took place when it was needed and desired.

**A vote was called and the motion failed by a tie vote of 4-4.**

**In Favor: Dick Scariano, Tom Lowrey, Paul Peterson and Larry Feather**

**Against: Paul Dibble, Lynn Sorlye, Don Campbell and Jeff Over**

Mr. Over said that while he had voted against the motion, that had only been because he wanted to see what the committee's views were on eliminating the requirement altogether. If that became unlikely, he would be willing to cast his vote to support the previous motion. Mr. Lowrey noted the tie in the straw poll on the question of eliminating the requirement altogether.

Dr. Dibble felt that without the requirement, the area was likely to develop with some properties being entirely commercial and others being entirely residential. While that might not be wrong, one still had to ask whether, in 20 years, there would be any Mixed-Use developments in that area at all. And if not, the Mixed-Use zone should be reconsidered in terms of whether it was even viable for the Grand Junction area. Eliminating the three components currently being discussed would effectively result in eliminating the Mixed-Use zone.

Mr. Over disagreed. He noted that none of the three elements under current discussion had been original committee recommendations. The committee's original Vision for the Mixed-Use zone had not been allowed to occur because City Council had not allowed it to occur in the way the committee had originally envisioned. It seemed to him that the current committee was striving to get back to the point achieved by the original committee.

Mr. Lowrey said that in the scenario proposed by the previous motion, the area with the required residential component would be much smaller than before. As well, the area targeted for residential was more suitable for that type of development. He felt it would encourage the use of PUDs. Market forces were not good for long-range planning, so he cautioned against relying too heavily on what the market dictated. If the committee imposed a residential requirement on those properties better suited to such development, and if in 5 years there turned out to be no interest, the issue could again be revisited. But at this point, he felt it would be a mistake to eliminate the component altogether.

**MOTION: (Mr. Dibble) "I move that we remove the 20% restriction from the Mixed-Use component and allow residential and commercial to be developed together or separately."**

**Mr. Paul Peterson seconded the motion. A vote was called and the motion passed by a vote of 5-3.**

**In Favor: Jeff Over, Dick Scariano, Paul Dibble, Paul Peterson and Larry Feather**

**Against: Don Campbell, Tom Lowrey and Lynn Sorlye**

Mr. Over observed that the minutes would adequately reflect the committee's struggle over this issue.

Mr. Scariano thought he'd heard the majority of committee members saying that while some kind of residential component was desirable, no one wanted to dictate it. He favored some kind of resolution to encourage City Council's development of procedures or incentives that would foster Mixed-Use development.

**MOTION: (Mr. Scariano) "Mr. Chairman, I'd like to make a motion that the committee give the Council encouragement to develop and investigate certain procedures and incentives that would encourage Mixed-Use development in this area."**

**Mr. Lowrey seconded the motion. A vote was called and the motion passed unanimously by a vote of 8-0.**

**In Favor: Jeff Over, Don Campbell, Dick Scariano, Paul Dibble, Tom Lowrey, Paul Peterson, Lynn Sorlye and Larry Feather**

**Against: None**

#### **DISCUSSION REGARDING THE RETAIL COMPONENT**

The final discussion item involved whether or not to retain the 30,000 square-foot retail restriction.

Mr. Campbell suggested keeping the 30,000 square-foot maximum for properties along 24 Road; however, allow the square footage to expand for properties in western part of the Mixed-Use zone. Realizing that the limit could be raised or eliminated, he felt that in terms of preserving a quality entryway into the City, this represented a key component in the 24 Road Corridor Plan. Community Development Director Bob Blanchard said that while retail uses might be desirable as secondary uses, limiting the type and size of retail/commercial space was an important Plan element.

Dr. Dibble asked how many committee members wanted to see Big Box developments the size of Grand Mesa Center and Rimrock along the 24 Road Corridor. If so, he felt the 30,000 square-foot restriction should be eliminated entirely. If Big Box developments were not desirable in that area, the committee could still recommend raising the retail square footage limit to 50,000 square feet, the maximum for larger-scale retail developments. Retail developments larger than 50,000 square feet would be subject to Big Box standards. Developers could still propose developments larger than 50,000 square feet, but the retail component of those developments would be limited without the developer first securing a Conditional Use Permit.

Mr. Over asked if grocery stores were considered retail developments, to which Ms. Portner responded affirmatively.

Mr. Lowrey spoke in favor of allowing Big Box developments on both sides of 24 Road within that 1/4-mile strip. However, for the other properties located within the Mixed-Use zone, he favored raising the restriction to 50,000 square feet.

Mr. Peterson noted the absence of any restriction in the original committee's recommendation. How had that 30,000 square-foot restriction come about? Ms. Portner said that the restriction had been imposed in keeping with the Plan's Vision, which viewed retail as a secondary use.

Mr. Scariano said that while in favor of eliminating the restriction altogether, if Big Box developments were reserved for properties located within that 1/4-mile strip along 24 Road, what would prevent a Wal-Mart from moving in at 24 and G Road? Big Box developments along that corridor could dramatically change the area's traffic patterns and the characteristics of traffic as originally envisioned. He envisioned more "benign" retail developments occurring along that Corridor.

Mr. Feather noted that a lot of changes had occurred in the community over the last five years. If there was a gateway into the community, it existed in the eastern end of the Valley, with all of the energy workers coming into the area. And the view that Big Box retailers wouldn't go into any structure less than 85,000 square feet hadn't been a true statement five years ago. Given the magnitude of changes occurring in the area since adoption of the previous Plan, it tended to support adoption of a new Plan rather than tweaking the old Plan.

A straw poll was taken on the question of eliminating the 30,000 square-foot restriction altogether. A straw vote yielded 4 in favor and 4 opposed.

A straw poll was then taken on the question of eliminating the 30,000 square-foot restriction within the 1/4-mile strip along both sides (East and West) of 24 Road and South of I-70. A straw poll yielded 6 in favor and 2 opposed.

A straw poll was taken on the question of eliminating the 30,000 square-foot restriction within the 1/4-mile strip along both sides of 24 Road and south of I-70 and raising the restriction for all other Mixed-Use zone properties to 50,000 square feet. A straw vote yielded 6 in favor and 2 opposed.

**MOTION: (Dr. Dibble) "I move that we remove the restriction of 30,000 square feet from the Corridor for 1/4-mile east and west of 24 Road and south 1/4-mile from I-70 and raise the square footage restriction from 30,000 to 50,000 on the remainder of the property in the Mixed-Use zone."**

**Mr. Lowrey seconded the motion. A vote was called and the motion passed by a vote of 6-2.**

**In Favor: Jeff Over, Dick Scariano, Paul Dibble, Tom Lowrey, Paul Peterson and Larry Feather**

**Against: Don Campbell and Lynn Sorlye**

#### **MISCELLANEOUS DISCUSSION**

Mr. Lowrey asked if there should be some direction given to City Council regarding TDRs. Mr. Over felt that Mr. Scariano's previous motion regarding City Council included TDRs.

Dr. Dibble suggested that Mr. Over draft a cover letter to go with the committee's motion and asked staff for procedural clarification on the next steps of the process. Ms. Bowers said that consideration of the committee's recommendations would go first to the Planning Commission and then to City Council. She would also be drafting a staff report. She was hoping to get the item on Planning Commission's February 14th hearing agenda.

With no further business, the meeting was adjourned at 8:45 a.m.



**24 Road Subarea Plan Committee Meeting**  
**Two Rivers Convention Center**  
**February 16, 2006**  
**7:30 a.m.**

**Those in attendance, representing the 24 Road Subarea Plan Committee, included:**

Jeff Over (property owner/original committee member)  
Don Campbell (community representative/original committee member)  
Dr. Paul Dibble (Planning Commission Chairman/original committee member)  
Tom Lowrey (planning commissioner)  
T. Scott Sullivan (Chamber representative)  
Terri Binder (original committee member)  
Greg Schaefer (Realtor/original committee member)  
Larry Feather (business owner/original committee member).

**The following 24 Road Subarea Plan Committee members were unable to attend:**

Steve Reimer (developer/original committee member)  
Terry Fleming (community representative)  
Greg Motz (original committee member)  
Dick Scariano (Realtor/original committee member)  
Paul Peterson (Mesa Mall)  
Lynn Sorlye (Horizon Drive Association)  
George Pavlakis (property owner/original committee member)

**Those City staff in attendance included:**

Bob Blanchard (Community Development Director)  
Lori Bowers (Sr. Planner, Community Development Department)  
Dave Thornton (Principle Planner, Community Development Department)  
Kathy Portner (Assistant Community Development Director, Community Development Department)  
Bobbie Paulson (Administrative Specialist, Community Development Department)  
Eric Hahn (Development Engineer, Public Works & Utilities)  
Scott Peterson (Senior Planner, Community Development Department)  
Jody Kliska (Traffic Engineer, Engineering Department)  
Ken Simms (Regional Transportation Planning Office Planner)  
Scott List (GIS Analyst, Administrative Services)

**Guest present:**

Mac Cunningham, 24 Road Area Property Owner  
Bonnie Beckstein, City Council Member

**DISCUSSION**

Bob Blanchard said that before recommendations were brought before the Planning Commission for its consideration, transportation modeling should be discussed by the Steering Committee. Modeling for the current and proposed plans, he said, had been based on worst-case scenarios, which represented a typical starting point in land use planning. Transportation planning generally resulted in the most visual impacts to a community and required the greatest level of public expenditure.

Ken Simms overviewed the basics of transportation modeling and forecasting as outlined in a handout he'd distributed to committee members. The four steps making up the model included 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment. The model used the year 2030 as its "target year." Traffic projections had been calculated based on certain land use assumptions given him by the City's Community Development staff.

Mr. Schaefer felt that basing traffic projections on a worst-case scenario was erroneous since the probability of a worst-case actually occurring was unlikely. Mr. Blanchard said that staff often wrestled with estimating land use percentages used in such a scenario (e.g., would an area be built out with 12% office uses or 20%). While the general understanding was that worst-case scenarios generally didn't occur, he felt it important to "model backwards."

Mr. Schaefer conjectured that the problem lay with the Mixed Use zone district since there was no real way of knowing for sure just how properties within such a zone would develop. Currently, it was guesswork. The only way to project traffic impacts with any level of accuracy would be to discard the Mixed Use zone and go back to straight zoning. Only then would the City know for sure just what type of use would be situated on a piece of property and be able to calculate traffic impacts based on that use.

Mr. Blanchard responded that as a result of opening the 24 Road Corridor up to more commercial and retail uses, sales tax revenues would be shunted even more to the western end of the valley. Traffic impacts were inevitable. It would be irresponsible of City staff not to analyze traffic impacts and the level of those impacts on public infrastructure. He reiterated that using the worst-case scenario provided a starting point, and he reiterated that actual impacts would likely be less. If the committee felt that another number should be used to determine the worst-case scenario, it was certainly open for discussion.

Mr. Simms briefly explained the rationale for using the proffered worst-case scenario.

Mr. Lowrey said that given the fact that several hundred thousand square feet of retail would be coming into the area over the next 20 years; given that the population of the Grand Valley was likely to double over that same 20-year time period; and given the future expansion of St. Mary's Hospital; he wondered what the roads would look like in 20 years. Mr. Simms said that while he hadn't brought a graphic of that scenario, he said that the differences in impacts to the area's street network from 2000 to 2030 would be dramatic. Using available maps as reference, if Mr. Lowrey's numbers were entered into the model, he noted a number of areas where service levels would be at or approaching Level F. The new F 1/2 Road Parkway was expected to relieve a lot of the congestion occurring in and around the Mesa Mall area. Mr. Simms added that elements contained in 2030 projections included the Riverside Parkway, the F 1/2 Road Parkway, and the completed 29 Road extension.

Mr. Blanchard reminded committee members that before their recommendations went before the Planning Commission and City Council for consideration, it was important for the committee to consider the level of traffic impacts likely to occur as a result of those recommendations.

Mr. Schaefer wondered if staff could present three different traffic scenarios--best, worst, and something in between. Mr. Blanchard said that it was possible if some consensus could be reached on a number used to define "worst-case."

Mr. Thornton explained that a worst-case scenario could include retail/commercial levels equivalent to the square footage retail of three Mesa Malls.

Mr. Over referenced the Current and Proposed Land Use Plan Travel Demand Forecasting Results maps and didn't think that the differences in impacts as projected were all that great. If

those maps represented worst-case scenarios, and all agreed that those worst-cases were unlikely to occur, it didn't seem to him that the resultant impacts were so severe that they couldn't be dealt with through regular planning processes.

Dr. Dibble referenced a traffic projection spreadsheet handout and asked what the 20.2%, 37.6%, and 34.1% increases really meant to I-70B east of F 1/2 Road, I-70B west of 24 1/2 Road, and I-70B east of 24 1/2 Road, respectively. Ms. Kliska provided a brief explanation. Dr. Dibble asked why those increases seemed so dramatic. Mr. Simms said that in conjunction with increased levels of traffic in the area, the model also looked at congestion levels. As traffic increased, movement of that traffic slowed. As traffic speeds slowed down on one corridor, the model assigned traffic to faster moving corridors. The model may go through 20 iterations before it attained "equilibrium," where no additional time could be saved by vehicles switching to another corridor. Mr. Simms noted that traffic volumes would change as new roads in the area were constructed. When those new street connections were added to the model, it would result in a shifting of traffic volumes. The more critical numbers, he said, were those found on the second page of the spreadsheet, which showed increases in the number of vehicle miles traveled, an increase in the amount of time people spent in their vehicles as a result of traffic impacts and an increase in the number of trips generated.

Dr. Dibble asked if, by removing the 20% required residential component and allowing the 24 Road Corridor to develop with more commercial and retail uses, it would result in dramatic changes to the area's infrastructure. Mr. Simms affirmed that it would.

Dr. Dibble asked if any analysis had been done using the current scenario over a lesser time period; say, 5-10 years hence. Mr. Simms said that he did not have those figures available. When asked to guess at the percentage of traffic increase in the area by 2030 using the current scenario, Mr. Simms thought that traffic would likely double between now and then. Referencing available handouts, Dr. Dibble concluded that if no changes were made to the Mixed Use Zone currently in place, it would result in little or no congestion along the 24 Road Corridor, with the exception of the previously references areas along I-70B east and west of F 1/2 Road and along I-70B east of 24 1/2 Road.

Mr. Schaefer thought he'd heard that a consultant had been retained to complete some facet of a traffic study in the western end of the Valley. Mr. Blanchard said that he was unaware of any such consultant retained by the City.

Mr. Schaefer asked again for staff's idea of a best-case scenario. Mr. Blanchard said that the committee currently had traffic models for both the current and proposed plans. He suggested the committee use some in-between point based on what it foresaw as realistic growth occurring over the next 20-25 years. He added that staff had used 10,000 square feet per acre to determine commercial/retail densities in the proposed scenario. Mr. Blanchard asked Ms. Portner if the previous 24 Road Corridor had been modeled. She thought that the 1996 approved Corridor Plan had been.

Ms. Binder felt that traffic impacts were a very important issue and should be carefully considered. She personally felt that more commercial development should be located in the eastern end of the Valley but it didn't seem that developers were interested in doing so. People typically chose the fastest, easiest, and shortest routes when traveling. She was very concerned that in the proposed scenario traffic impacts would result in whole neighborhoods getting angry over how those impacts were affecting them. She pointed out that she routinely traveled through the 24 Road/Patterson Road intersection and hated the traffic signal there. She surmised that 20 years hence people would be asking "What was the City thinking putting traffic lights so close together; why did they allow so much to go out here"? The committee's elimination of a residential component would result in more retail coming into the corridor. While

the model may not represent the corridor as being all retail, without the residential component, it was highly likely that the 24 Road Corridor would be comprised of primarily retail. And the influx of so much new retail would result in a lot more traffic problems. She'd agreed with the original plan to include more residential and employment uses and less retail in part to reduce projected traffic impacts. The original plan had been intended as long-term (*i.e.*, 20 years out) and contain a variety of uses. If the corridor were allowed to develop with primarily retail uses, the land would sell at a premium and develop as retail/commercial because of high land costs.

Mr. Blanchard reiterated his original suggestion that the committee come up with what it felt might be a more realistic projection of how the area would build out, upon which would be based a new traffic model. It would give the public an idea of how the area might actually develop and the incremental traffic impacts associated with that development.

Mr. Lowrey said that 85% of all City sales tax revenues originated from the following City zones: 1) North Avenue, 2) downtown, 3) north-central, 4) northwest, 5) southwest, and 6) Mesa Mall. In 1995, 31% of those revenues came from the northwest and Mesa Mall areas. That percentage had increased over the years to its current level of 42%. Right now, half of the 85% portion of sales tax receipts came from the northwest and Mall areas. If the proposed plan were implemented, approximately 2/3 of all sales tax revenues would originate from that area by the year 2030. Communities had generally recognized the greatest numbers of traffic impacts when they'd put all of their residential development in one area and all of their commercial development in another. Grand Junction was only now being faced with those issues and responding by constructing a bypass and the F 1/2 Road Parkway. With implementation of the proposed plan came significant increases in the infrastructure required to carry expected traffic volumes. Allowing retailers to move to the 24 Road Corridor area just because they wanted to move there, without looking at the bigger picture, was tantamount to no planning at all. Admittedly, the committee was not looking at the big picture because that had been City Council's direction.

Dr. Dibble noted that even with the current plan for the Mixed Use zone, there would be traffic impacts. If the residential component were eliminated, traffic impacts would increase. So the question became how fast and to what extent those impacts would occur over a 20-year period.

Mr. Lowrey felt that it was appropriate to encourage residential and office uses in the 24 Road Corridor, which would reduce the amount of retail. However, he was concerned about the potential relocation of businesses currently officed in the downtown area to the northwest part of town. That could impact the vitality of the downtown area.

Mr. Schafer asked where else in the Grand Valley might larger-scale development locate since there were no other properties sized or zoned as those in the 24 Road Corridor. Retailers needed exposure. The proposed plan still created opportunities for residential development; however, elimination of the residential component served to facilitate retail/commercial development as well.

Mr. Over said that while the committee had made several recommendations in a previous meeting, it hadn't taken into consideration expected traffic impacts. He believed that the committee should stick with its original recommendations but present traffic analyses along with those recommendations to show the public and the decision-makers what could happen if those recommendations were implemented. Let the Planning Commission and City Council look at the current and worst-case scenarios and allow them to derive their own conclusions.

Mr. Campbell agreed that the committee's recommendations should move forward. He felt that presenting the current and worst-case traffic projections along with those recommendations would be appropriate. Since there was no real way of projecting accurately an "in-between"

figure, he suggested that a model be generated based on a halfway point between the two existing scenarios.

Mr. Blanchard suggested that models could be created showing impacts based on a 1/3 and 2/3 build-out.

Dr. Dibble said that in looking at good, better, and best scenarios, the currently "good" scenario had been voted down by the committee (*i.e.*, requiring the 20% residential component). The ultimate outcome should balance the needs of individual property owners with the overall goals of the City. If traffic analyses influenced committee members to reconsider the "best" available option (*i.e.*, eliminating the residential component altogether), perhaps the committee should rethink its recommendations and come up with a "better" alternative.

Mr. Schaefer disagreed with the assumption that the entire 200-400 acre area would develop out as retail/commercial. Retailers considered population figures, average incomes, and other denominators. As a community grew, certainly there would be more retail, but to presume that the entire corridor would develop with retail uses just didn't make sense to him.

Dr. Dibble asked Mr. Schaefer what he foresaw developing adjacent to Big Box projects. Mr. Schaefer said that in other communities the areas surrounding Big Box developments included a mix of smaller-scale retail and office uses. He felt that office and employment uses would locate along the corridor because the zoning there was conducive to their doing so. Since the traffic analysis figures were arbitrary anyway, he suggested coming up with models reflecting projected impacts from 1/3 retail, 1/3 office/employment and 1/3 residential. He didn't feel that the committee's recommendations should be changed.

Mr. Campbell reiterated his previous suggestion to move the committee's recommendations forward; however, he agreed that presenting alternative impact analyses to the decision-making boards would give them several scenarios to consider. Ultimately, the decision was City Council's.

Mr. Blanchard said that staff would provide an "in-between" model as well as a model reflecting Mr. Schaefer's 1/3, 1/3, 1/3 scenario.

Mr. Thornton stated that the current 24 Road Plan traffic Model consisted of approximately (1/5) 20% residential, (1/5) 20% retail and (3/5) 60% office/employment.

With no further business, the meeting was adjourned at 8:45 a.m.

**GRAND JUNCTION PLANNING COMMISSION  
FEBRUARY 28, 2006 MINUTES  
7:04 p.m. to 9:25 p.m.**

The regularly scheduled Planning Commission hearing was called to order at 7:04 p.m. by Vice-Chairman Roland Cole. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Roland Cole (Vice-Chairman), Lynn Pavelka-Zarkesh, Tom Lowrey, Patrick Carlow, Bill Pitts, William Putnam, and Reggie Wall.

In attendance, representing the City's Community Development Department, were Bob Blanchard (Community Development Director), Kathy Portner (Assistant Community Development Director), Scott Peterson (Senior Planner), Lisa Cox (Senior Planner), Dave Thornton (Principal Planner), and Lori Bowers (Senior Planner).

Also present were Jamie Kreiling (Assistant City Attorney) and Rick Dorris (Development Engineer).

Terri Troutner was present to record the minutes.

There were 34 interested citizens present during the course of the hearing.

#### I. ANNOUNCEMENTS, PRESENTATIONS AND/OR VISITORS

There were no announcements, presentations and/or visitors.

#### II. APPROVAL OF MINUTES

Available for consideration were the minutes of the January 24, 2006 public hearing.

**MOTION: (Commissioner Pitts) "Mr. Chairman, I move for adoption of the minutes for January 24, 2006 as written."**

Commissioner Wall seconded the motion. A vote was called and the motion passed by a vote of 6-0, with Commissioner Putnam abstaining.

#### III. CONSENT AGENDA

Available for consideration were items:

1. PP-2005-170 (Preliminary Plat--Chatfield 3 Subdivision)
2. FPA-2005-288 (Final Plan Amendment--Amendment to St. Mary's Master Plan)
3. ANX-2006-008 (Zone of Annexation--Chipeta Heights Subdivision)
4. PP-2004-287 (Preliminary Plat--Cloverglenn Subdivision)
5. CUP-2006-007 (Conditional Use Permit--Tavern on the Pointe)
6. CUP-2005-300 (Conditional Use Permit--Precision Energy Services)

Vice-Chairman Cole briefly explained the Consent Agenda and invited the public, planning commissioners, and staff to speak up if they wanted any of the items pulled for additional discussion. At staff's request, item CUP-2006-007 was pulled and placed on the Full Hearing Agenda. Lisa Cox came forward and referenced a revised staff report for item FPA-2005-288 that had been distributed to planning commissioners prior to the meeting. The report's suggested motion had been revised to indicate that Planning Commission would be recommending approval to City Council. The motion from the original report had the Planning Commission rendering the final decision. She recommended the item stay on the Consent Agenda. No objections or revisions were received from the audience or planning commissioners on any of the remaining items.

**MOTION: (Commissioner Pitts) "Mr. Chairman, I move for the approval of the Consent Agenda for items 1, 2, 3, 4, and 6 [PP-2005-170 (Preliminary Plat--Chatfield 3 Subdivision), FPA-2005-288 (Final Plan Amendment--Amendment to St. Mary's Master Plan), ANX-2006-008 (Zone of Annexation--Chipeta Heights Subdivision), PP-2004-287 (Preliminary Plat--Cloverglen Subdivision), and CUP-2005-300 (Conditional Use Permit--Precision Energy Services] as presented."**

Commissioner Lowrey seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

#### **IV. FULL HEARING**

##### **CUP-2006-007 CONDITIONAL USE PERMIT--TAVERN ON THE POINTE**

**A request for approval of a Conditional Use Permit to establish a tavern in Unit D (1,890 sq. ft.) of Palace Pointe Marketplace.**

**Petitioner: Ken Strychalski (owner) and James and Silvia Craig (tenants)**

**Location: 2938 North Avenue, Unit D**

##### **STAFF'S PRESENTATION**

Scott Peterson gave a PowerPoint presentation containing the following slides: 1) site location map; 2) aerial photo map; 3) Future Land Use Map; 4) Existing City and County Zoning Map; 5) condominium maps of Palace Pointe Marketplace; 6) proposed floorplan from the south entrance; and 7) findings of fact and conclusions. A brief overview of the request was given. Two letters of opposition had been received and were entered into the record. Finding that the request satisfied Code requirements and was consistent with Growth Plan recommendations, staff recommended approval.

##### **PETITIONER'S PRESENTATION**

Silvia Craig, co-petitioner, said that the neighborhood tavern would be very small and low-key. Arrangements had been made to provide ride-home services to patrons too intoxicated to drive.

James Craig, co-petitioner, added that the tavern would be a place for people to meet after work or just sit and visit. There would be no loud music and no bands.

Vice-Chairman Cole advised the audience that only the Conditional Use Permit was being discussed; there would be no discussion involving the tavern's liquor license. A separate liquor license hearing would be held tomorrow, March 1, at 9 a.m. in the City Hall Auditorium.

##### **PUBLIC COMMENTS**

###### **FOR:**

There were no comments for the request.

###### **AGAINST:**

Coleen Arnold (2941 Bunting Avenue, Unit 6, Grand Junction) said that approximately 25 feet separated the back door of the business from the rear barrier wall. Another 19 feet separated the barrier wall from the nearest residence. She maintained that there was insufficient separation or buffering between the residential and commercial uses and felt that the barrier wall would do little to quell noise from the business. Since the

back door was alarmed, she was also concerned that the alarm would be going off during the night or as employees entered and exited the building. This would be a real detriment to herself and her neighbors. Ms. Arnold said that while the applicants had agreed to keep noise levels down and close the business at midnight, she just felt that it was just the wrong type of business for that particular location, especially given the problems experienced by residences abutting the nightclub at 5th Street and North Avenue.

### **PETITIONER'S REBUTTAL**

Ms. Craig said that it was not their intention to have a loud and noisy bar. There were no immediate plans to provide a sound system. She felt that the 6-foot-high retaining wall, along with the bushes and other landscaping present, would provide sufficient buffering. She pointed out that she and her husband had cleaned up the alley, adding that the alley would not be used for deliveries. Ms. Craig said that the alarm on the back door was just to prevent customers from running out on their bills. She didn't think that the alarm would be loud enough to disrupt the neighbors. She said that this was a very different business from the one at 5th and North. The occupancy of that business was 250 people; the occupancy of this business was only 50 people.

Mr. Craig added that a 10-foot bathroom area at the rear of the building would serve as an additional sound barrier between the main business area and the back door. He felt that there was sufficient buffering present.

### **QUESTIONS**

Commissioner Pitts asked if Ms. Craig's reference to a sound system implied that one could be installed at some future date. And if so, what kind of system would it be? Mr. Craig emphasized that this was intended to be a quiet bar, one offering an atmosphere conducive to conversation. That could not be accomplished if there were loud music. Any future sound system would be conservative. Anyone would be welcome to visit the business at any time to judge the sound level for him or herself.

### **DISCUSSION**

Commissioner Carlow asked if the Planning Commission's charge was just to determine the appropriateness of the use. Mr. Blanchard clarified that planning commissioners needed to ascertain whether the series of review criteria had been met. Since staff had determined that those criteria had been satisfied, planning commissioners could either agree with staff's conclusions or, if disagreeing with staff's analysis, they could provide findings to support another conclusion.

Commissioner Lowrey concurred with Mr. Blanchard's clarification. He expressed concern over the compatibility of the proposed use so close to a residential neighborhood. He would be willing to approve the request, but only if there was some way to restrict the sound level. He suggested perhaps setting a maximum acceptable decibel level. Limiting the noise emanating from such a business was especially important after 9 or 10 p.m. If this could not be done, he didn't feel he could support the request.

Commissioner Pitts expressed similar concerns over the noise the applicants' business might produce. Fifty feet of distance to separate a commercial use from a residential



use was not that much, even with a 6-foot-high wall. He didn't feel he could support the request as presented.

Vice-Chairman Cole concurred and agreed that the use was incompatible with the neighborhood.

Commissioner Lowrey suggested rescheduling the item for a later date, to give the applicants time to mitigate noise concerns. Mr. Blanchard suggested remanding the item back to staff, who would assess the decibel levels of sound systems. The item could be reheard at a later date. Mr. Blanchard quelled the applicants' concerns by saying that the proposed action did not represent a denial.

**MOTION: (Commissioner Lowrey) "I would recommend that we remand CUP-2006-007 back to staff, to work with the applicant to see if they can mitigate sound issues, particularly going out the back of the establishment, and that we come back for a rehearing later."**

Commissioner Putnam seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

#### **GPA-2005-148 GROWTH PLAN AMENDMENT--24 ROAD SUBAREA**

**A request to amend the 24 Road Corridor Subarea Plan on the Mixed Use designation to reduce the minimum residential density from 12 units per acre to 4 units per acre; delete the requirement for residential development, and allow for large-scale retail development.**

**Petitioners: John Usher, William Merkel, Harold Woolard, Marion Jacobson and Tom Volkman**

**Location: 24 Road Corridor**

Mr. Blanchard reminded planning commissioners that they were considering the recommendations only, not the actual Growth Plan amendments. Discussions should focus on whether or not the Planning Commission concurred with the steering committee's recommendations. If so, staff would come back at a later date with Growth Plan Amendment verbiage for consideration.

Vice-Chairman noted that there were likely to be a number of viewpoints brought forth for consideration. He advised planning commissioners not to put too much weight on any single point.

#### **STAFF'S PRESENTATION**

Lori Bowers gave a PowerPoint presentation containing the following slides: 1) the three requests made by the applicants, which included a) reduce the minimum required residential density from 12 units per acre to 4 units per acre; b) delete the requirement that residential development is required as 20% of the overall commercial project; and c) remove the maximum size of 30,000 square feet for retail buildings; 2) a list of steering committee members, many of whom had served on the original 24 Road Corridor Plan steering committee; 3) an acknowledgement of the committee's having met seven times, with one open house held on January 12, 2006; 4) primary zoning map; 5) steering committee recommendations, that included a) deletion of the requirement for a mandatory 20% residential component to any development;

residential development would be allowed but would be optional; b) a reduction in the minimum residential density from 12 dwelling units per acre to 8 dwelling units per acre; and c) the requirement that retail development be limited to a maximum of 30,000 square feet (within a larger building or as stand-alone development) be deleted within the Mixed Use designation within 1/4 mile corridor on either side of 24 Road and south of I-70, and that a maximum retail square footage of 50,000 square feet be applied in the remainder of the Mixed Use district (within a larger building or as stand-alone development).

Ms. Bowers turned the podium over to Mr. Jeff Over, steering committee chairman, and referenced a letter he'd written to the City Council dated February 8, 2006. Copies of the letter had been distributed to planning commissioners prior to the hearing.

Mr. Over said that the steering committee's meetings had been very productive. Each committee member had been able to express his or her point of view; no one had been left out. There had been a lot to discuss within a relatively short timetable, but he was pleased with the final result. He reiterated the committee's recommendations (as stated above), affirming that many of the committee's current members had also participated on the original 24 Road Corridor Plan steering committee. He noted that the three issues of concern to the applicants had not originally been a part of recommendations made by the original steering committee; they had been added later by City Council. He hoped that the Planning Commission and City Council would strongly consider adopting the recommendations made by the steering committee.

Vice-Chairman Cole thanked Mr. Over and the other steering committee members for their diligence and fine work.

Commissioner Lowrey extended his special thanks to Mr. Over for the fine work he'd done as chairman for the committee. As a member of the steering committee himself, Commissioner Lowrey said that the meetings were always of high quality.

The podium was then turned over to Dave Thornton, who gave a Powerpoint presentation on traffic modeling for the 24 Road Subarea. Traffic modeling helped the City plan for future impacts on roads within a particular study area and those occurring outside of the study area. Since changes were being proposed to the 24 Road Corridor, it was important to assess the potential effects of those changes. Mr. Thornton briefly explained how traffic modeling was undertaken and said that the Grand Junction area had been divided up into Traffic Analysis Zones (TAZs). Having the 24 Road Corridor build out as 100% retail/commercial represented the "worst-case scenario" in terms of traffic impacts. The traffic model provided estimates of trip generation, taking socioeconomic data and estimating the number of person trips produced and attracted within each TAZ.

Mr. Thornton said that steering committee members had asked that three scenarios be modeled for comparison: 1) build-out to include 20% residential, 20% retail and 60% employment/office; 2) build-out at 0% residential and 100% retail; and 3) a 1/3, 1/3, 1/3 split with residential, retail, and employment/office figures split evenly at 33% build-out each. For each of the three scenarios, the following assumptions had been used: 1) build-out residential densities of 12 units/acre; 2) employment/office uses having 3 employees per 1,000 square feet of floor area, and each acre having 10,000 square feet

of building; and 3) retail/commercial uses having 2 employees per 1,000 square feet of floor area, and each acre having 10,000 square feet of building. Mr. Thornton referenced a slide showing the results of the modeling. General findings concluded that retail development generated four times more traffic than employment/office uses. If the steering committee's current changes were adopted and the corridor developed with 100% retail uses, the number of vehicle trips within the study area were projected to increase by 21.5% over those projections made in conjunction with the originally adopted 24 Road Corridor Plan. Mr. Thornton presented slides depicting projected traffic impacts within the study area. Slides included 1) travel demand forecasting results, 2000 base model; 2) 2030 traffic demand forecasting results based on the currently adopted 24 Road Corridor Plan; 3) 2030 travel demand forecasting results based on the steering committee's proposed land use plan; 4) 2030 travel demand forecasting results based on a 1/3, 1/3, 1/3 land use plan; and 5) a graphic depiction and definition of Levels of Service.

### **QUESTIONS**

Commissioner Pitts asked if steering committee members had been made aware of traffic modeling projection data before making their recommendations. Mr. Thornton said that staff had made the information available to committee members at their last meeting. The modeling presented to them showed how their recommendations were likely to impact the study area.

### **PUBLIC COMMENTS**

Harold Woolard (746 23 1/2 Road, Grand Junction) felt that there was clear evidence to suggest that the old plan wasn't working and needed fixing. He noted that there had been a great deal of developer interest in the area, and a number of proposals had been brought forth for consideration. All had failed because of the current regulations. He didn't feel it right to ask a property owner to hold on to his property and pay taxes on it every year without being allowed to develop it. He noted that Camping World representatives had spent two days in the area talking with Community Development staff et al. but had been told "to go somewhere else." Others wanted to build a church within the 24 Road Corridor but had been discouraged because of the City's mandatory residential requirement. They were only interested in building their church, not in constructing high-density residential housing. Mr. Woolard said that developers had approached him with six different proposals; yet, all had been "shot down" as a result of the City's current regulations.

Vice-Chairman Cole asked Mr. Woolard if he'd had a chance to review the steering committee's recommendations. If so, did he have any thoughts?

Mr. Woolard felt that each project should be considered on its own merits. He didn't think it right to establish a set of rules that everyone had to follow without exception.

William Merkel (2136 Baniff Court, Grand Junction) expressed support for the committee's recommendations. As an owner of property located within the 24 Road Corridor, he'd been approached by several people interested in developing his land. However, because of the City's current requirements, they'd changed their minds. One developer had been interested in developing the entire intersection at 24 and G Roads. After "being pushed out" as a result of the 24 Road Corridor development criteria, that developer had tried developing property on the north side of I-70. His project had been

subsequently turned down twice by both the Planning Commission and City Council. Mr. Merkel recalled comments made by former City planner, Michael Drollinger, who'd described beautifully how the 24 Road Corridor should be envisioned. That vision had set the tone for development in the area. However, the added restrictions adopted afterwards "basically killed the idea of the second entrance into Grand Junction." He felt that there was still an opportunity to develop the corridor in accordance with the original vision. As an aside, he noted that there was only one lane going north across the interstate and two lanes going south. There were no frontage roads to connect 24 Road with either 24 1/2 or 23 1/2 Roads. That didn't make sense to him since most municipalities constructed frontage roads in conjunction with major interchanges. Given the expected traffic increases in the area, it seemed that there should be better traffic circulation.

Marion Jacobson (no address given), owner of property within the 24 Road Corridor, said that she'd just returned from a trip to San Bernadino, California. While there, she'd visited a 320,000 square foot Costco store that she said had been beautifully laid out and expertly landscaped. A similar development in the Grand Junction area would definitely be an asset. She felt that Grand Junction had been a regional center for a number of years, and it was important that Grand Junction remain competitive with other communities. If businesses were prevented from locating in the Grand Junction area, they would go to Glenwood Springs, Moab, or some other outlying community. The amount of regulation, she said, should depend on the retailer. All of those out-of-town developers represented lost sales tax revenues. She did not believe that people wanted to live so close to commercial development and busy streets. They preferred living in quiet cul-de-sacs, so requiring the construction of residential uses directly adjacent to commercial uses didn't make much sense. She also felt that the market should determine building sizes.

Rocky Arnot (747 23 1/2 Road, Grand Junction) said that he'd owned his 24 Road Corridor property since 2000. He pointed out that while a lot of growth had occurred across the Grand Valley, nothing much was happening in the 24 Road Corridor. He expressed support for the steering committee's recommended changes.

## **DISCUSSION**

Commissioner Wall said that while talk of nice buildings in other towns, and how nice Grand Junction could be was all well and good, what it really boiled down to was money and how much of it the 24 Road Corridor property owners stood to get for their land. He didn't blame them for wanting to make a profit on their investment, and he agreed that some plans didn't work. The City invested a lot of time and effort in making the community a nice place to live for everyone. The development of plans took time. This didn't mean that the City was unresponsive to property owners. He commended the City and the steering committee for their "going back to the drawing board" and for their recommendations. He felt that the changes were good ones. We either have a nice community or we don't, he said. People would continue to come to Grand Junction to shop. If people wanted to pay a sales tax rate of 9.75%, they could go to Glenwood Springs, but Grand Junction's taxes weren't that high and this area had more to offer. He urged property owners not to "let the almighty dollar get in the way of what the City was trying to do."

Commissioner Pitts said that when Mr. Crawford first laid out Grand Junction, he'd had a plan for the area between 1st Street and 12th Street, South Avenue and North Avenue, a place for churches along White Avenue and Grand Avenue. Growth began there and moved outward. Growth was now more prevalent in the northwest area, at least according to sales tax revenues. While he understood that property owners wanted to get the most money from their land, there seemed to be little focus on moving people to and from the area. Traffic was a big concern. Traveling down Highway 6 & 50 was already a nightmare. The potential influx of so many large-scale retail/commercial developments to the 24 Road Corridor would result in significant traffic impacts. He would hate to see the 24 Road Corridor develop in the same way that the Highway 6 & 50 Corridor had. Regarding high-end residential, he pointed out that some of the area's most expensive homes were located close to I-70. Commissioner Pitts commended the efforts of the steering committee; they'd done an outstanding job.

Commissioner Putnam observed that this was the first long-range planning item he'd seen in quite some time. The Planning Commission was charged with trying to ensure the greatest long-term good for the community. He agreed that in considering any long-range plan, one had to consider potential traffic and other impacts related to that plan. If not, it would be anyone's guess as to how that plan would ultimately turn out. Clearly, the impetus for the changes proposed by the applicants resulted from their inability to sell their property. However, he didn't feel that the rationale of "letting the market decide" was the right approach. That same rationale had guided development along both North Avenue and Horizon Drive. Could the community truly be proud of the results? He wasn't. While the Daily Sentinel may not always be seen as responsive to community planning efforts, on February 6, 2006 there had been an editorial regarding a similar situation faced by Mesa County. He read the article into the record, the point being that municipalities had the right to guide development, and that private property rights didn't include guaranteeing the highest dollar for the land. In the minutes of one of the steering committee meetings, he read an excerpt where someone had noted the beautiful Mixed Use developments in the Denver area. That person went on to say that it might not be possible to have the same level of Mixed Use development in a community the size of Grand Junction. He felt that the original vision statement of the 24 Road Corridor Plan was still valid. To that end, he felt that the original Plan should be affirmed to City Council without any changes.

Commissioner Pavelka-Zarkesh said that retail centers come and go. When looking toward the long-term stability of the Grand Junction area, it was important to provide opportunities for businesses other than retail to ensure a stable economic base.

Vice-Chairman Cole reflected that the Planning Commission had three options available: 1) affirm the current 24 Road Corridor Plan with no changes; 2) recommend adopting the changes requested by the applicants; or 3) recommend adopting the changes proposed by the steering committee. Ms. Kreiling said that the process was actually more complicated. Before the Zoning & Development Code could be changed, changes would first have to occur to both the 24 Road Subarea Plan and the Growth Plan. The current request did not offer the actual text needed to affect those changes. City Council was looking for direction rather than specific language to amend the Growth Plan. She suggested that the Planning Commission provide City Council with more generalized direction, to either follow the same direction or provide direction that the recommendations go back to staff to ascertain the changes needed and draft the

verbiage required for changing the 24 Road Subarea Plan. Following review and approval of those changes by the Planning Commission, a recommendation for adoption of those changes would then be forwarded to City Council.

Vice-Chairman Cole proposed having the Planning Commission address the question of affirming the current plan with no changes. Commissioner Lowrey said that City Council had given the steering committee very clear direction to address the three issues brought forth by the applicants, which the committee did. In response to City Council's direction, he felt that the focus should be on the steering committee's recommendations to either accept them, reject them, or come up with some other alternative. He noted that the Planning Commission didn't have much discretion to consider anything beyond the three issues before them. Ms. Kreiling suggested that Planning Commission's recommendations be consistent with either those made by the applicants or those made by the steering committee. However, alternate recommendations could also be made.

Commissioner Putnam suggested acknowledging receipt of the steering committee's findings to City Council; however, after examining them and finding them "wanting," he proposed that the Planning Commission let City Council know that they were not in agreement with the committee's findings.

Commissioner Lowrey suggested considering each of the three steering committee recommendations individually. That would be in keeping with the approach taken by the steering committee. While he agreed with some of the recommendations formally made by the committee, he didn't agree with all of them and thought that additional discussion might be in order.

Commissioner Carlow agreed that the issues should be discussed separately. That approach would illicit additional discussion and provide for the possibility of some modification.

When asked if the committee voted on each individual recommendation, Commissioner Lowrey said that not only had they been individually considered and voted on, there had also been discussions and motions made on other aspects of the issues. For example, on the 20% mandated residential requirement, there had been discussions and a vote on whether that recommendation would apply to different areas within the Corridor. Commissioner Lowrey asked for confirmation of those discussions from committee chairman, Jeff Over. Mr. Over said that while he recalled those discussions having taken place, the final vote had been to eliminate the residential requirement altogether.

Vice-Chairman Cole asked that motions include a request that staff bring back actual verbiage changes for consideration by the Planning Commission in response to the recommendations made.

Commissioner Pitts felt that the taking of each fraction into consideration rather than considering the whole created the biggest problem. He asked if the requirements would be applicable to the entire 24 Road Corridor or to each project. Mr. Blanchard responded that requirements were applied on a project-by-project basis.

(Recommendations were considered in the order preferred by planning commissioners.)

Recommendation #2: To reduce the minimum residential density from 12 dwelling units per acre to 8 dwelling units per acre.

Ms. Kreiling said that the Planning Commission could also consider the proposals brought forth by the applicants. They'd actually requested that the minimum residential density be reduced from 12 dwelling units per acre to 4 dwelling units per acre.

Vice-Chairman Cole advised planning commissioners to stick with steering committee recommendations.

**MOTION: (Commissioner Pitts) "I move that the Planning Commission approve recommendation 2, the minimum residential density be reduced from 12 dwelling units per acre to 8 dwelling units per acre."**

Commissioner Pavelka-Zarkesh seconded the motion.

Ms. Kreiling proposed modifying the recommendation, adding that the Growth Plan be amended to comply with that recommendation. Both Commissioners Pitts and Pavelka-Zarkesh agreed to the proposed modification. The motion was revised as follows:

**MOTION: (Commissioner Pitts) "I move that the Planning Commission approve recommendation 2, the minimum residential density be reduced from 12 dwelling units per acre to 8 dwelling units per acre, and that the Growth Plan be amended to comply with that recommendation."**

Commissioner Pavelka-Zarkesh seconded the motion.

Commissioner Lowrey felt that he could vote in favor of the motion because the higher density was one of the reasons for the lack of development within the 24 Road Corridor. The proposed motion would reduce just the lower-end range from 12 du/acre to 8 du/acre. That should give more flexibility to both the landowners and developers. He felt that it might also result in a reduction of traffic impacts to the area given the potential for reduced density. He expressed a willingness to support reduction of the lower-range density to something below 8 du/acre if other planning commissioners wanted to discuss that as an option. No additional discussion was offered.

A vote was called and the motion passed unanimously by a vote of 7-0.

Recommendation #1: The requirement for a mandatory 20% residential component to any development be deleted. Residential development would be allowed but would be optional.

Commissioner Lowrey said that the committee talked about not requiring residential development within a 1/4-mile strip along 24 Road and south of I-70. There had been a general consensus from committee members on that aspect. More contentious was the discussion on whether a residential component should be required for properties outside of that 1/4-mile strip. While the committee ultimately voted to eliminate the requirement altogether, the vote had been close. He would be willing to support the elimination of the residential component within the 1/4-mile strip; however, he could not

support eliminating the requirement for those properties outside the strip because it would create the potential for more intense development and more traffic impacts.

Commissioner Lowrey referenced a recent article from the Daily Sentinel regarding sales tax receipts (overhead presented). The article pointed out that the majority (approximately 50%) of sales tax revenues currently originated from the northwest and mall areas. If the 24 Road Corridor were opened up to retail/commercial development, likely there would be an influx of Big Box retailers. If that occurred, in the next 10-20 years, he predicted that anywhere between 65-80% of sales tax revenues would originate from the northwest and mall areas. The historical trend between 1995 and 2005 for the northwest and mall areas was that sales tax revenues had been steadily increasing at a rate of 1% per year. If Big Box and other retail/commercial uses were allowed to proliferate along the 24 Road Corridor, that rate of increase would be accelerated, resulting in tremendous traffic problems. The F 1/2 Road bypass was intended to alleviate some of the traffic pressures from retail/commercial development already out in the area. An influx of new business uses would only exacerbate the problem. And the costs associated with building more traffic infrastructure were significant. He referenced another article from the Daily Sentinel stating that the City was wondering where it would receive the money for parks development on land it already owned. If more and more dollars were siphoned off for construction of road infrastructure, the City would not be left with enough funds for parks development. He surmised that without any requirement for residential, parcels in the Mixed Use zone were likely to develop with primarily commercial uses because landowners would be able to get more money for their properties. Landowners would all hold out and wait for commercial developers; they had, in fact, done so for the last six years. But he didn't think it a sign of a healthy community to have such a lopsided balance of retail development in the northwest area with nothing much located elsewhere in the community. It created huge traffic imbalances that were expensive to deal with. A scenario was being created where people lived in one part of town (east) and drove huge distances to do their shopping in another part of town (west/northwest). Commissioner Lowrey continued by saying that he hoped City Council would seek a more even dispersal of retail throughout the City. At a minimum, the City should not delete the residential requirement for those properties lying outside of the 1/4-mile strip along 24 Road and south of I-70.

When asked if his preference was to retain the 20% minimum, Commissioner Lowrey said that he was open to other percentage alternatives. In fact, he would prefer a higher percentage of residential for the "interior" properties given elimination of the component within the 1/4-mile strip.

Vice-Chairman Cole didn't think that retail development was "all that bad." He felt that increased sales tax revenues would provide the funds needed for parks development. He agreed that traffic problems were likely; however, requiring a church to build high-density residential housing on land outside of the 1/4-mile strip was impractical. He agreed that problems could arise as a result of eliminating the residential component; however, the committee had discussed it and had voted to eliminate it. He felt he could support the committee's recommendation as proposed.

Commissioner Pitts felt that Commissioner Lowrey had "hit the nail right on the head." Even with the City's plans to construct the Riverside Parkway, F 1/2 Road bypass, and



the extension of 29 Road, those projects would not eliminate all the traffic problems expected for the northwest area. Unless a residential requirement is effected for the 24 Road Corridor, there would be some serious bottlenecking of traffic. The end result could very well be that people would be expected to live in the eastern end of town and travel to the western end of town to do all of their shopping. Short of the City's providing air transport, he couldn't see how that many people were expected to get to and from that end of town. The 20% requirement might pose some difficulties for the owners of smaller parcels in the Mixed Use area.

Commissioner Putnam concurred with Commissioners Lowrey and Pitts.

Commissioner Wall agreed with the committee's recommendation to delete the 20% residential component. The land was zoned Mixed Use. While it was up to City staff, the Planning Commission, and City Council to ensure that development occurred in a clean and organized manner, he didn't feel it appropriate to dictate the percentage of residential development required for a piece of property.

Commissioner Putnam posed the question, "What then does Mixed Use mean"? Commissioner Wall said that it meant that landowners could develop their properties as retail/commercial, residential, or both as they chose. Commissioner Lowrey disagreed with that definition because that would mean that people could put whatever they wanted in that area, even if that ended up being 100% retail. The whole concept of Mixed Use was that at least some residential development would be required, not that landowners could do one or the other. If the residential component were deleted, there would effectively be no Mixed Use zone. He reiterated his proposal to eliminate the residential component for the 1/4-mile strip but not to delete it for other properties within the Mixed Use zone. Commissioner Wall felt that Commissioner Lowrey's scenario would result in Big Box development situated directly adjacent to residential uses. The City could expect homeowner complaints about the traffic, noise, etc. He didn't feel that the City should mandate residential development nor should it impose a percentage on just how much residential development was appropriate for a parcel.

Commissioner Pitts reiterated his concerns about fractionalizing the requirement. Even within the 1/4-mile strip, there were differently sized parcels in that zone to consider. While in support of a residential requirement, he wasn't sure just how the requirement should be implemented.

Mr. Blanchard said that the Planning Commission should not focus on the specifics of implementing the proposed recommendations. There were a number of ways to implement the recommendations, e.g., the transfer of development rights (TDRs). Commissioner Lowrey remarked that the concept of TDRs had been discussed and was supported by steering committee members.

Vice-Chairman Cole suggested amending the steering committee's recommendation to include the TDR option.

Commissioner Wall felt that the recommendation would just be more confusing with the added verbiage. He agreed that implementation strategies should be left up to staff.

At Planning Commission's prompting, Mr. Over came forward and said that the committee had struggled with the issue no less than the Planning Commission. A secondary motion had been made by committee member Dick Scariano regarding TDRs, which read, "Mr. Chairman, I'd like to make a motion that the committee give the Council encouragement to develop and investigate certain procedures and incentives that would encourage Mixed Use development in this area." That motion had been made in conjunction with discussions on the residential component. Mr. Over noted that all members of the committee had voted to approve that motion.

A brief discussion ensued between planning commissioners and staff over whether a motion should include Mr. Scariano's verbiage pertaining to TDRs or whether a separate motion would be required. Mr. Blanchard advised that if planning commissioners wanted to include Mr. Scariano's verbiage as part of their recommendation, a separate motion should be made.

**MOTION: (Commissioner Pitts) "I move that the requirement for a mandatory 20% residential component to any development be deleted. Residential development would be allowed but would be optional, and that the Growth Plan be amended to comply with that recommendation."**

Commissioner Wall seconded the motion.

Commissioner Lowrey said that he intended to vote against the motion because the recommendation would encompass the entire Mixed Use area. He would, however, be willing to make an alternate motion to delete the requirement within the 1/4-mile strip previously referenced should the current motion fail.

Commissioner Pitts asked if the inclusion of Mr. Scariano's verbiage would satisfy Commissioner Lowrey's concerns. Commissioner Lowrey said that because the use of TDRs were optional, he felt it tantamount to "wishful thinking."

A vote was called and the motion failed by a vote of 3-4, with Commissioners Pitts, Lowrey, Putnam, and Carlow opposing.

**MOTION: (Commissioner Lowrey) "Mr. Chairman, I'd like to make a motion that the requirement for a mandatory 20% residential component to any development be deleted in an area 1/4-mile from 24 Road to the west and east and 1/4-mile south of the interstate, but residential development would be allowed in that 1/4-mile strip but it would be optional, [and that the Growth Plan be amended to comply with that recommendation]."**

Commissioner Carlow seconded the motion. A vote was called and the motion passed by a vote of 5-2, with Commissioners Wall and Putnam opposing.

**MOTION: (Commissioner Lowrey) "I would make a motion that there be a residential requirement in that interior portion [all parcels within the 24 Road Corridor designated Mixed Use but lying outside of the 1/4-mile strip on either side of 24 Road and 1/4-mile south of the interstate], that the transfer of development rights be permitted, [and that the percentage of residential required be 40%]."**

Additional discussion ensued over the percentage of residential required. Commissioner Wall suggested leaving that actual percentage up to City Council.

Mr. Blanchard asked that instead of referencing "the interior" of the land use designation, reference be made to "the remainder of the Mixed Use land use designation." Commissioner Lowrey agreed to revise his motion accordingly.

A revised motion is as follows:

**MOTION: (Commissioner Lowrey) "I would make a motion that there be a residential requirement in the remainder of the Mixed Use land use designation, the part that is not within the 1/4-mile strip, that the transfer of development rights be permitted, that the percentage of residential required be at the discretion of City Council, and that the Growth Plan be amended to comply with that recommendation."**

Commissioner Pitts seconded the motion. A vote was called and the motion passed by a vote of 6-1, with Commissioner Wall opposing.

Recommendation #3: The requirement that retail development be limited to a maximum of 30,000 square feet (within a larger building or as stand-alone development) be deleted within the Mixed Use designation within the 1/4-mile corridor on either side of 24 Road and south of I-70, and that a maximum retail square footage of 50,000 square feet be applied in the remainder of the Mixed Use district (within a larger building or as stand-alone development).

Commissioner Lowrey expressed support for the committee's recommendation as proposed because it provided for added flexibility. The Corridor's design standards would ensure desirable development even for buildings larger than 30,000 square feet.

**MOTION: (Commissioner Lowrey) "[I make a motion that] the requirement that retail development be limited to a maximum of 30,000 square feet (within a larger building or as stand-alone development) be deleted within the Mixed Use designation within the 1/4-mile corridor on either side of 24 Road and south of I-70, and that a maximum retail square footage of 50,000 square feet be applied in the remainder of the Mixed Use district (within a larger building or as stand-alone development), and that the Growth Plan be amended to comply with that recommendation."**

Commissioner Wall seconded the motion. A vote was called and the motion passed by a vote of 6-1, with Commissioner Putnam opposing.

## **V. GENERAL DISCUSSION**

Vice-Chairman Cole referenced a letter received from Loren Ennis representing the Ridgewood Heights Development, LLC. Mr. Ennis requested that the item be moved up from its originally scheduled hearing date of March 28 to March 14.

Ms. Kreiling advised against moving up the date of the scheduled hearing because there would be insufficient time available for public notification. Given that there had been a number of neighbors who had expressed concerns about the request when it was first heard, she felt that advancing the hearing date would do a disservice to those neighbors and other interested persons.

No action was taken by planning commissioners, which resulted in leaving its original March 28 hearing date intact.

Sheryl Trent from the City Manager's office came forward to remind planning commissioners of Mr. Blanchard's pending departure. She thanked Mr. Blanchard for his years of service to the City and said that an "open house" would be held in the Community Development Department from 9:30 a.m. to 11:00 a.m. on Friday, March 3. Refreshments would be served.

With no further business to discuss, the public hearing was adjourned at 9:25 p.m.

## MEMORANDUM

To: Grand Junction City Council

From: Jeff Over – Chairman  
24 Road Citizens Review Committee

Date: February 8, 2006

RE: 24 Road Sub-area Plan

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Council Members:

As Chairman of the 24 road Review Committee, I would like to thank you for the opportunity to address the Mixed Use zone designation within the 24 Road Corridor Sub-area Plan. More specifically, the three areas of contention were to reduce the minimum residential density from 12 units per acre to 4 units per acre; delete the requirement for residential development; and allow for large-scale retail development.

Maintaining focus on the three issues at hand was a tough task; however as a committee I believe we were able to keep that focus a majority of the time. Over the course of six committee meetings, and one public open house, everyone was able to give ample input, all in a constructive manner. Staff was also very helpful in getting us the information we requested and required.

In the end we came up with the following recommendations:

- Reduce the minimum density requirement from 12 units per acre to 8 units per acre (not to 4 units per acre). Maintain the maximum density requirement of 24 units per acre.
- Remove the 20% requirement for residential development.
- Remove the restriction of 30,000sf for retail development for ¼ mile east and west of 24 Road, as well as ¼ mile south of I-70. Raise the restriction from 30,000sf to 50,000sf in the remainder of the Mixed Use zone.

The committee also passed a motion to give the City Council encouragement to investigate and develop certain procedures and incentives that would encourage mixed use development in this area.

We all know that City Council has the ultimate authority on these matters. Since this the second time that a committee has looked at this area in the past six years, it is our hope that you not take our recommendations lightly, and that you revise the 24 Road Corridor Sub-area Plan accordingly.

Jeff Over

**CITY OF GRAND JUNCTION**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AMENDING THE 24 ROAD CORRIDOR SUBAREA PLAN AND THE GROWTH PLAN SPECIFIC TO THE MIXED USE LAND USE DESIGNATION**

Recitals:

The 24 Road Corridor Subarea Plan was adopted in 2000 (Resolution No. 109-00), with specific element incorporated into the Growth Plan with the update in 2003. The 24 Road Plan designated an area generally bounded by F ½ Road, I-70, 24 ¼ Road and 23 ½ Road as “Mixed-Use”. A new zoning designation of “Mixed Use” was also adopted to implement the Plan.

In February, 2005, the City received a request from a group of property owners to amend the text of the Mixed use zone district, specifically: 1)reduce the minimum required residential density from 12 units per acre to 4 units per acre; 2) delete the requirement that residential development is required as 20% of the overall commercial project; and 3)remove the maximum size of 30,000 square feet for retail buildings. It was determined that to proceed with the requested zoning amendments, that Growth Plan amendments would also be required.

A Citizen’s Review Committee was formed to consider the property owner request and make a recommendation to the Planning Commission and City Council. The Planning Commission considered the Steering Committee recommendation and is proposing a revised recommendation.

City Council finds that to make the changes as recommended by the Planning Commission, the following amendments to the 24 Road Corridor Subarea Plan and Growth Plan are necessary.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE 24 ROAD CORRIDOR SUBAREA PLAN AND GROWTH PLAN BE AMENDED AS FOLLOWS:

Growth Plan

Chapter 5, D: 15 is hereby amended to read:

Mixed Use (employment, residential, open space and ~~limited~~ retail)

Chapter 5, D, page V.10 is hereby amended to read:

Mixed Use. Mixed Use development to include employment, residential, retail and open space. ~~Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as small (eight to ten acres) nodal development.~~

Exhibit V.2: Future Land Use Categories Table is hereby amended to read:

Land use: Mixed Use. Intensity: Urban—~~12~~ 8 to 24 DU/A, non-residential intensity based on location/services. Typical Uses: Employment, residential, retail and open space, ~~with limited retail~~.

24 Road Corridor Subarea Plan

Section 6, Land Use is hereby amended to read:

Mixed-Use Development: Mixed-use development is encouraged in the remaining areas to include employment, residential, retail and open space. ~~Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as a small (eight to ten acres) nodal development at 24 Road and G Road intersection.~~

PASSED on this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

ATTEST:

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

\_\_\_\_\_  
President of Council



**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING SECTION 3.4.J OF THE ZONING AND DEVELOPMENT CODE, MIXED USE**

Recitals:

Section 3.4.J, Mixed Use (MU), of the Zoning and Development Code was adopted in 2000 to implement the recommendations of the 24 Road Corridor Subarea Plan for an area of "Mixed Use". In February, 2005, the City received a request from a group of property owners to amend the text of the Mixed use zone district, specifically: 1)reduce the minimum required residential density from 12 units per acre to 4 units per acre; 2) delete the requirement that residential development is required as 20% of the overall commercial project; and 3)remove the maximum size of 30,000 square feet for retail buildings.

A Citizen's Review Committee was formed to consider the property owner request and make a recommendation to the Planning Commission and City Council. The Planning Commission considered the Steering Committee recommendation and is proposing a revised recommendation. The City Council finds that the amendments are consistent with the 24 Road Corridor Subarea Plan and Growth Plan, as amended, and are necessary or required by law and are in accordance with the law.

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT SECTION 3.3.J OF THE ZONING AND DEVELOPMENT CODE IS AMENDED AS FOLLOWS:**

1. Subsection **1. Purpose**. is hereby amended to read:  
To provide for a mix of light manufacturing and office park employment centers, ~~limited~~ retail, service and multifamily residential uses with appropriate screening, buffering and open space and enhancement of natural features and other amenities such as trails, shared drainage facilities, and common landscape and streetscape character.
2. Under Subsection 3., paragraph c is amended to read as follows:  
c. Maximum building size ~~for all non-retail uses~~ shall be 150,000 square feet unless a Conditional Use Permit is issued. ~~Maximum building size for retail shall be 30,000 square feet;~~ Maximum building size for retail use in that area of the Mixed Use in the 24 Road Corridor, other than ¼ mile on the east and west side of 24 Road and ¼ mile south of I-70, shall be 50,000 square feet.
3. Under Subsection 3., paragraph e is amended to read as follows:  
Minimum net residential density shall be ~~42~~ 8 units per acre.
4. Under Subsection 3, paragraph f is deleted.  
~~Development parcels and/or projects containing greater than 5 acres shall have a minimum of 20% of the gross land area in residential development. The required 20% may be transferred between parcels in the Mixed Use Zone District that are being planned at the same time.~~

5. Subsection 5 is hereby deleted.
5. a. ~~The following standards shall apply to the required residential component.~~
- ~~(1) Final plans for the required residential component must be submitted and approved with the overall project.~~
  - ~~(2) The required residential component must be built with the overall project, in accordance with the approved development schedule.~~
  - ~~(3) Residential units may be built as part of any retail/commercial structure.~~
  - ~~(4) The conditions of approval and development schedule shall be recorded against the title to all portions of the property, including each non-residential component be built within the approved development schedule. The City may enforce conditions of approval and the development schedule against the owners of any portion of the overall project jointly and separately.~~

**INTRODUCED AND PASSED ON FIRST READING AND ORDERED PUBLISHED ON  
\_\_\_\_ DAY OF \_\_\_\_\_, 2006.**

**PASSED ON SECOND READING, APPROVED AND ORDERED PUBLISHED ON  
\_\_\_\_ DAY OF \_\_\_\_\_, 2006.**

**ATTEST:**

\_\_\_\_\_  
**City Clerk**

\_\_\_\_\_  
**President of Council**