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**CITY COUNCIL AGENDA
WEDNESDAY, NOVEMBER 2, 2011
250 NORTH 5TH STREET
6:30 P.M. – PLANNING DIVISION CONFERENCE ROOM
7:00 P.M. – REGULAR MEETING – CITY HALL AUDITORIUM**

Call to Order
(7:00 p.m.)

Pledge of Allegiance
Invocation – David Eisner, Ohr Shalom Jewish Community Center

[The invocation is offered for the use and benefit of the City Council. The invocation is intended to solemnize the occasion of the meeting, express confidence in the future and encourage recognition of what is worthy of appreciation in our society. During the invocation you may choose to sit, stand or leave the room.]

Proclamations

Proclaiming November 11, 2011 as “A Salute to all Veterans 2011” in the City of Grand Junction

Proclaiming November 2011 as “Hospice and Palliative Care Month” in the City of Grand Junction

Proclaiming the Month of November 2011 as “Random Acts of Kindness Month” in the City of Grand Junction

Certificate of Appointment

To the DDA/DGJBID Board

Council Comments
Citizen Comments

*** Indicates Changed Item*

**** Indicates New Item*

® Requires Roll Call Vote

***** CONSENT CALENDAR *****

1. **Minutes of Previous Meetings** [Attach 1](#)

Action: Approve the Minutes of the October 17, 2011, Regular Meeting

2. **CDBG Subrecipient Contract for Funds and Projects within the Community Development Block Grant (CDBG) 2011 Program Year** [File #CDBG-2011-06] [Attach 2](#)

The Subrecipient Contract formalizes the City's award of \$30,000 to HomewardBound of Western Colorado, Inc. allocated from the City's 2011 CDBG Program as previously approved by Council.

Action: Authorize the City Manager to Sign the Subrecipient Contract with HomewardBound of the Grand Valley, Inc. for the City's 2011 Program Year Funds

Staff presentation: Kristen Ashbeck, Senior Planner/CDBG Administrator

3. **Horizon Drive Association Business Improvement District 2012 Operating Plan and Budget** [Attach 3](#)

Every business improvement district is required to file an operating plan and budget with the City Clerk by September 30 each year. The City Council is then required to approve the plan and budget within thirty days and no later than December 5. Horizon Drive Association Business Improvement District filed their 2012 Operating Plan and Budget. It has been reviewed by Staff and found to be reasonable.

Action: Approve Horizon Drive Association Business Improvement District's 2012 Operating Plan and Budget

Staff presentation: Jodi Romero, Financial Operations Manager

4. **Downtown Grand Junction Business Improvement District 2012 Operating Plan and Budget** [Attach 4](#)

Every business improvement district is required to file an operating plan and budget with the City Clerk by September 30 each year. The City Council is then required to approve the plan and budget within thirty days and no later than December 5. Downtown Grand Junction Business Improvement District filed their 2012 Operation Plan and Budget. It has been reviewed by Staff and found to be reasonable.

Action: Approve Downtown Grand Junction Business Improvement District's 2012 Operating Plan and Budget

Staff presentation: Jodi Romero, Financial Operations Manager

***** END OF CONSENT CALENDAR *****

***** ITEMS NEEDING INDIVIDUAL CONSIDERATION *****

5. **Public Hearing - Amending the Comprehensive Plan by Adopting the North Avenue West Corridor Plan, Located between I-70B (west side) to 12th Street (east side including both sides of North Avenue)** [File #CPA-2011-966] [Attach 5](#)

The Corridor Plan establishes four guiding principles, multiple plan elements, and a future street cross section for North Avenue to further revitalize and plan for the future growth of North Avenue. It also recommends that a future overlay district be created and established as the Plan is implemented. The Grand Junction Planning Commission and City Staff recommend the adoption of the North Avenue West Corridor Plan as an element of the Grand Junction Comprehensive Plan.

Ordinance No. 4486—An Ordinance Adopting the Grand Junction North Avenue West Corridor Plan as an Element of the Comprehensive Plan for the Area Generally Located Along North Avenue West of 12th Street

®Action: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of Ordinance No. 4486

Staff presentation: David Thornton, Principal Planner

6. **Public Hearing - Ordinance Authorizing the Substitution of Collateral for the Sam Suplizio Field/Ralph Stocker Stadium Lease Purchase** [Action 6](#)

In November 2010, the City Council approved an ordinance authorizing the lease of Sam Suplizio Field and Ralph Stocker Stadium in order to issue Certificates of Participation to provide funding for improvements to the Field and Stadium. Those improvements are currently under construction. In October, 2011, the City Council determined that it is in the best interest of the City to substitute the collateral for that lease with the City Hall building. This ordinance will authorize the execution of the appropriate documents to allow for that substitution.

Ordinance No. 4487—An Ordinance Authorizing the Execution and Delivery of a First Amendment to Ground and Improvement Lease Agreement, a First Amendment to Lease Purchase Agreement, an Escrow Agreement, and Related Documents by the City; and Providing for Other Matters Relating Thereto

®Action: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of Ordinance No. 4487

Staff presentation: John Shaver, City Attorney

7. **Non-Scheduled Citizens & Visitors**

8. **Other Business**

9. **Adjournment**

Attach 1
Minutes

**GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING**

October 17, 2011

The City Council of the City of Grand Junction convened into regular session on the 17th day of October, 2011 at 7:00 p.m. in the City Auditorium. Those present were Councilmembers Bennett Boeschstein, Teresa Coons, Jim Doody, Laura Luke, Bill Pitts, Sam Susuras, and Council President Tom Kenyon. Also present were City Manager Laurie Kadrich, City Attorney John Shaver, and City Clerk Stephanie Tuin.

Council President Kenyon called the meeting to order. Councilmember Luke led the Pledge of Allegiance, followed by an invocation by Steve Hagerman, Turkish World Outreach.

Presentations

Kami Long, Grand Junction Forestry Board Chair, presented Yard of the Month for September. She thanked the Council for their support and said this is the last award for the year. She announced the winner as Mark Cadez on Partridge Court, whose yard is maintained by Gary Wuster and Julie Kochevar. She presented them with the award. Mr. Wuster thanked Julie Kochevar, the Daily Sentinel, and the City for the award.

Appointment

Councilmember Susuras moved to appoint Les Miller for a partial term expiring June 2012 to the Downtown Development Authority/Downtown Grand Junction Business Improvement District. All members of Council voted in favor. Council President Kenyon asked if there are any objections and when there were none, he declared the appointment approved.

Council Comments

There were none.

Citizen Comments

There were none.

City Manager's Report

Laurie Kadrich, City Manager, presented this item. She said her report was a follow up from a workshop that occurred earlier that day. It was decided at the workshop that an

open house on the proposal to refinance the Riverside Parkway bonds will be held on October 26 from 7:00 p.m. until 8:30 p.m. in the Hearing Room. There will be comment sheets and then the City Council can decide whether to go forward and set a public hearing to consider the ordinance.

Councilmember Coons noted that this will be an informal open house. City Manager Kadrach concurred.

City Manager Kadrach reviewed the current Riverside Parkway debt and the effect of the refunding option. If the option is approved there would be no change to the money earned by the current bond holders. It would, however, lower the interest rate from 4.78% down to about 2.74%. This would push out any early repayment option of the bond but it would save more money, \$7.3 million.

Council President Kenyon clarified that the City has \$19 million in savings for the early pay-off and the early pay-off will be a little slower. Refunding the bond does change the terms but does save the City \$7.3 million. It also reduces the amount borrowed.

Councilmember Coons said this proposal is analogous to refinancing a home mortgage. The Council will be looking at getting feedback from the community at the Open House.

City Manager Kadrach agreed noting that the savings to the community will be millions of dollars.

Councilmember Luke pointed out that the cost of refinancing will be incorporated into the new bond at the 2.74%

That concluded the City Manager's Report.

CONSENT CALENDAR

Councilmember Coons read the Consent Calendar and then moved to approve Items #1 through #6. Councilmember Pitts seconded the motion. Motion carried by roll call vote.

1. Minutes of Previous Meetings

Action: Approve the Minutes of the October 5, 2011, Special Session and the Minutes of the October 5, 2011 Regular Meeting

2. **Setting a Hearing on the Annexation of the Banner Enclave, Located at 2977 and 2979 Gunnison Avenue** [File #ANX-2011-1124]

A request to annex 1.674 acres of enclaved property, located at 2977 and 2979 Gunnison Avenue. The Banner Enclave consists of two (2) parcels and 128 square feet (0.003 acres) of public right-of-way.

a. **Notice of Intent to Annex and Exercising Land Use Control**

Resolution No. 48-11—A Resolution of the City of Grand Junction, Giving Notice that a Tract of Land known as the Banner Enclave, Located at 2977 and 2979 Gunnison Avenue and Including a Portion of the Gunnison Avenue Right-of-Way, Consisting of Approximately 1.674 Acres, Will be Considered for Annexation to the City of Grand Junction, Colorado and Exercising Land Use Control

Action: Adopt Resolution No. 48-11

b. **Setting a Hearing on Proposed Ordinance**

Proposed Ordinance Annexing Territory to the City of Grand Junction, Colorado, Banner Enclave Annexation, Located at 2977 and 2979 Gunnison Avenue and Including a Portion of the Gunnison Avenue Right-of-Way, Consisting of Approximately 1.64 Acres

Action: Introduction of a Proposed Ordinance and Set a Hearing for December 7, 2011

3. **Setting a Hearing on Amending the Comprehensive Plan by Adopting the North Avenue West Corridor Plan, Located between I-70B (west side) to 12th Street (east side including both sides of North Avenue)** [File #CPA-2011-966]

The Corridor Plan establishes four guiding principles, multiple plan elements, and a future street cross section for North Avenue to further revitalize and plan for the future growth of North Avenue. It also recommends that a future overlay district be created and established as the Plan is implemented. The Grand Junction Planning Commission and City Staff recommend the adoption of the North Avenue West Corridor Plan as an element of the Grand Junction Comprehensive Plan.

Proposed Ordinance Adopting the Grand Junction North Avenue West Corridor Plan as an Element of the Comprehensive Plan for the Area Generally Located Along North Avenue West of 12th Street

Action: Introduction of a Proposed Ordinance and Set a Hearing for November 2, 2011

4. **Setting a Hearing on an Ordinance Authorizing the Substitution of Collateral for the Sam Suplezio Field/Ralph Stocker Stadium Lease Purchase**

In November 2010, the City Council approved an ordinance authorizing the lease of Sam Suplezio Field and Ralph Stocker Stadium in order to issue Certificates of Participation to provide funding for improvements to the Field and Stadium. Those improvements are currently under construction. In October, 2011, the City Council determined that it is in the best interest of the City to substitute the collateral for that lease with the City Hall building. This ordinance will authorize the execution of the appropriate documents to allow for that substitution.

Proposed Ordinance Authorizing the Execution and Delivery of a First Amendment to Ground and Improvement Lease Agreement, a First Amendment to Lease Purchase Agreement, an Escrow Agreement, and Related Documents by the City; and Providing for Other Matters Relating Thereto

Action: Introduction of a Proposed Ordinance and Set a Hearing for November 2, 2011

5. **Vacation of 15' Waterline Easement, Fuoco Motors, Located at 2582 Highway 6 and 50** [File #VAC-2011-1099]

The applicant is requesting to vacate a 15' waterline easement in order to construct a new building across the easement area. A new waterline and easement will be constructed at another location on the property that is not encumbered with existing or proposed structures.

Resolution No. 49-11—A Resolution Vacating a 15' Waterline Easement Located at 2582 Highway 6 and 50 (Fuoco)

Action: Adopt Resolution No. 49-11

6. **Master Plan 2011 for St. Mary's Hospital** [File #FMP-2011-977]

The applicant is requesting approval for Master Plan 2011 for St. Mary's Hospital with no major changes proposed for the hospital campus in the next few years. St. Mary's campus is zoned Planned Development. Over the years the PD ordinance has been amended with new Master Plans. In this case, however, because no major changes are proposed during the five (5) year term of the Plan, there is no need to modify the PD Ordinance. Therefore, Ordinance No. 3992, approved in 2006 with a default zoning district of B-1 (Neighborhood Business), is still valid. However, the Master Plan 2005/2006 expires in 2011 so approval for the next five (5) years is required.

Resolution No. 50-11—A Resolution Approving Master Plan 2011 for St. Mary's Hospital and Environs Located at 2635 North 7th Street

Action: Adopt Resolution No. 50-11

Councilmember Boeschstein thanked St. Mary's for doing their Master Plan. He favors long range planning.

Council President Kenyon recognized St. Mary's Executive Director Dan Prinster in the audience, noting that St. Mary's is one of the City's greatest partners in the community. Mr. Prinster declined to make any comments.

ITEMS NEEDING INDIVIDUAL CONSIDERATION

2011 Department of Justice, Community Oriented Policing Services (COPS) Grant Award, for the Street Crimes Unit

The Department of Justice, Community Oriented Policing Services (COPS) has awarded a \$998,368 grant to the Grand Junction Police Department to hire 4 officers, specifically to reinstate the Street Crimes Unit (SCU). These funds will cover salaries and benefits for three years. The City Manager is required to sign the award letter in order for reimbursement to occur.

John Camper, Chief of Police, introduced this item. He noted that Deputy Chief Troy Smith and Police Financial Analyst Kimberly Swindle spent many hours putting the grant application together.

Deputy Chief Troy Smith presented the details of the grant award. It will pay for four officers for the Street Crimes Unit for three years. He commended the work of Ms. Swindle on this and many other grants.

Councilmember Coons noted that, as a member of the Meth Task Force, she argued very strongly for the formation of the Street Crimes Unit and was sad it had to go away due to budget cuts. She is pleased the Unit will be reinstated as they deal with a lot of related crimes.

Councilmember Susuras asked if the SCU was disbanded in 2009. Chief Camper said it was in 2010. Councilmember Susuras asked if the street crimes have increased without this Unit. Chief Camper said they have seen an increase without the Unit and they will be glad to have them back.

Councilmember Boeschstein asked if there will be a reinstatement of the bicycle patrol. Chief Camper said that is unrelated to this team but they are looking at ways to bring them back.

Council President Kenyon asked if the City still has all the vehicles and equipment for these officers. Deputy Chief Smith said that the vehicles that supported this Unit before are still in the Police Department Fleet, there is no request for additional vehicles. Their uniforms and specialty equipment will be absorbed through the Police Department budget.

Council President Kenyon asked if there are any other obligations when accepting this grant. Deputy Chief Smith said that the City would be required to continue the Street Crimes Unit for an additional year after the grant.

Councilmember Susuras moved to authorize the City Manager to accept and expend the grant funds in the amount of \$998,368 from the State of Colorado's Department of Justice Award. Councilmember Coons seconded the motion. Motion carried.

2011 Department of Justice, Justice Assistance Grant (JAG) Award, to Support the Homeless Outreach Team (HOT) of the Police Department

The Grand Junction Police Department applied for and has been awarded a \$50,629 grant from the State of Colorado. These funds will be used to support the Homeless Outreach Team (HOT) of the Police Department. The State has awarded GJPD funding to cover overtime for the three HOT officers, a Mobile Data Computer, and an 800 MHz Radio for their car, as well as incidental supplies and equipment.

John Camper, Chief of Police, introduced this item. He noted that the HOT Team was formed without any funding. Once again Deputy Chief Smith and Ms. Swindle were successful in applying for a grant to support this Team.

Deputy Chief Smith said the HOT Team has been working with standard issue uniforms and equipment and that is not really conducive for the work they do. They have also been using older retired police cars with no technology. Another piece of equipment will be Smart Phones. This grant is pass-through dollars from the State of Colorado.

Councilmember Boeschstein thanked the Police Department and the City Manager for solving the problem at Hawthorne Park. Chief Camper noted it is an ongoing effort.

Councilmember Coons noted this is a difficult issue and all the individuals working with the homeless have complimented the work of the HOT Team. Their work has been truly innovative.

Council President Kenyon said the HOT Team has done an outstanding job and their specialty has been to help with the homeless, identify issues, and reduce the number of repetitive calls. They have had success in improving people's lives and listening to what their problems might be and finding them some resources.

Councilmember Doody moved to authorize the City Manager to accept and expend grant funds in the amount of \$50,629 from the State of Colorado's Department of Justice Award. Councilmember Coons seconded the motion. Motion carried by roll call vote.

Mesa Land Trust – Three Sisters Request

Mesa Land Trust is requesting that the City of Grand Junction convey approximately 3.5 acres located at 5th and Struthers to Conquest Developments, LLC as partial payment for the Three Sisters property located along Monument Road. Mesa Land Trust is also requesting that the City cover the transaction costs in connection with this conveyance, including title insurance, Phase I, and appraisal fees. These costs are estimated to be no more than \$7,500.

Laurie Kadrich, City Manager, presented this item noting this is the first presentation of this matter to the community. The purpose is to move an exchange of some property from the negotiations stage into the public and formal Council consideration.

Mesa Land Trust approached the City to ask if the City had property they could offer as partial payment to acquire the Three Sisters Property. The City searched its inventory and brought forward both a commercial piece and a residential piece. Those were then offered to the Mesa Land Trust to see if one of the parcels would work. One was agreeable, the commercial property at 5th and Struthers. The property was secured as part of the Riverside Parkway project. If Council approves, then the City Manager will offer that parcel for the Mesa Land Trust to use as an exchange. It will be contingent on Mesa Land Trust raising the remainder of the funds, about \$900,000. Once the trade takes place, the City will be deeded the Three Sisters property with a conservation easement placed on it. It will be able to be developed for trails and recreational purposes.

Councilmember Susuras asked if the Mesa Land Trust has received a commitment letter from the land owner. City Manager Kadrich said that is her understanding. Councilmember Susuras asked about the improvements. City Manager Kadrich said if the property is deeded back to the City, development plans will be prepared and brought forward which will include any maintenance costs.

Councilmember Boeschstein lauded this possibility, noting it is a beautiful piece of property. It is subject to flash floods, there are dinosaur digs, and this property also has archeological finds. He was concerned about the future use of the commercial piece being traded but was glad it was zoned commercial rather than industrial.

Rob Bleiberg, Mesa Land Trust Director, thanked the City Council for their support noting the economic impact of mountain biking. Their plans are to work with other groups, specifically Colorado Plateau Mountain Bike Trail Association (COPMOBA), which has agreed to build trails on the property. Mr. Bleiberg acknowledged the presence of the Mesa Land Trust board in the audience. They are having success raising the funds from both the Quimby Foundation and the Riverfront Commission.

Council President Kenyon said he looks forward to bikers being able to make the connection from this property to Kokopelli Trails noting the City is seeing the benefits of that economic impact.

Councilmember Coons said she was excited that the Tabeguache Trail is well used and opening it up will alleviate some of the congestion; she also recalls when the Three Sisters Property issue came forward for development there was a lot of concern about the proposal for residential development.

Council President Kenyon lauded the work of the Mesa Land Trust, noting they have put almost 50,000 acres of land under protection and continue their work in the orchards and in the buffer zones. They are a huge contributor to the quality of life of the community.

Mr. Bleiberg said these projects take a lot of different partners and they are happy to be a partner in that effort.

Councilmember Doody recalled a discussion with Jane Quimby and remembers how the corridor to the National Monument was and how it has been cleaned up as well as other areas in the valley.

Councilmember Boeschstein said there will be a Master Plan before any development occurs.

City Manager Kadrich added that the value of the property the City is trading is \$550,000 and the authority to negotiate did not include any cash but the request does include a \$7,500 cash amount to cover closing costs.

Council President Kenyon noted the City will receive full value or more of their investment in this proposal thanks to the grant and the other donors.

Councilmember Susuras moved to convey a parcel of land as partial payment for the Three Sisters Property which will expand the Lunch Loop Trail system and connect the Riverfront Trail and authorize the cost of the fees up to \$7,500. Councilmember Pitts seconded the motion. Motion carried by roll call vote.

Lease Agreement for Professional Baseball

Ratifying a lease agreement for the use of the baseball stadium (Suplizio Field) by a Pioneer League Baseball team owned by GJR LLC.

Laurie Kadrich, City Manager, presented this item noting the City team working on this project: Deputy City Manager Rich Englehart, City Attorney John Shaver, and Parks and Recreation Director Rob Schoeber. The name of the company they have been working with is the Grand Junction Rockies LLC (GJR, LLC). The team will start playing in Grand Junction in June 2012. As part of the agreement, offices and expanded locker rooms will

need to be incorporated into the current renovations taking place. The north parking lot will not be available for public parking during their season and during the off season they would have five reserved spaces in those lots. The agreement will allow for advertising space at the stadium. The team will have five full-time employees. They will play 38 regular season home games and four more exhibition or pre-season games. During their season the GJR LLC will have full control over concessions and would have exclusive rights to the field. The contract will allow for the shared uses for other events not during the season. GJR, LLC is concerned about the field condition but the City is confident in ensuring good field conditions. The team's schedule would be adjusted so as not to conflict with JUCO, college, or high school games. The initial lease is for fifteen years, with three five year extensions that are nearly automatic. Rate increases can occur in the renewal periods.

Councilmember Susuras noted the resolution says thirty years. City Attorney Shaver clarified that the resolution says up to thirty years.

City Manager Kadrach identified the renovations required and the costs. Parks Improvement Advisory Board (PIAB) has agreed to fund \$100,000 and the minor league will also contribute \$100,000 toward the improvements. The improvements can be made in conjunction with the current renovations and the work will come forward as a change order. There is a penalty clause for each game missed of \$500 per day. The negotiation team ensured there would be no conflict with the longstanding agreement with JUCO. There is an advertising agreement in place between JUCO and the minor league.

City Manager Kadrach listed the revenues the City will receive from this arrangement. There is a fee per seat and a \$25,000 payment plus rental fees for each game and that will increase in the renewal periods as well as the per seat fee.

The City will need to secure \$600,000 over two years to cover the renovations. She then presented the estimated total revenues per year of \$80,000 the first five years and \$96,000 the next five years.

Councilmember Susuras asked what the players' seasonal payroll will be. City Manager Kadrach said she did not know.

Councilmember Boeschstein asked about parking and the conflict with pool attendees. He asked about encouraging people to take the bus or bike to the ball game. City Manager Kadrach said that might be able to be incorporated into the marketing campaign.

Councilmember Doody asked about the outfield fence and its inadequacy. City Manager Kadrach said there have been discussions regarding that. It is believed that there will be enough money set aside to cover a new fence and furniture in the hospitality suite. JUCO is also committed to raising dollars for those two items.

Council President Kenyon noted that with the new materials used for advertising, the banners can be changed out but will require different types of attachments to the fence and possibly some padding for the players. He said there is money for the fence. Next City Manager Kadrich addressed the management agreement. Prior to this proposal, events to be held in the new hospitality suite and a liquor license had been discussed. For the minor league, it is required that a liquor license is obtained. The agreement would allow the minor league to manage the license for the City during the season and the City would manage it the rest of the year. The City will receive 1% of the liquor sales.

Resolution No. 51-11—A Resolution Ratifying a Lease Agreement Between GJR LLC and the City for Use of Suplizio Field for Pioneer League Baseball in the City of Grand Junction, Colorado

Councilmember Susuras moved to adopt Resolution No. 51-11. Councilmember Pitts seconded the motion.

Councilmember Doody thanked JUCO and Alpine Bank for their support on the renovations and that they laid the groundwork for this opportunity.

Council President Kenyon thanked the negotiation team for their work on the contract as well as JUCO.

Motion carried by roll call vote.

Council President Kenyon called a recess at 8:25 p.m.
The meeting reconvened at 8:36 p.m.

Public Hearing—Grand Junction Comprehensive Plan Text Amendments [File #CPA-2011-994]

The proposed Grand Junction Comprehensive Plan text amendments serve to correct Chapter One, “Land Use Designations,” by (1) including all of the City zone districts that implement the various Comprehensive Plan designations and eliminating those that do not, (2) removing all Mesa County zone districts from each Comprehensive Plan land use designation, (3) adding a footnote reference directing readers to the Mesa County Land Development Code for a description of which County zone districts implement which Future Land Use designation, and (4) renaming the “Agriculture” land use designation “Large Lot 35+”.

The public hearing was opened at 8:37 p.m.

Tim Moore, Public Works and Planning Director, introduced this item. He noted that the City adopted the Comprehensive Plan and then amended the Zoning and Development

Code. However, there are some inconsistencies, and those have been identified and presented to the Planning Commission.

Lisa Cox, Planning Manager, then presented this item which is the proposed text amendments to the Comprehensive Plan that will eliminate the zone districts that do not implement the Comprehensive Plan, eliminate the County zone districts, and add a footnote that for the zoning of those areas, the readers need to contact the Mesa County Planning Department. Inconsistencies will lead to confusion for the customers so they would like to make adjustments to eliminate those inconsistencies.

The Comprehensive Plan was adopted by both the City and the County. Ms. Cox displayed the review criteria for Plan amendments. The last criterion has been met by the current proposal, that is, the community will benefit by the changes.

She reviewed the number and type of comments that were received during the open house held. Based on the action the City Council takes, the Mesa County Planning Commission will hold a public hearing on October 27th to take formal action.

Ms. Cox then reviewed the specific changes by categories. First, open space and conservation zones. Then she addressed the blended residential categories and the blended residential map, which is unique to Grand Junction.

Councilmember Susuras asked if the proposal is to rezone some properties, specifically Horizon Towers. Ms. Cox said the proposal does not rezone any property; the pictures used, like Horizon Towers, are just examples.

The last category is the commercial land use designations. This includes the form based districts. The number of building stories is set forth in the land use designation. This category also includes commercial, commercial/industrial, and industrial land use designations.

Ted Ciavonne, 222 N. 7th Street, Ciavonne and Associates, who has served on many of the committees that developed these plans, said he represents a property owner of the "salt flats", north of Business Loop 70 and east of 28 Road. He was concerned about the removal of the mixed use (MU) in the RHMU district. It removes a tool that may be useful in developing this property. He concurred that the Plan and the Code are in conflict but removing that MU use will make that conflict worse. He believes that middle ground can be found. The property in question is 40 acres of vacant property in the middle of town. It is surrounded by industrial and commercial uses but is designated as residential. He thinks it will be difficult to place residential there. He admitted that this property will actually not be discussed until they get to the "red" group in the future. He asked that it be placed in a separate group for special consideration.

Councilmember Boeschstein asked if Mr. Ciavonne is thinking of a Planned Development for the property. Mr. Ciavonne said possibly but that may be difficult with

two owners. He thinks there are a number of overlay zones that would help them accomplish what they would like to see there.

Council President Kenyon asked Public Works and Planning Director Tim Moore on how this and other properties in the “red” zone will be addressed. Mr. Moore concurred that this is a unique property; he appreciates the heads up and they are willing to discuss it with the developers. There is time to work with them. Both the “red” and the “black” areas will take a lot more discussion.

Councilmember Coons asked if the approval of the proposal before them will negate further discussions with Mr. Ciavonne. Mr. Moore said there are a number of tools still available to get their goals met.

City Attorney Shaver added that a street plan for this property could help in its development.

There were no additional public comments.

The public hearing was closed at 9:10 p.m.

Ordinance No. 4484—An Ordinance Amending the Grand Junction Comprehensive Plan, Title 31, of the Grand Junction Municipal Code, to Clarify which Zone Districts Implement Each Land Use Designation of the Comprehensive Plan

Councilmember Coons moved to adopt Ordinance No. 4484 and ordered it published. Councilmember Doody seconded the motion.

Councilmember Boeschstein inquired about area 4A, which is primarily single family houses along Gunnison Avenue, and asked what kind of zoning is being proposed for this area? City Attorney Shaver said Councilmember Boeschstein may be referring to the next item. Council President Kenyon concurred and asked Councilmember Boeschstein to hold his question.

Motion carried by roll call vote.

Public Hearing—Grand Junction Comprehensive Plan Future Land Use Map Amendments [File #CPA-2011-1064]

Proposed amendments to the Grand Junction Comprehensive Plan Future Land Use Map will eliminate the conflict between the land use designation and the current zoning of certain properties in the urban areas of Grand Junction.

The public hearing was opened at 9:12 p.m.

Tim Moore, Public Works and Planning Director, introduced this item. He advised that the Staff and the City Council have spent many hours plowing through the Plan and Map and there are still properties to be addressed. The proposal before them is the “green” area which includes 1,211 properties.

Council President Kenyon said these 1,211 properties are the easy ones to reconcile and the City Council has studied this thoroughly.

There were no public comments.

The public hearing was closed at 9:15 p.m.

Ordinance No. 4485—An Ordinance Amending the Grand Junction Comprehensive Plan Future Land Use Map

Councilmember Doody moved to adopt Ordinance No. 4485 and ordered it published. Councilmember Coons seconded the motion.

Councilmember Boeschstein asked about the area south of Lincoln Park that is already built out.

David Thornton, Principal Planner, said the change will make that area conforming to the Comprehensive Plan.

Councilmember Boeschstein noted these changes will help streamline the development process.

Motion carried by roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

City Manager Kadrich mentioned the shadows on the presentation and that it is due to the aging equipment not being compatible with the new technology.

Adjournment

The meeting was adjourned at 9:19 p.m.

Stephanie Tuin, MMC
City Clerk



Date: September 8, 2011
 Author: Kristen Ashbeck
 Title/ Phone Ext: Sr Planner x1491
 Proposed Schedule: Approval
11/2/2011; Execute agreement following
approval
 File # (if applicable): CDBG 2011-06

Attach 2
CDBG Subrecipient Contract for 2011 Program
Year

CITY COUNCIL AGENDA ITEM

| |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject: CDBG Subrecipient Contract for Funds and Projects within the Community Development Block Grant (CDBG) 2011 Program Year |
| Action Requested/Recommendation: Authorize the City Manager to Sign the Subrecipient Contract with HomewardBound of the Grand Valley, Inc. for the City's 2011 Program Year funds. |
| Presenter(s) Name & Title: Kristen Ashbeck, Senior Planner/CDBG Administrator |

Executive Summary:

The Subrecipient Contract formalizes the City's award of \$30,000 to HomewardBound of Western Colorado, Inc. allocated from the City's 2011 CDBG Program as previously approved by Council.

Background, Analysis and Options:

CDBG 2011-06 HomewardBound Shelter Remodel: CDBG funds in the amount of \$30,000 will be used to remodel the men's and women's bathrooms at the homeless shelter at 2853 North Avenue to include new toilets, sinks, showers (including 1 accessible in each), flooring and wall surfacing.

How this item relates to the Comprehensive Plan Goals and Policies:

This project funded through the 2011 CDBG grant year allocation will include steps towards the City's Comprehensive Plan Goal listed below:

Goal 12: Goods and Services that Enhance a Healthy, Diverse Economy: The CDBG projects discussed below provide services that enhance our community, in particular, improved services for homeless persons.

Board or Committee Recommendation: NA

Financial Impact/Budget: 2011 CDBG Program Year Funds

Legal issues: NA

Other issues: None

Previously presented or discussed:

City Council discussed and approved the allocation of CDBG funding to this project at its May 16, 2011 meeting.

Attachment:

1. Exhibit A, Subrecipient Contract – HomewardBound of the Grand Valley, Inc.

**2011 SUBRECIPIENT CONTRACT FOR
CITY OF GRAND JUNCTION
COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS
WITH
HOMEWARDBOUND OF THE GRAND VALLEY, INC.**

**EXHIBIT "A"
SCOPE OF SERVICES**

1. The City agrees to pay to the Subrecipient, subject to the subrecipient agreement, \$30,000.00 from its 2011 Program Year CDBG Entitlement Funds to remodel the bathrooms in the homeless shelter located at 2853 North Avenue in Grand Junction, Colorado ("Property" or "the Property") HomewardBound of the Grand Valley, Inc. provides an evening meal, overnight shelter and other services to over 1,000 homeless persons annually in this building.
2. The Subrecipient certifies that it will meet the CDBG National Objective of low/moderate income limited clientele benefit (570.208(a)(2)). It shall meet this objective by providing the above-referenced services to homeless, low/moderate income persons in Grand Junction, Colorado.
3. The project consists of capital construction/improvement to the existing homeless shelter located in the building at 2853 North Avenue. The building was originally built in 1993 as a community hall and the restrooms were not originally designed for showers or the heavy use they receive as the homeless shelter. Repair and upgrade to more commercial grade finishes and fixtures is needed to improve basic shelter and hygiene needs of the persons utilizing the shelter. The property is owned by HomewardBound, which will continue to operate the facility. It is understood that the City's grant of \$30,000.00 in CDBG funds shall be used only for the remodel improvements described in this agreement. Costs associated with any other elements of the project shall be paid for by other funding sources obtained by the Subrecipient.
4. This project shall commence upon the full and proper execution of the 2011 Subrecipient Agreement and the completion of all appropriate environmental, Code, State and Local permit review and approval and compliance. The project shall be completed on or before December 31, 2012.
5. The total budget for the project is estimated to be \$37,000.00. The specific improvements to the 2853 North Avenue building to be funded with CDBG include: replace flooring and wall tile, install stainless steel stalls and walls, install commercial grade, tankless toilet fixtures and provide a roll-in shower and sink in each bathroom.
6. HomewardBound provides a meal, overnight lodging, basic personal hygiene services and other programs to homeless individuals and families. Each year, the shelter serves between 1,000 and 1,200 unduplicated individuals.

_____ HomewardBound

_____ City of Grand Junction

7. The City of Grand Junction shall monitor and evaluate the progress and performance of the Subrecipient to assure that the terms of this agreement are being satisfactorily met in accordance with City and other applicable monitoring and evaluating criteria and standards. The Subrecipient shall cooperate with the City relating to monitoring, evaluation and inspection and compliance.
8. The Subrecipient shall provide quarterly financial and performance reports to the City. Reports shall describe the progress of the project, what activities have occurred, what activities are still planned, financial status, compliance with National Objectives and other information as may be required by the City. A final report shall also be submitted when the project is completed.
9. During a period of five (5) years following the date of completion of the project the use of the Property improved may not change unless: 1) the City determines the new use meets one of the National Objectives of the CDBG Program, and 2) the Subrecipient provides affected citizens with reasonable notice and an opportunity to comment on any proposed changes. If the Subrecipient decides, after consultation with affected citizens that it is appropriate to change the use of the Property to a use which the City determines does not qualify in meeting a CDBG National Objective, the Subrecipient must reimburse the City a prorated share of the City's \$30,000.00. At the end of the five-year period following the project closeout date and thereafter, no City restrictions under this agreement on use of the Property shall be in effect.
10. The Subrecipient understands that the funds described in the Agreement are received by the City of Grand Junction from the US Department of Housing and Urban Development under the Community Development Block Grant Program. The Subrecipient shall meet all City of Grand Junction and federal requirements for receiving Community Development Block Grant funds, whether or not such requirements are specifically listed in this Agreement. The Subrecipient shall provide the City of Grand Junction with documentation establishing that all local and federal CDBG requirements have been met.
11. A blanket fidelity bond equal to cash advances as referenced in Paragraph V.(E) will not be required as long as no cash advances are made and payment is on a reimbursement basis.
12. A formal project notice will be sent to the Subrecipient once all funds are expended and a final report is received.

_____ HomewardBound

_____ City of Grand Junction



Date: October 5, 2011

Author: Stephanie Tuin

Title/ Phone Ext: 1511

Proposed Schedule:
November 2, 2011

2nd Reading

(if applicable): _____

File # (if applicable): _____

Attach 3
Horizon Drive Association BID 2012 Operating Plan and Budget

CITY COUNCIL AGENDA ITEM

| |
|------------------------------------------------------------------------------------------------------------------------------------------|
| Subject: Horizon Drive Association Business Improvement District 2012 Operating Plan and Budget |
| Action Requested/Recommendation: Approve Horizon Drive Association Business Improvement District's 2012 Operating Plan and Budget |
| Presenter(s) Name & Title: Jodi Romero, Financial Operations Manager |

Executive Summary:

Every business improvement district is required to file an operating plan and budget with the City Clerk by September 30 each year. The City Council is then required to approve the plan and budget within thirty days and no later than December 5. Horizon Drive Association Business Improvement District filed their 2012 Operating Plan and Budget. It has been reviewed by Staff and found to be reasonable.

Background, Analysis and Options:

In 2004, the City Council created the Horizon Drive Association Business Improvement District, approved their 2005 Operating Plan and Budget and appointed their board. The State Statutes (31-25-1212 C.R.S.) require business improvement districts to annually submit an operating plan and budget for the next fiscal year by September 30. The municipality shall approve or disapprove the operating plan and budget within thirty days of receipt but no later than December 5 so the BID can file their mill levy certification with the County Assessor by December 10.

How this item relates to the Comprehensive Plan Goals and Policies:

N/A

Board or Committee Recommendation:

The Horizon Drive BID Board approved their 2012 Budget and Strategic Plan on September 12, 2011.

Financial Impact/Budget:

N/A

Legal issues:

In compliance.

Other issues:

N/A

Previously presented or discussed:

This is an annual submittal.

Attachments:

1. Proposed 2012 Budget for the Horizon Drive Association Business Improvement District
2. Strategic Plan



HORIZON DRIVE District

Gateway to Grand Junction

Budget: 2012

| | | |
|-------------------------------------------------------------------------------------|-------------|---------------------|
| Fund Balance: (end of year estimate) | | \$450,000.00 |
| Revenue: | | |
| 1. Interest | | \$900.00 |
| 2. 2011 tax collected in 2012 (estimate) | | <u>\$197,927.73</u> |
| | | \$648,827.73 |
| | | |
| Operating Expenditures: (estimate) | | \$102,000.00 |
| 1. Repairs | \$5,000.00 | |
| 2. Marketing | \$20,000.00 | |
| Support & design | \$10,000.00 | |
| Website development | \$3,000.00 | |
| Business directory | \$3,000.00 | |
| Constituent relations | \$4,000.00 | |
| 3. District Representation | \$52,000.00 | |
| 4. Administration | \$14,000.00 | |
| Office | \$6,000.00 | |
| Telephone/internet | \$2,000.00 | |
| Office supplies | \$500.00 | |
| Postage | \$1,500.00 | |
| Printing/production | \$3,000.00 | |
| Meeting Expense | \$800.00 | |
| 5. Insurance | \$3,000.00 | |
| 6. Professional Services | \$8,000.00 | |
| Accounting & Audit | \$5,000.00 | |
| Legal | \$3,000.00 | |
| | | |
| Capital Improvements & Planning: | | \$250,000.00 |
| | | |
| Reserve: | | \$275,000.00 |
| Board philosophy: retain a constant reserve equal to 1-2 years of operating expense | | |
| | | |
| Estimated Fund Balance 12/31/2012: | | \$21,827.73 |

VISIT THE DISTRICT
WWW.HORIZONDRIVEDISTRICT.COM

970.985.1833
P.O. Box 4191 Grand Junction, CO 81502



HORIZON DRIVE
District
Gateway to Grand Junction®

*Strategic &
Operating Plan*

2011-2012

Mission Statement:

*Committed to build community, enhance the beauty and advocate
the economic vitality of the Horizon Drive District.*

This two-year Plan will serve as a preliminary road map and tool to assist the Board and management of the District with guiding, preserving and improving the District.

The Plan is also a tool that will allow private property owners to plan for and contextualize future private property improvements in tandem with the future planned public property and right of way improvements within the District, thereby enhancing the value of individual properties and increasing the value of surrounding properties within the District.

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II. Introduction to Horizon Drive District 2

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IV. Image of Community 4

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VII. Planning for the Future. 8

VIII. Goals and Projects. 9

A. *Develop relationships with District Stakeholders* 9

B. *Improve the physical appearance and image of the District* 9

C. *Expand the boundaries of the District* 9

D. *Implement a comprehensive communications plan* 9

I. Vision Statement

The Board of Directors for the Horizon Drive Business Improvement District is appointed by the City Council of Grand Junction, Colorado. The Board is committed to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District.

The Board serves the constituency of the District members, and at all times in its' capacity strives to: (1) lead with creativity, vision and commitment; (2) advocate the best interests of the District and the City of Grand Junction with all stakeholders; (3) preserve the unique character and thoughtfully improve the image and quality of this gateway to Grand Junction.

The Board envisions this Plan serving as a road map and tool that will assist the Board and management of the District with guiding, preserving and improving the District.

The Plan is a tool that will allow private property owners to plan for and contextualize future private property improvements in tandem with future public property and right of way improvements within the District, thereby enhancing the value of individual properties and increasing the value of surrounding properties within the District.

II. Introduction to Horizon Drive District

The Horizon Drive District is comprised of commercial properties within the general geographic area of Horizon Drive between G Road and H Road. The District was formed in 2004 under Colorado Statute §31-25-101, which allows Business Improvement Districts to be formed within municipalities of Colorado. As such, the City of Grand Junction oversees the District and appoints the Board of Directors.



Under the Colorado Statute, the District is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the District. The tax set by the District is also called a mil levy. The District may levy no more than 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District. The Mesa County Assessor collects the mil levy for the District through property taxes.

III. Current Land Use

The properties within the Horizon Drive District fall into two zoning classifications. Those with frontage onto Horizon Drive, Crossroads Boulevard, Horizon Court or similar streets, are classified as light commercial (C-1) and those nearest H Road and north-west of Horizon Drive are classified as industrial office park (I-O).

The Grand Junction Regional Airport, adjacent to the Horizon Drive District on the north and east, is the single largest adjoining property. The zoning classification for the airport is referred to as Planned Airport Development (PAD).

Currently, the visual impression of the Horizon Drive District is a busy thoroughfare. Horizon Drive, the street that lends the District its' name, is five lanes wide. The roadway system is dedicated to swift vehicular movement. The signalized intersection west of the I-70 connection is a two step signal and may appear complicated to drivers unfamiliar with the roadway. Buildings are generally large, set back from the roadway and fronted by large black-top parking areas. Signs for the buildings are inconsistent in size and location. Landscaping

is sparse. There are intermittent sidewalks and pedestrian crossings are located only at lighted intersections.

The 2010 adoption of the City of Grand Junction's Comprehensive Plan suggests that the Horizon Drive District will retain its commercial designation. The former zoning of industrial office park (I-O) will become Business Park Mixed Use.

IV. Image of Community

The Horizon Drive District is prominently framed by a portion of the "Book Cliffs", a geologic formation stretching nearly 200 miles east to west, largely composed of sedimentary materials. The name comes from the cliffs of Cretaceous sandstone that cap many south-facing buttes that appear similar to a shelf of books. The Book Cliffs are within the Colorado Plateau geologic province¹. Wild horses may be found in the Book Cliffs area. The Horizon Drive District has adopted the wild horse as a motif and commissioned a mosaic mural of the wild horse. The mosaic graces the underpass of I-70 at Horizon Drive.

The overall planning concept for the Horizon Drive District will mirror the City of Grand Junction's Comprehensive Plan, which encourages development of (or continuity of existing) neighborhood centers. The vision of the Comprehensive Plan is "becoming the most livable community west of the Rockies." The neighborhood center approach will provide a framework for distinctive image and organizing elements for public and private (re)development of the Horizon Drive District.

The primary objective is to develop a distinctive identity for the Horizon Drive District that reflects quality site design, improvements, and buildings, while improving automotive and pedestrian traffic flow, efficiency and safety. Additionally, the distinctive identity should allow for and encourage development of pedestrian connections through set back areas on private property, small civic areas and placement of public art.

The community development objectives for the District will support and integrate with the development plans of the Grand Junction Regional Airport.

The Horizon Drive District will work with community stakeholders, such as the Grand Junction Economic Partnership, the City of Grand Junction, Mesa County, the Grand Junction Chamber of Commerce, Community Hospital, Mesa State College and St. Mary's Hospital to provide employment opportunities within the District, including offices, light manufacturing, research and development and institutions, with all facilities being developed as business parks, to promote the

¹ Wikipedia.

viability of the District and enhance the property values for those located within the Horizon Drive District.

- **Visual character**

The Horizon Drive District is the central “gateway” to Grand Junction. As such, the visual character of the District properties should **reflect the District’s desire to set itself forward as a welcoming, clean, modern and safe area that not only provides traveler amenities but is a segue to a multi-faceted and desirable community.**

The City of Grand Junction should assist the Horizon Drive District in developing a high-quality district that reflects the importance of Horizon Drive as a gateway to Grand Junction. The City should utilize public improvements to establish this quality within the public realm (road right of way and public open space), building upon a “business park” character. Design standards and guidelines on private sites should reinforce the overall theme and sense of quality.

The attractiveness and character of the Horizon Drive District will be enhanced through innovative site design, landscape improvements and new building (or redevelopment) design. The development should incorporate water conservation principles. Significant views of the Book Cliffs will be maintained or enhanced.

- **Building / architectural style and material**

A quality level of architectural character and quality is of primary importance to the establishment of the design character of the Horizon Drive District. Building form, scale and material for commercial application will be outlined and specified to create an attractive identity. Flexibility will be provided within the standards to allow for design alternatives and design creativity.

As Horizon Drive District properties re-develop over time, **design standards will be developed** to include and encourage improvements as landscaping, access, entry monuments, building and signage design, lighting and use restrictions, all for the purpose of enhancing the District as a primary “gateway” to the community.

- **Access**

Increased safety is of primary importance to this Corridor Plan. Interstate 70 bisects the District and provides primary access to Horizon Drive via on ramp/off ramps from both east and west. Safe and efficient vehicular, pedestrian and bicycle movement is important to the District. Many properties in the District serve a visiting population of travelers, who desire improved pedestrian access to other District properties. The standards set forth in this and other documents are to better provide for the safe and convenient movement of both pedestrians and motor vehicles.

Comprehensive, multi-site parking strategies are encouraged and should minimize redundant access and maximize open space and landscaping, as well as offer convenient auto and pedestrian circulation within and between sites. This document will contribute to the creation of clearly organized systems of entrances, driveways, parking areas and pedestrian circulation.

The City has indicated a preference for minimizing curb cuts, potential development of round-about intersections and landscaped medians with pedestrian safety zones.

The Grand Valley Transit system provides public transportation within the community. The District is served by this system and the ridership counts specific to Horizon Drive areas increase yearly as the community becomes more aware of the transit system. The District will seek to assist Grand Valley Transit with maintaining safe and efficient transportation choices. The District will insure that the GVT system is integrated with the surrounding state, county and citywide system of streets, transit and bikeways, both existing and proposed.

- **Signage**

Signs within the Horizon Drive District should communicate information for property owners, tenants and users and reduce visual pollution along the road corridors. **Sign criteria are necessary to accomplish this policy.** Criteria for the Horizon Drive District signs are found in design standards, yet to be developed, and shall supplement the sign regulations already adopted by the City of Grand Junction Zoning and Development Code.

- **Lighting**

Lighting within the Horizon Drive District should emphasize both public and private features and destinations by using a minimum of light to meet these objectives. Lighting should be well balanced, integrated and should enhance both vehicular and pedestrian visibility while minimizing glare. Special attention shall be paid to provide pedestrian lighting to promote safety and thereby encourage greater pedestrian activity.

- **Landscaping**

Landscape improvements are of high importance to the design character of the Horizon Drive District. **The intent is to enhance the appearance of the District and to promote a well maintained appearance in all areas not covered by buildings or parking areas.** The District recognizes a need to balance water conservation and landscaping, and to promote collaboration with water service providers and the City of Grand Junction.

Public right of way. A visually pleasing street, with medians containing trees and indigenous or drought tolerant landscaping, is desired.

Private property. Property redevelopment or remodeling should include landscape improvements to minimize adverse visual and environmental impacts of large paved areas while recognizing the importance of conserving water. Naturalized concepts are encouraged.

○ **Parking/ Auto Oriented uses**

Reducing the visual impact of auto oriented uses and surface parking lots is an important element for establishing the design character of the Horizon Drive District.

Landscaped islands within parking lot interiors are encouraged. Art, plazas and other amenities may be included where possible.

On street parking will be allowed only in designated areas. Designated areas will be painted with an 'auto parking lane' and shall be accompanied by the installation of traffic calming devices, including traffic 'slow' signs and raised pedestrian crossings.

As sites redevelop in the District, auto oriented uses (such as drive up, drive through, gasoline service stations, car wash bays and bank teller windows) shall move toward the side or rear of a building and away from street views, or oriented and designed in such a way as to shield the primary view from the automobile.

Adjoining developments should create opportunities for interconnection and facilitate pedestrian and bicycle access.

V. Services Provided by the District

The services provided by the District:

- Represent the District in decisions that may impact the area.
- Be accessible to the constituents for questions on various issues.
- Enhance the District with long range planning of improvements.
- The District is allowed to make and contemplate a broad range of public improvements including, but not limited to: streets, sidewalks, curbs, gutters, pedestrian malls, streetlights, drainage facilities, landscaping, decorative structures, statuaries, fountains, identification signs, traffic safety devices, bicycle paths, off street parking facilities, benches, restrooms, information booths, public meeting facilities, and all incidentals, including relocation of utility lines.

VI. Financial Status.

A. Mil Levy. The District is funded by a small mil levy .05% (a portion of real property tax) paid by commercial property within the District. For tax year 2010 (collected in 2011), the District's aggregate properties were assessed at a value of \$50,778,220.00.

District past year mil levy assessments:

2004: \$125,169.00
2005: \$155,680.00
2006: \$161,250.00
2007: \$215,169.00
2008: \$232,339.00
2009: \$0.00
2010: \$164,572.00

B. Available funds. As of July 1, 2011, the District has \$540,000 in cash, with the majority of the 2010/2011 mil levy revenue collected. As of July, 2011, the District completed its funding obligations of \$285,000.00 to the City of Grand Junction, for Phase I landscaping and gateway improvements. The District estimates that the fund balance will be greater than \$450,000 as of December 31, 2011.

C. Future receipts. At present, based on Mesa County Assessor valuations dated August 24, 2011 for taxable year 2011 (to be collected in 2012), mil levy revenue for the District is estimated at \$197,000.00.

VII. Planning for the Future.

A. Community changes. The economic recession has brought changes to the community of Grand Junction, yet the District anticipates increased de-planements at the Grand Junction Regional Airport, and continued vehicular traffic from Interstate 70 to provide a flow of approximately 20,000 vehicles per day at the Horizon Drive corridor.

B. Demand. Preliminary results from community and District constituent polling has shown a strong demand for improved safety and visual improvement to the District's "gateway" to Grand Junction.

With the support of the City of Grand Junction, the Board of Directors has begun work on conceptual planning for the improved safety and visual improvement of the Horizon Drive "gateway" to Grand Junction, by discussing and designing a variety of options for long term capital improvements for the District.

C. Funding. As outlined in Section 3 above, the District anticipates steady funding from mil levy revenue, despite an anticipated decrease of 15-30% in the assessed value of commercial property in the District. Until the Mesa County Assessor certifies the assessed values on August 25, 2011, the District's 2012 Budget will assume, for the most conservative effect, mil levy receipts with a 30% decrease to values.

Financial partnerships with community stakeholders and the City of Grand Junction will be required to realize the long term capital improvements. Smaller, day to day activities and District value will be funded through the District's operating funds.

D. The 2010-2013 Horizon Drive District Board philosophy:

The Board serves the constituency of the District members, and at all times in its capacity strives to: (1) lead with creativity, vision and commitment; (2) Advocate the best interests of the District and the City of Grand Junction with all stakeholders; (3) Preserve the unique character and thoughtfully improve the image and quality of this gateway to Grand Junction.

E. Mission Statement. Committed to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District.

VIII. Goals and Projects.

- A. Develop relationships with District Stakeholders***
- B. Improve the physical appearance and image of the District***
- C. Expand the boundaries of the District***
- D. Implement a comprehensive communications plan***



Date: October 4, 2011

Author: Steve Thoms

Title/ Phone Ext: DDA Board,
X4134

Proposed Schedule: November 2,
2011

2nd Reading
(if applicable): _____

File # (if applicable): _____

Attach 4
Downtown Grand Junction Business
Improvement District 2012 Operating Plan and
Budget

CITY COUNCIL AGENDA ITEM

| |
|------------------------------------------------------------------------------------------------------------------------------------------|
| Subject: Downtown Grand Junction Business Improvement District (DGJBID) Operating Plan and Budget |
| Action Requested/Recommendation: Approve the Downtown Grand Junction Business Improvement District 2012 Operating Plan and Budget |
| Presenter(s) Name & Title: Jodi Romero, Financial Operations Manager |

Executive Summary:

Every business improvement district is required to file an operating plan and budget with the City Clerk by September 30 each year. The City Council is then required to approve the plan and budget within thirty days and no later than December 5. Downtown Grand Junction Business Improvement District filed their 2012 Operation Plan and Budget. It has been reviewed by Staff and found to be reasonable.

Background, Analysis and Options:

In 2005, the City Council created the Downtown Grand Junction Business Improvement District, approved their 2006 Operating Plan and Budget, conducted a mail ballot election to create a Special Assessment, and then turned over the board to the DDA. The State Statutes (31-25-1212 C.R.S.) require business improvement districts to annually submit an operating plan and budget for the next fiscal year by September 30. The municipality shall approve or disapprove the operating plan and budget within thirty days of receipt but no later than December 5 so the BID can file their Special Assessment with the County Treasurer by December 10.

How this item relates to the Comprehensive Plan Goals and Policies:

N/A

Board or Committee Recommendation:

The DGJBID Board reviewed and approved the 2012 Proposed Budget at their meeting on September 22, 2011.

Financial Impact/Budget:

The finances of the DGJBID do not have an impact on the City's budget except for an in-lieu contribution for the City properties within the District of \$13,466.

Legal issues:

N/A

Other issues:

The special assessment for the BID has been held flat for the third year in a row, as reflected in the estimated revenue for this fund. Interest revenue has been modified to a very conservative level, and contributions from government agencies have remained relatively flat.

DTA expenses cover general and event-specific marketing efforts (including website, print media, radio, television), as well as street banners, billboards, videography, photography, Downtowner meetings, and gift certificates. The allocation of a lump sum to the DTA by the BID board represents the specific request from the DTA based on the events and marketing for that year; the DTA board is then charged to manage that budget. The BID budget is a relatively young budget since the district started in 2006. Both the BID Board and the DTA Board oversee the budget on a quarterly basis to ensure that it remains accurately focused on the mission of the BID.

Previously presented or discussed:

The 2012 Budget and Operating Plan are very similar in scope and focus to previous years. It focuses entirely on the mission of the BID, which is promotion of the downtown area through marketing and events.

Attachments:

2011 Annual Report
2012 Proposed Budget

Downtown Business Improvement District 2011 Annual Report and 2012 Proposed Budget

With the successful passage of the Downtown Business Improvement District in November 2005, the Downtown Partnership (DDA/DTA) was able to embark on an expanded program of advertising and promotion. The BID covers an area of nearly 50 square blocks and has over 600 property owners and businesses representing a mix of retail, restaurants, professional services and commercial activities. The BID was formed with the intention of performing the following functions:

Downtown Marketing and Promotions

- Public relations to project a positive community and business image
- Collaborative advertising with other agencies (VCB, Chamber, etc)
- Biweekly email to members and quarterly membership meetings
- Revision of website to reflect changing needs of merchants, visitors
- Holiday/seasonal advertising campaigns in print, radio, television, billboards
- Expansion of downtown gift certificate marketing
- Continued support of marketing efforts for Art on the Corner program
- Extensive social media campaigns

Staff works closely with representatives from Colorado Public Radio, the Avalon Theatre, the Museum of Western Colorado, Western Colorado Botanical Gardens, the Visitor and Convention Bureau, Two Rivers Convention Center, and local nonprofit groups to market and support downtown activities. Other beneficial communication efforts have included promotion of new and expanding businesses, special events, and development of the Downtown Uplift project.

Special Events

The Art & Jazz Festival, Farmers' Market, Independence Day Parade, Car Show, Spooktacular, Tree Lighting, Winterfest and Parade of Lights events have all continued to grow in attendance and participation. These popular events bring thousands of people into Downtown Grand Junction to enjoy the unique atmosphere and spend additional dollars in the downtown shopping district.

Budget and Administration:

The 2012 Proposed Budget supports the operating plan and goals for the BID. The DTA Board continues to administer the majority of the funds for events and marketing under close supervision of the BID Board, including a comprehensive quarterly report and approved budget.

GJ BID Operating Budget (Fund 711)

| | 2012 Budget | Notes |
|---------------------------|--------------------|------------------------------------------------------------|
| Start Fund Balance | \$ 174,584 | starting balance by audit |
| | | |
| Revenues | | |
| Special Assessments | 130,000 | |
| Interest Income | 1,200 | |
| Misc. | | |
| <i>DDA</i> | 27,500 | |
| <i>City</i> | 13,466 | |
| <i>County</i> | 0 | |
| Revenues Sub Total | \$ 172,166 | |
| | | |
| Expenses | | |
| Salaries | 62,000 | 1.5 FTE |
| Part-Time Labor | 6,750 | |
| Benefits | 11,250 | approx 18% |
| Treasurer's Fees | 3,200 | |
| FF&E | 0 | |
| Other | 2,000 | |
| Interfund Transfers | 1,000 | For truck fuel, cones, etc. |
| DTA Expenses | 120,000 | For events and marketing Credit Card Transactions |
| DTA/AOTC | | |
| Expenses Sub Total | \$ 206,200 | |
| | | |
| Net Difference | \$ (34,034) | |
| | | |
| Fund Balance | \$ 140,550 | |



Date: October 21, 2011

Author: Dave Thornton

Title/ Phone Ext: Principal

Planner / x1450

Proposed Schedule: October
17, 2011 – First Reading

2nd Reading - November 2, 2011

File # (if applicable): CPA-
2011-966

Attach 5
Public Hearing – Adopting the North Ave West
Corridor Plan

CITY COUNCIL AGENDA ITEM

Subject: Amending the Comprehensive Plan by Adopting the North Avenue West Corridor Plan, Located between I-70B (west side) to 12th Street (east side including both sides of North Avenue)

Action Requested/Recommendation: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of the Proposed Ordinance Adopting the North Avenue West Corridor Plan to the Grand Junction Comprehensive Plan

Presenter(s) Name & Title: David Thornton, Principal Planner

Executive Summary:

The Corridor Plan establishes four guiding principles, multiple plan elements, and a future street cross section for North Avenue to further revitalize and plan for the future growth of North Avenue. It also recommends that a future overlay district be created and established as the Plan is implemented. The Grand Junction Planning Commission and City Staff recommend the adoption of the North Avenue West Corridor Plan as an element of the Grand Junction Comprehensive Plan.

Background, Analysis and Options:

December 3, 2007 City Council adopted the North Avenue Corridor plan that included North Avenue from 12th Street east to I-70 B. This was Phase One of the planning for the North Avenue corridor. The proposed North Avenue West Corridor Plan for that area west of 12th Street is Phase Two. Staff briefed Council at their September 19th noon workshop on the North Avenue West Corridor Plan. Staff was directed to bring the Plan through the public hearing process for Council's formal consideration.

How this item relates to the Comprehensive Plan Goals and Policies:

Goal 8 which states, “Create attractive public spaces and enhance the visual appeal of the community through quality development”.

Policy A – Design streets and walkways as attractive public spaces.

Policy B – Construct streets in the City Center, Village Centers, and Neighborhood Centers to include enhanced pedestrian amenities

Policy F – Encourage the revitalization of existing commercial areas.

The North Avenue West Corridor Plan implements Goal 8 and three of its policies. The recommended street cross section (Option 3) provides for enhanced pedestrian amenities that will be attractive public spaces. The Plan’s recommended changes to the street edge, for example, building close to the street, increasing sidewalk width, adding plantings, pedestrian lighting, other pedestrian amenities, consolidating accesses, providing parking to the side and rear, etc. will revitalize the North Avenue corridor, a very important commercial corridor in our community.

Goal 9 which states, “Develop a well balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources”.

Policy E – When improving existing streets or constructing new streets in residential neighborhoods, the City and County will balance access and circulation in neighborhoods with the community’s need to maintain a street system which safely and efficiently moves traffic throughout the community.

The North Avenue West Corridor Plan implements Goal 9 and one of its policies. One of the Guiding Principles in the Plan is to minimize impacts to existing neighborhoods. The Plan is further enhancing this goal by creating a corridor that helps the City reach its vision of becoming most livable by providing for all modes of transportation on North Avenue in a safer and more aesthetic way.

Goal 12 which states, “Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy”.

Policy A – Through the Comprehensive Plan’s policies the City and County will improve as a regional center of commerce, culture and tourism.

Policy B – The City and County will provide appropriate commercial development opportunities.

The North Avenue West Corridor Plan implements Goal 12 and both of its policies. One of the Guiding Principles in the Plan is “placemaking” or creating North Avenue into a place that people will want to come back to again and again. As a regional provider of goods and services, North Avenue plays a large role for our community. The North Avenue West Corridor Plan will help keep North Avenue a destination in the future.

Board or Committee Recommendation:

Planning Commission held a Public Hearing for the North Avenue West Corridor Plan on July 26, 2011 and forwards a recommendation of approval to City Council for consideration.

Financial Impact/Budget:

Not applicable.

Legal issues:

N/A

Other issues:

N/A

Previously presented or discussed:

The Plan was discussed at a City Council Workshop held on September 19, 2011.

Attachments:

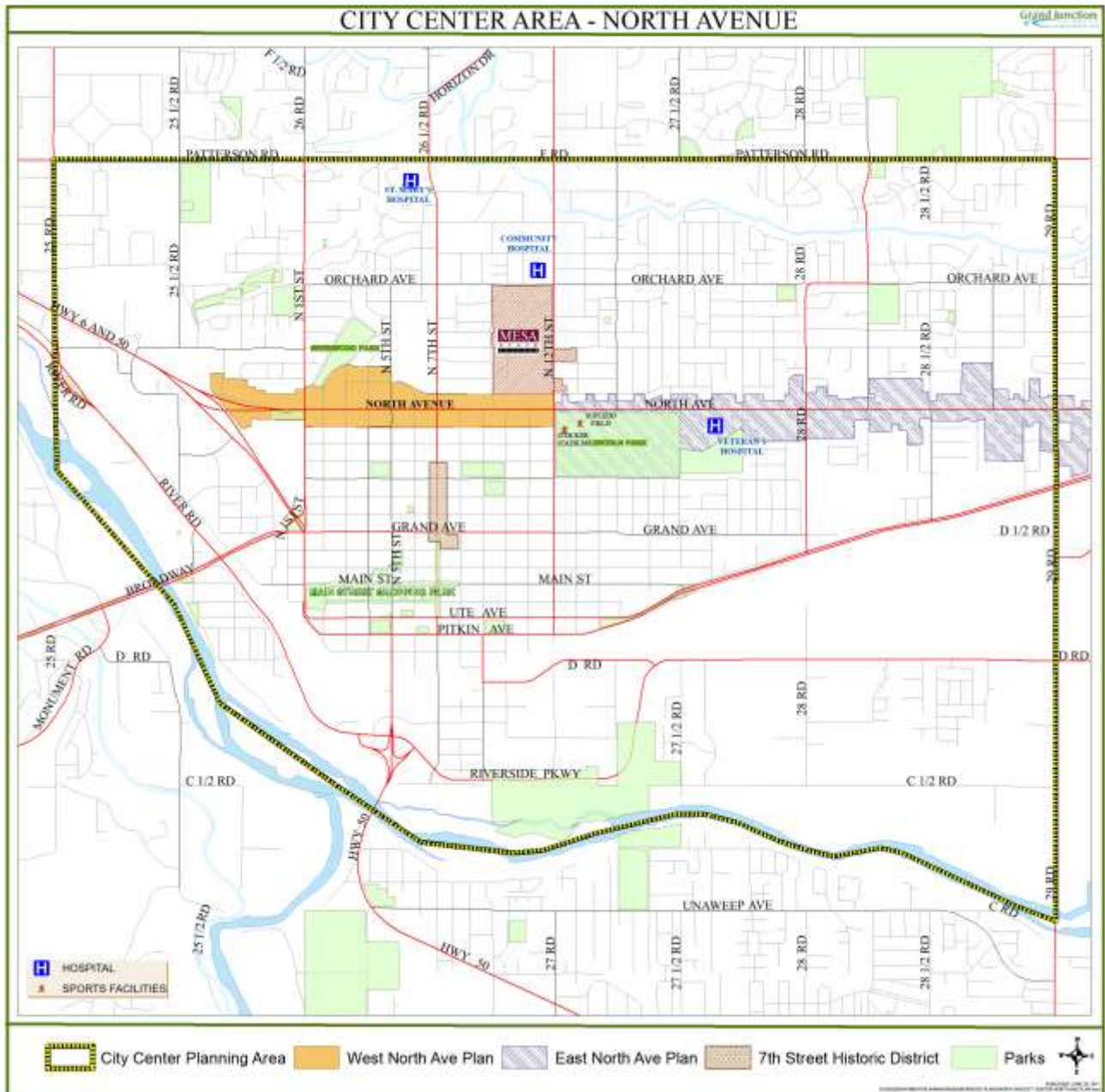
1. Staff Report and Background Information
2. Proposed North Avenue West Corridor Plan
3. Survey Results
4. Questionnaire Results
5. Additional Public Comments
6. July 26, 2011 Planning Commission minutes
7. Ordinance

Copies of the proposed North Avenue West Corridor Plan and the adopted 2007 North Avenue Corridor Plan were given to each Council Member prior to the September 19th workshop. Electronic copies of the both Plans can be found at [http://www.gjcity.org/North Avenue West Corridor Plan.aspx](http://www.gjcity.org/North_Avenue_West_Corridor_Plan.aspx)

Staff Report and Background Information

Project Description

Generally, the North Avenue West Corridor Plan planning area can be described as that area which lies between Belford Avenue on the south and Kennedy Avenue to Tiger Avenue to Glenwood Avenue on the North, including both sides of North Avenue from 12th Street west to I-70 Business Loop (see map).



Background

December 3, 2007 City Council adopted the North Avenue Corridor plan that included North Avenue from 12th Street east to I-70 B. This was Phase One of the planning for the North Avenue corridor. The North Avenue West Corridor Plan is Phase Two.

Planning/Public Process

The following public participation opportunities were conducted throughout the planning process.

Focus Groups

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

Public Open Houses

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

Questionnaire

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

Online Survey

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

Technical Advisory Committee

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

Planning Commission Workshops

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

Executive Summary

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

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

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

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

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

The public process for this plan was as inclusive as possible, involving focus groups with residents, businesses, and Mesa State College personnel and students, who were asked to fill out a questionnaire. This was followed by an open house and questionnaire for the public. The second public open house introduced concepts and design elements and asked for comments. Six options for street cross sections were developed and presented to the public for input, and an online survey was made available that was promoted to all previous open house attendees and the public at large through the media and the City's website and social media sites. There were 351 people who filled out the online survey.

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

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

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

North Avenue West Corridor Plan Vision and Guiding Principles

VISION

The North Avenue West Corridor Plan supports the vision of the Comprehensive Plan to become the most livable community west of the Rockies by planning North Avenue for people and places, a corridor to City Center where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities.

GUIDING PRINCIPLES:

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

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

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

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

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

- Establish an entrance, you have arrived, slow down.
- Establish three sub-areas or districts divided near 1st Street, at 5th Street and create a vision for each.
 - Automotive Sales and Service District (I70B to 1st St.)
 - Sherwood Park Mixed Use District (1st St. to 5th St.)
 - Educational/Student Commercial and Entertainment District (5th St. to 12th St.)
- Create parking areas. Locate parking to the rear of businesses.
- Encourage outdoor spaces/uses (i.e. outdoor seating, plazas).
- Create work/live opportunities (mixed use).
- Establish entertainment venues.
- There is a need for hotel(s).

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

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

Revitalizing North Avenue

The need to revitalize North Avenue became more evident during the planning process as more businesses closed down or moved to other parts of the community. In January 2011 City Planning Staff conducted a vacancy survey of existing commercial buildings in the study areas as well as the rest of the City. North Avenue saw a vacancy rate of 11.4% compared to 6.4% for the entire City. In July 2011 the City conducted a second survey with results showing an increase in the vacancy rate of North Avenue now at 13.65%.

We asked the community through the use of a questionnaire, at focus group meetings, at an open house at the beginning of the planning process and at an open house and in an online survey at the end of the process what they saw as important to revitalizing North Avenue. Results from these public participation opportunities provided a clearer picture of what should occur in a future street cross-section which included the types of improvements and amenities the public would like to see beyond the curb and gutter such as wider pedestrian areas, more landscaping and other street amenities. It is these preferences that the North Avenue West Corridor Plan is recommending.

The online survey at the end of the planning process helped staff summarize the important elements in the Plan and establish a recommended street cross-section. **The City** conducted the survey for 30 days between the months of May and June 2011. A total of 351 surveys were completed by the public. Using the same cross-sections introduced at the April Open House, the survey focused on seeking input from the public regarding dedicated bike lanes, on-street parking, and just how wide the travel lanes, bike lanes and pedestrian areas along the corridor should be if they are desired.

Results from this survey indicate nearly three out of four responders said that bike lanes should be incorporated into the future design of North Avenue. However, creating parallel parking on North Avenue didn't receive much support with 92% saying that it was a bad idea.

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

| Do you think bike lanes are important to have along North Avenue? | | |
|-------------------------------------------------------------------|-----|-----|
| Responses | | |
| Yes | 260 | 74% |
| No | 91 | 26% |
| Total | 351 | |

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

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

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

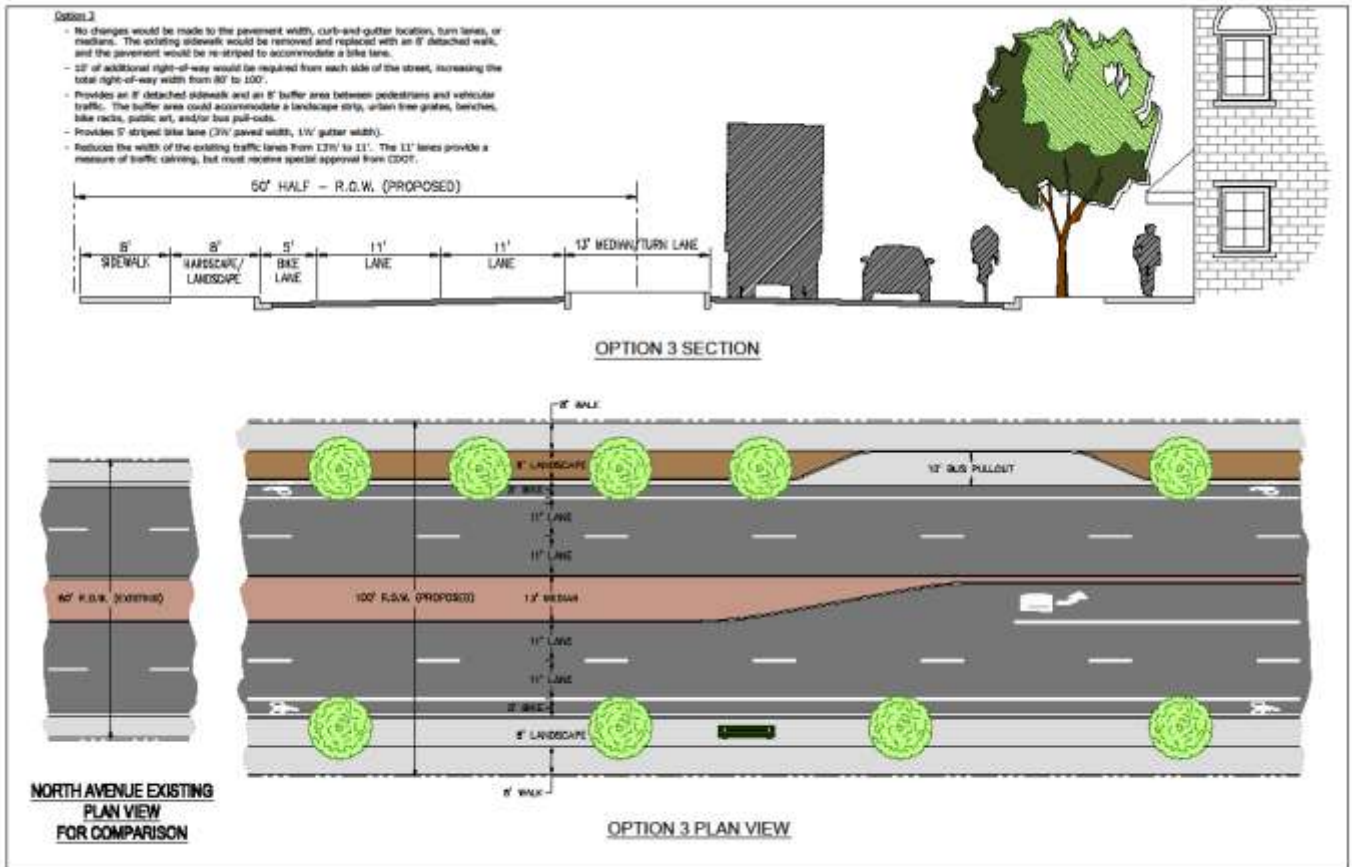
| | Very important | Somewhat important | Neutral | Somewhat unimportant | Not at all important |
|-----------------------------------|----------------|--------------------|---------|----------------------|----------------------|
| Traffic flow and convenience | 70.70% | 19.70% | 6.80% | 1.70% | 1.10%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

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

Complete results are available on the City's website at www.gjcity.org.

Plan's Recommended Street Cross-Section

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



Plan Elements

The following elements of this Plan will aid in helping the North Avenue corridor achieve its Vision and Guiding Principles and bring people back to the corridor; create services at the neighborhood level; improve mobility and safety for pedestrians, bicyclists and transit riders, create a significant neighborhood of residential, retail, commercial and public activity areas; and provide predictability to business owners and area residents. Specific Plan elements are discussed in detail in the Plan and include the following:

- Creating a more unified street edge
- Designing street intersections with safety in mind
- Establishing appropriate locations for Pedestrian Crossings
- Creating a North Avenue Streetscape - a look, functionality and vitality of the corridor
- Constructing buildings adjacent to the street
- Consolidating existing curb cuts
- Creating opportunities for Residential land uses
- Defining the street edge for Commercial/Retail land uses
- Transit and the use of bus pullouts and shelters
- Signage - how to improve it

Districts

The North Avenue West Corridor Plan is divided into three districts. Each district is unique and should transition from one to the next. The goal for each is to establish its own identity providing a sense of place. “Placemaking” is a process of creating a place that will attract people because the place is pleasurable or interesting and encourages people to come back again and again. Maintaining North Avenue as a destination is very important to its long term sustainability and for the City as a whole. Creating three districts along this section of North Avenue allows diversity and encourages a unique vision for each. It is important to remember that the 2007 North Avenue Corridor Plan adopted by the City that ended at 12th Street where this Plan begins had five districts or subareas. Combining the two Corridor Plans will create eight districts for the four mile long corridor.



Implementation Plan

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

Include the following elements in the Overlay District:

- Establish a street cross section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.
- Create landscaping standards for the corridor that will:
 - Incorporate design features found in the street cross section.
 - Support the placement of buildings adjacent to the street.

- Establish desired buffering and landscaping between residential and commercial uses and other Plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.

2. Establish Implementation Tools.

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

- a) Form a Business Association.
Businesses in a given area can come together voluntarily to create an association for the improvement and enhancement of their properties and businesses. This can include creation of covenants that run with the land and provide for assessments on the parcels of land subject to the covenants. This creates a pool of funds for improvements that benefit the group.
- b) Require new development to build the detached sidewalk and other improvements. Construction of detached sidewalks can occur along any frontage with sufficient right-of-way, but requires the sidewalk to transition back to the existing attached sidewalk on both sides of the property being developed. Local examples of this can be found on other corridors as well as North Avenue. The picture taken of 12th Street north or Orchard Avenue (to the right) is an example of this concept of transitioning the sidewalk on both sides of the development.
- c) Modify the Transportation Capacity Payment (TCP) fee for the corridor.
This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where “Greenfield” development, development constructed away from the City Center, is occurring.
- d) Define and create a Business Improvement District (BID). Colorado Statute Section 31-25-101*et seq* authorizes for the formation of Business Improvement Districts (BID). BIDs are formed within a municipality and as such, the City of Grand Junction would oversee the formation of the District and appoint a Board of Directors. Under the Statute, the District is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the

boundaries of the District. All property assessed in a BID must be commercial property. The tax or mil levy is set by the District up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District. The Mesa County Assessor would collect the mil levy for the District through property taxes. These tax dollars can be used by the District for infrastructure, aesthetic treatment and other improvements within the District which will benefit the District members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BID's currently exist are the downtown area and Horizon Drive.

e) Special Improvement District.

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

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

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

g) Urban Renewal Authority (URA).

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

Council appointed commission. The Authority has the ability to issue some types of bonds to finance projects.

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

2. Consistency with the Comprehensive Plan

21.02.130 Comprehensive Plan amendment (CPA).

(a) Purpose. In order to maintain internal consistency within the Comprehensive Plan, administrative changes and proposed amendments to the Comprehensive Plan must be consistent with the vision (intent), goals and policies included in the Plan.

(b) Applicability. All proposed amendments to the text of the Comprehensive Plan shall comply with the provisions of this section. Any proposed development that is inconsistent with any goals or policies of the Comprehensive Plan shall first receive approval of a Comprehensive Plan amendment. The Comprehensive Plan shall include all neighborhood plans, corridor plans, area plans, the Grand Valley Circulation Plan, the Urban Trails Master Plan, and all other elements adopted as a part of the Comprehensive Plan.

(1) Jurisdiction Approvals. Changes to various areas of the Grand Junction Comprehensive Plan require different land use approvals:

(i) Land use changes located within the City limits may be approved by the City and do not require County approval.

(ii) Changes to land use designations inside the Persigo 201 Boundary (outside the City limits) require annexation and City approval and do not require County approval.

(iii) Changes to land use designations outside of the Persigo 201 Boundary require County approval and do not require City approval.

(iv) Changes to the Persigo 201 Service Area require approval by the Persigo Board, which is comprised of the County Commissioners and the City Council.

(v) Each entity will have an opportunity to comment on proposed changes to the Comprehensive Plan prior to adoption of the amendment.

(c) Criteria for Plan Amendments.

(1) The City may amend the Comprehensive Plan, neighborhood plans, corridor plans and area plans if the proposed change is consistent with the vision (intent), goals and policies of the Comprehensive Plan and:

- (i) Subsequent events have invalidated the original premises and findings; and/or
- (ii) The character and/or conditions of the area has changed such that the amendment is consistent with the Plan; and/or
- (iii) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
- (iv) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
- (v) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

Response to Criteria:

The North Avenue West Corridor Plan supports the vision and intent and the following Goals and Policies of the Comprehensive Plan:

Goal 8 which states, “Create attractive public spaces and enhance the visual appeal of the community through quality development”.

Policy A – Design streets and walkways as attractive public spaces.

Policy B – Construct streets in the City Center, Village Centers, and Neighborhood Centers to include enhanced pedestrian amenities

Policy F – Encourage the revitalization of existing commercial areas.

The North Avenue West Corridor Plan implements Goal 8 and three of its policies. The recommended street cross section (Option 3) provides for enhanced pedestrian amenities that will be attractive public spaces. The Plan’s recommended changes to the street edge, for example, building close to the street, increasing sidewalk width, adding plantings, pedestrian lighting, other pedestrian amenities, consolidating accesses, providing parking to the side and rear, etc. will revitalize the North Avenue corridor, a very important commercial corridor in our community.

Goal 9 which states, “Develop a well balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources”.

Policy E – When improving existing streets or constructing new streets in residential neighborhoods, the City and County will balance access and circulation in neighborhoods with the community’s need to maintain a street system which safely and efficiently moves traffic throughout the community.

The North Avenue West Corridor Plan implements Goal 9 and one of its policies. One of the Guiding Principles in the Plan is to minimize impacts to existing neighborhoods. The Plan is further enhancing this goal by creating a corridor that helps the City reach its vision of becoming most livable by providing for all modes of transportation on North Avenue in a safer and more aesthetic way.

Goal 12 which states, “Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy”.

Policy A – Through the Comprehensive Plan’s policies the City and County will improve as a regional center of commerce, culture and tourism.

Policy B – The City and County will provide appropriate commercial development opportunities.

The North Avenue West Corridor Plan implements Goal 12 and both of its policies. One of the Guiding Principles in the Plan is “placemaking” or creating North Avenue into a place that people will want to come back to again and again. As a regional provider of goods and services, North Avenue plays a large role for our community. The North Avenue West Corridor Plan will help keep North Avenue a destination in the future.

In addressing the other criteria

(ii) The character and/or conditions of the area has changed such that the amendment is consistent with the Plan; and/or

Response: The conditions of the corridor has continued to deteriorate with aging infrastructure and buildings. North Avenue’s place as a major retail corridor continues to decline as more and more commercial development goes west. The Plan recommends implementation strategies that can help reverse the out migration of business, encourage new business and create a place that people will come to in the future.

(iii) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Response: The Plan encourages infill and redevelopment of the corridor which takes advantage of existing infrastructure for future growth.

(iv) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

Response: There are no changes proposed to the general land use designations along the corridor.

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

Response: North Avenue as well as the entire community will benefit from the implementation of the North Avenue West Corridor Plan. The Plan will

revitalize the corridor, create better public spaces, provide for the business community to conduct business, bring people to the corridor for shopping, other services and a place to live, work and play.

Next Steps

Create an Overlay District for both the North Avenue West Corridor Plan (1-70 B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70 B). City staff is proposing to begin this following the adoption of this Plan.

Findings of Fact/Conclusions

After reviewing the North Avenue West Corridor Plan, file #CPA-2011-966 for an amendment to the Comprehensive Plan, staff makes the following findings of fact and conclusions:

1. The North Avenue West Corridor Plan is consistent with the Comprehensive Plan.
2. The review criteria in 21.02.130 of the Municipal Code have all been met.

Planning Commission Recommendation

Planning Commission held a public hearing on July 26, 2011 and forwarded a recommendation of approval to City Council of a Comprehensive Plan Amendment to adopt the North Avenue West Corridor Plan as an element of the Comprehensive Plan for File #CPA-2011-966 with the findings and conclusions listed above.

2011

**North
Avenue
West
Corridor
Plan**

(12th Street west to I-70B)



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Executive Summary

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

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

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

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

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

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

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

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

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

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

Planning Boundary

Why Plan North Avenue?

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

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

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

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

Questionnaire Question #3
The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land uses are lacking that you would use?
Survey Responses:
Restaurants = 61%
Professional Services = 25%
Retail = 36%
Housing = 23%
Other = 20%
None = 16%
(Note: multiple answers were received)



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

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



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

North Avenue West Corridor Plan Vision

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

Questionnaire Question #1 What brings you to this part of North Avenue?

Survey Responses:

Pass through here = 52%
Obtain services here = 39%
Live within a couple of Blocks = 23%
Own a business here = 20%
Go to School, Church = 20%
Own property here = 18%
Work here = 14%

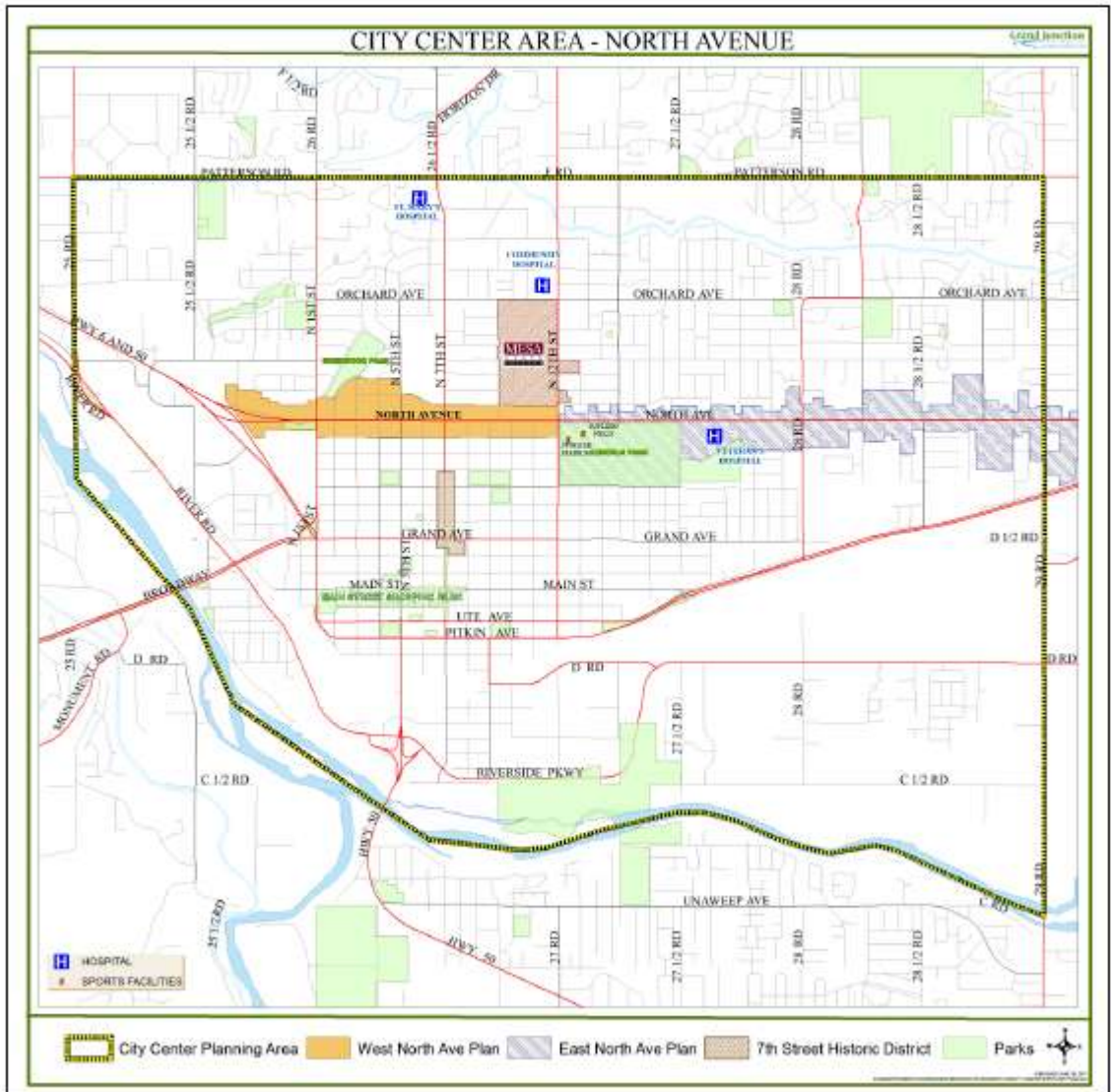
(Note: multiple answers were received)

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

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

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

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



Guiding Principles

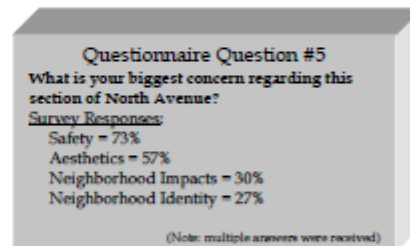
From the focus group meetings held to the open houses attended, participants identified specific elements for each of the four guiding principles; safety, aesthetics, placemaking and neighborhood impacts.

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

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

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

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



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

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

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

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

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



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



Revitalizing North Avenue

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

Questionnaire Question #2
How do you access the corridor?
Survey Responses:
Private Vehicle = 98% Bike = 23%
Walk = 16% Bus = 2%
(Note: multiple answers were received)

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

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



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



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

Existing Pedestrian Conditions

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



Narrow 3 ft. sidewalk



Attached 4 ft. sidewalk



Attached to detached



Wider detached sidewalk more comfortable for pedestrian use

Street Cross-Sections

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

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

April 2011 Open House Results

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

What we heard at Open House?

Preferred Street Concepts

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

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

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

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

May - June 2011 Online Survey Results

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

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

| | | |
|-------------------------------------------------------------------|-----|-----|
| Do you think bike lanes are important to have along North Avenue? | | |
| Responses | | |
| Yes | 260 | 74% |
| No | 91 | 26% |
| Total | 351 | |

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

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

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

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

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

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

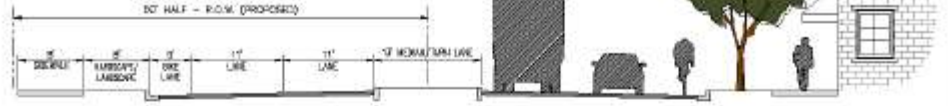
Traffic flow and convenience and safety ranked very important to the public. Aesthetics, bike lanes and creating a pleasant place to walk are important to those taking this survey as well with most people ranking them as either Very Important or Somewhat Important. Results for on-street parallel parking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

Recommended Street Cross-Section

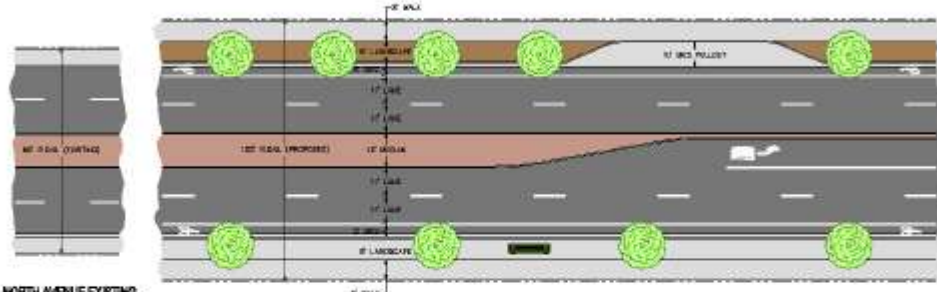
The recommended street cross-section is Option 3. After taking into account the survey results, public comments received at open houses, focus group meetings, the work by the Technical Advisory Committee for this corridor plan, and the financial costs for construction, the street cross-section in Option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

Table 2

- No changes would be made to the pavement width, curb and gutter location, base level, or sidewalk. The existing sidewalk would be removed and replaced with an 8' detached curb, and the pavement would be re-striped to accommodate a base level.
- 20' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 60' to 100'.
- Provide an 8' detached sidewalk and an 8' buffer zone between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree plantings, benches, bike racks, public art, street lighting, etc.
- Provide 8' offset bike lane (10' paved width, 10' gutter width).
- Maintain the width of the existing traffic lanes from 12.00 to 12'. The 12' lanes provide a measure of traffic capacity, but that space would be lost from COET.



OPTION 3 SECTION



NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

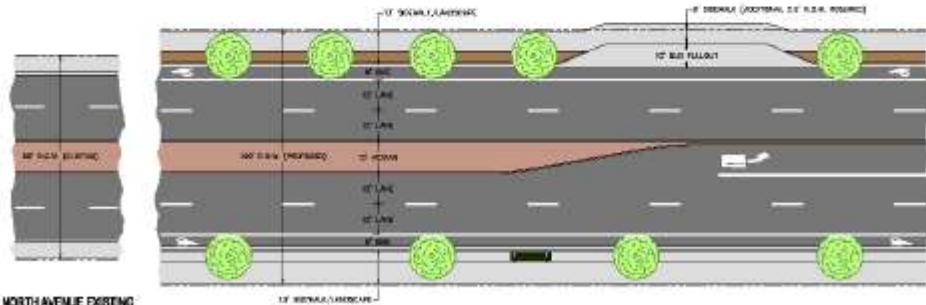
OPTION 3 PLAN VIEW

Table 3

- No changes would be made to the curb level or sidewalk. The existing pavement would be removed and replaced with an 8' detached curb, and the sidewalk would be removed and replaced with an 8' detached curb.
- 20' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 60' to 100'.
- Provide an 8' detached sidewalk and a 2' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree plantings, benches, bike racks, public art, street lighting, etc.
- Provide 8' offset bike lane (10' paved width, 10' gutter width).
- Maintain the standard COET width of the existing traffic lanes at 12'. No specific approach from COET would be required.



OPTION 4 SECTION



NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

OPTION 4 PLAN VIEW

Plan Elements

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

Creating a more unified street edge condition along North Avenue

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

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



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

Designing Street Intersections

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



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

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

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

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

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

Pedestrian Crossings

| <u>North Avenue Pedestrian Crossings</u> | | |
|------------------------------------------|-------------------------|---------------------------------------|
| <u>Signalized & Striped</u> | | <u>Unsignalized & Not Striped</u> |
| 1 st Street | 5 th Street | 3 rd Street |
| 7 th Street | 10 th Street | |
| | 12 th Street | |

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



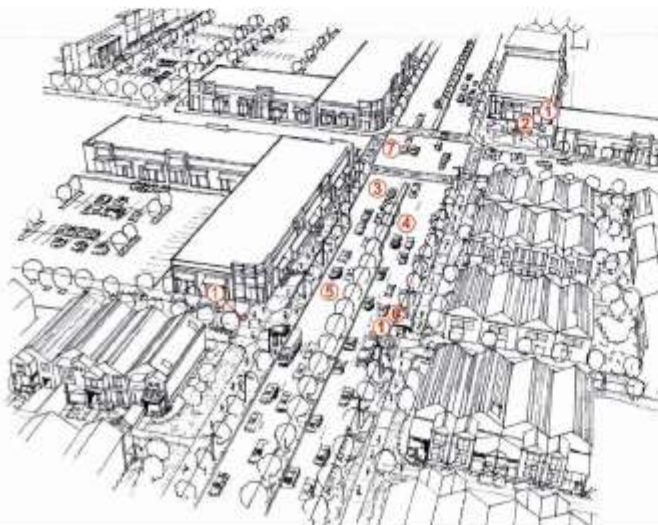
opportunity to cross. Future analysis and review of this sixth location will be needed to determine signal warrants for a safer and friendlier crossing.

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

North Avenue Streetscape

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

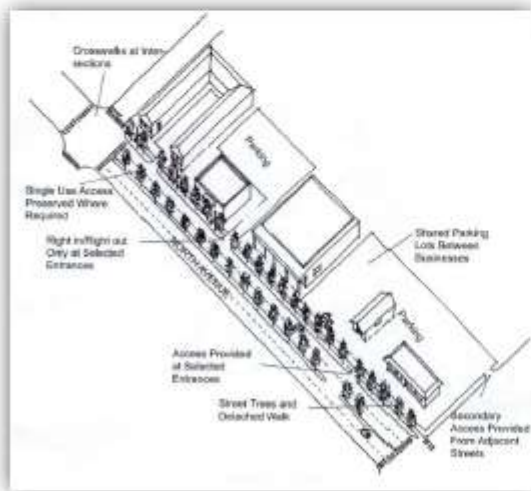
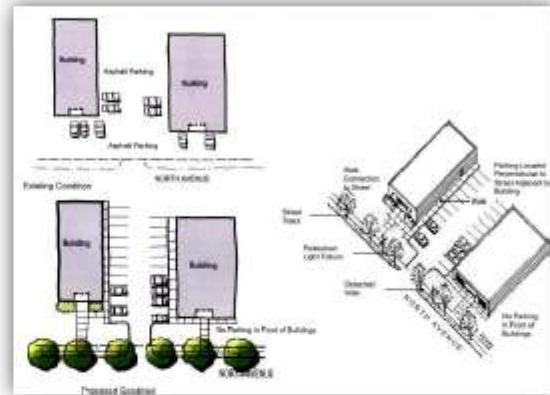
The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts



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

Building Adjacent To Street

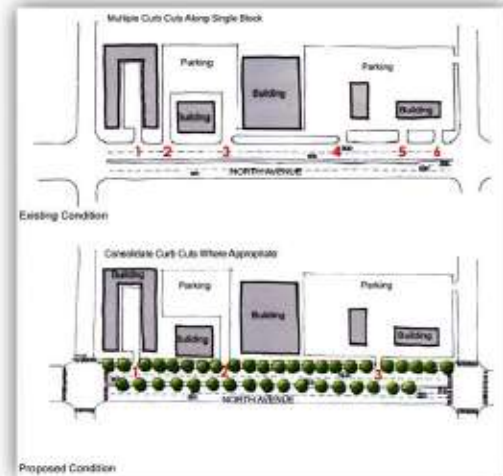
In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked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



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

Curb Cut Consolidation

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



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

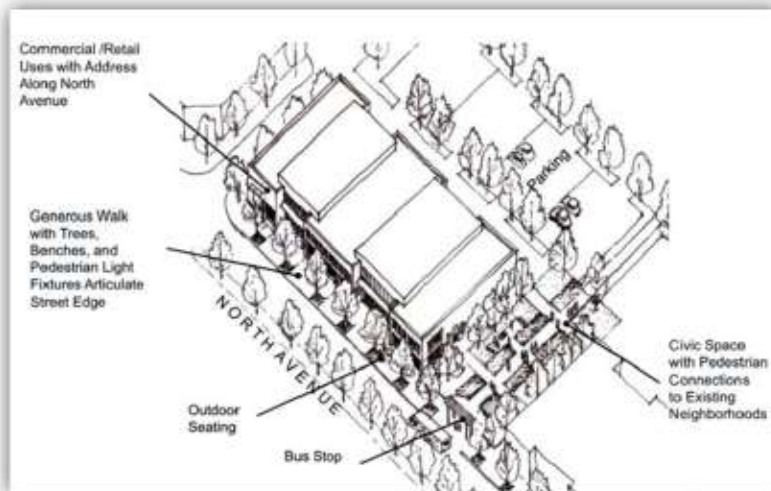
In all cases, each project should provide connectivity to the pedestrian network and include public open space.

Residential Land Uses

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



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



A green corridor in a walking environment will create a pedestrian connection with existing neighborhoods and North Avenue providing convenient access to the street for existing residents. On-street parking along the side

streets provides parking for visitors. On-site parking areas must provide buffering with residential areas through the use of berms and landscaping.

Commercial / Retail Land Uses

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

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



Building Built to Street



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

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

Transit

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

North Avenue Bus Routes

GVT Route 7 Bus Stops

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



Annual Ridership

2010

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

2009

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

GVT Route 9 Bus Stops

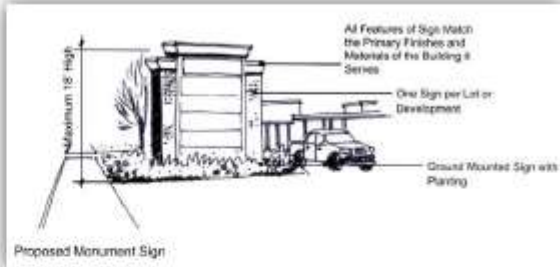
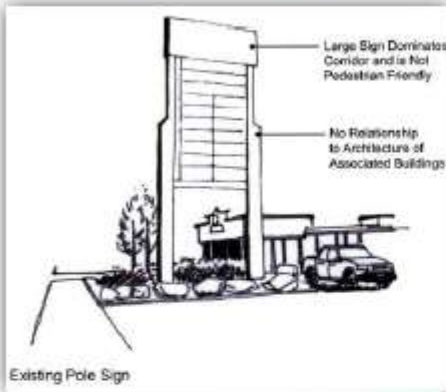
East of 8th Street
East of 9th Street
West of 11th Street



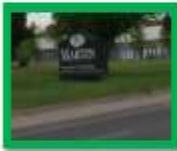
7th Street and 12th Street are bus transfer points connecting passengers to other routes in the City.

Signage

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



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



retailers to engage the property as a whole.

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



Building Signage

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



Districts

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



Automotive Sales and Service District

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

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





Vision

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

Street Cross Section

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

Pedestrian and bicycles are now left to their own to navigate this section of the corridor. It is recommended that off-street pedestrian and bike paths be constructed on both sides of the corridor.



Along the south side of the corridor a future path should be located within the landscaped open space. On the north, a path should be constructed along the existing frontage road and any future frontage road that is built as part of redevelopment of that area.

Existing Traffic Issue

Vehicular traffic currently backs up along west bound North Avenue at the intersection of 1st Street. This traffic issue is the result of motorist's need to get in the right lane prior to the left turn lane for



Questionnaire Question #4

Are there currently issues you would like to see addressed?

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

the Ed Bozarth car dealership. West of 1st Street the left through lane ends and requires a left turn movement at Ed Bozarth, therefore many motorist are cueing up in the right lane east of the traffic signal at 1st Street and North Avenue to avoid this conflict. This

Plan recommends that a dedicated left turn lane be constructed at Ed Bozarth allowing both westbound lanes to be used by vehicular traffic heading west (see exhibit). This will allow for the motorist not to have to move over to the right lane east of 1st Street which often creates a back-up of traffic for a block or more.



Proposed changes to intersection at Ed Bozarth's

Sherwood Park Mixed Use District

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



Vision

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



Educational / Student Commercial and Entertainment District

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



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

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

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

Vision

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



Implementation Plan

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

Include the following elements in the Overlay District:

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

2. Establish Implementation Tools.

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

- a) Form a Business Association.

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

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



- c) Modify the Transportation Capacity Payment (TCP) fee for the corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.
- d) Define and create a Business Improvement District (BID). Colorado Statute Section 31-25-101*et seq* authorizes for the formation of Business Improvement Districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the District and appoint a Board of Directors. Under the Statute, the District is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the District. All property assessed in a BID must be commercial property. The tax or mil levy is set by the District up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District. The Mesa County Assessor would collect the mil levy for the District through property taxes. These tax dollars can be used by the District for infrastructure, aesthetic treatment and other improvements within the District which will benefit the District members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BID's currently exist are the downtown area and Horizon Drive.
- e) Special Improvement District.
The focus of a Special Improvement District (SID) is for capital improvements, infrastructure. A SID is formed by petition of property owners of more than 50% that will bear the costs assessed by the district and established by the City by ordinance. Funding comes from property assessments and the City constructs any funded improvements.

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

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

g) Urban Renewal Authority (URA).

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

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

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

North Avenue - a destination corridor!

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

Planning/Public Process

Public Involvement

Focus Groups

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

Public Open Houses

Two open houses were held, one in December 2010 during the beginning of the planning process and one at the end of the planning process in April 2011. The first open house primarily introduced the planning process to attendees and asked for their involvement, comments and input. The



second open house introduced the many elements and concepts formulated for the Plan and asked for comments. Street cross sections were also introduced and comments on each option were sought. Attendees were informed on the results of the questionnaire conducted during the first half of the planning process which is discussed below.

Questionnaire

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

Online Survey

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

Planning Commission Workshops

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

Technical Advisory Committee Involvement

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

Plan Adoption

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

Acknowledgements

Grand Junction City Council

Tom Kenyon, Mayor
Bill Pitts, Mayor Pro Tem
Sam Sasuras
Bennett Boeschstein

Laura Luke
Teresa Coons
Jim Doody

City Manager

Laurie Kadrach

City Public Works and Planning Director

Tim Moore

Grand Junction Planning Commission

Reggie Wall (Chair)
Lynn Pavelka (Vice Chair)
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Ebe Eslami
Mark Abbott

Rob Burnet
Pat Carlow
Greg Williams (Alternate)
Keith Leonard (Alternate)

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Irene Carlow, Economic, Convention & Visitor Services
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Lori Bowers, Public Works and Planning
Rick Dorris, Public Works and Planning
Scott Peterson, Public Works and Planning
Kristen Ashbeck, Public Works and Planning
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Project Manager

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

Special thanks to the Focus Group participants from:

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

Appendix

Street Cross Sections

North Avenue Existing Plan View

Option 1 Plan View - Restripe with Bike lanes

Option 2 Plan View - Widen sidewalk/ Add landscaping strip

Option 3 Plan View (Recommended) - Add Bike lane/ Widen sidewalk/ Add landscaping strip

Option 4 Plan View - Remove Curb and Widen Street 3 ft/ Widen sidewalk/ Add landscaping strip/ Add Bike lane

Option 5 Plan View - Remove Curb/ Widen Street 5 ft/ Widen sidewalk/ Add Parking lane

Option 6 Plan View - Remove curb/ Widen Street 8 ft/ Widen sidewalk/ Add Bike lane/ Add Parking lane

Maps

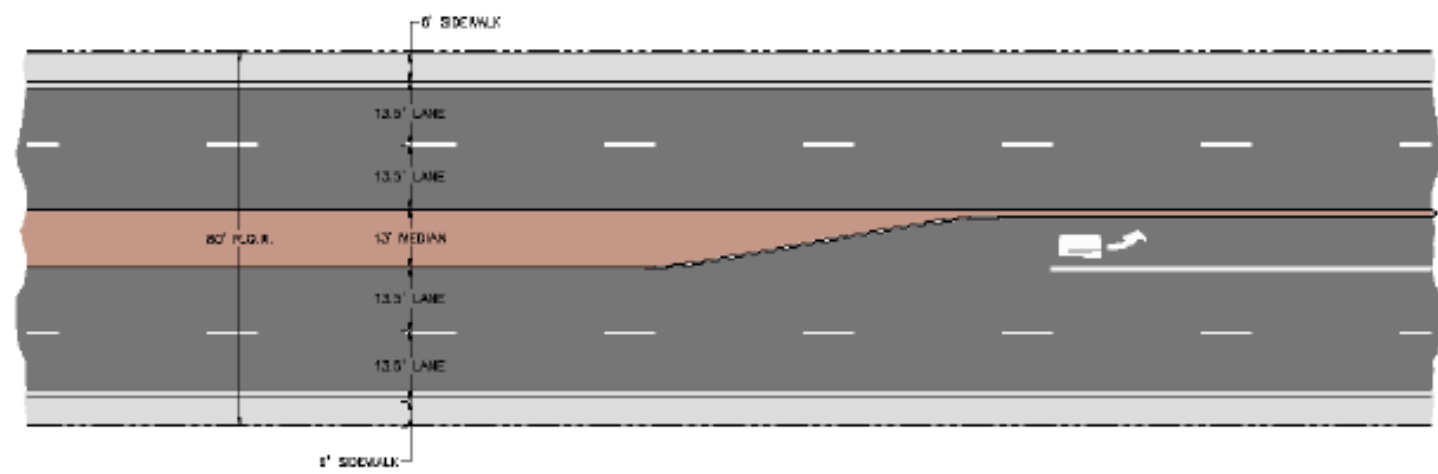
Map of Corridor Plan Area

District Maps

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



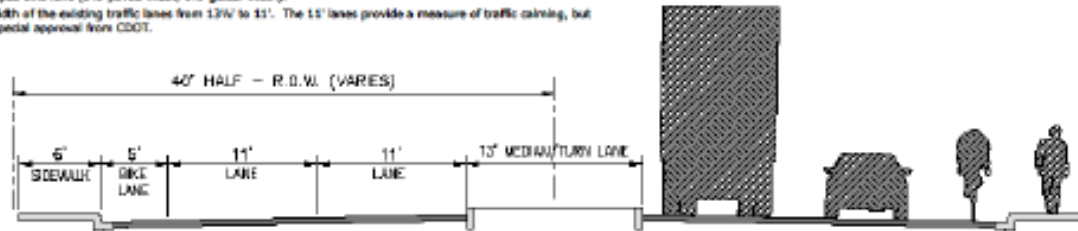
NORTH AVENUE EXISTING SECTION



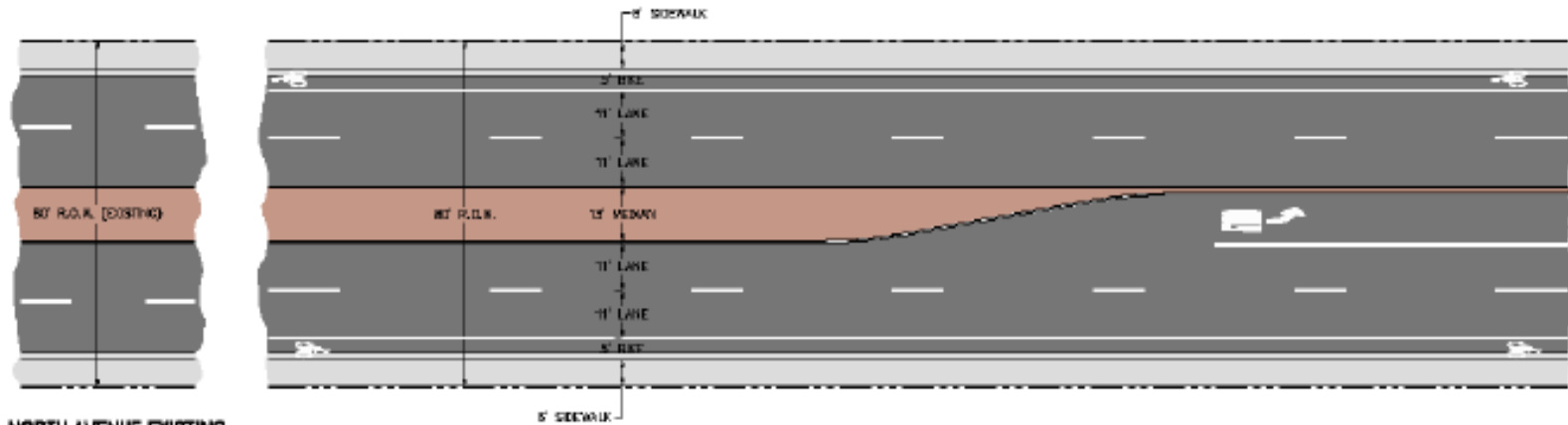
NORTH AVENUE EXISTING PLAN VIEW

Option 1

- No changes would be made to any existing structures; pavement width, curb-and-gutter location, sidewalk width, turn lanes, and medians would remain as they are. Only the striping of the lanes would be modified.
- The changes would be made within the existing 80' right-of-way. No additional right-of-way would be required.
- Provides 5' striped bike lane (3½' paved width, 1½' gutter width).
- Reduces the width of the existing traffic lanes from 12½' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 1 SECTION



**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

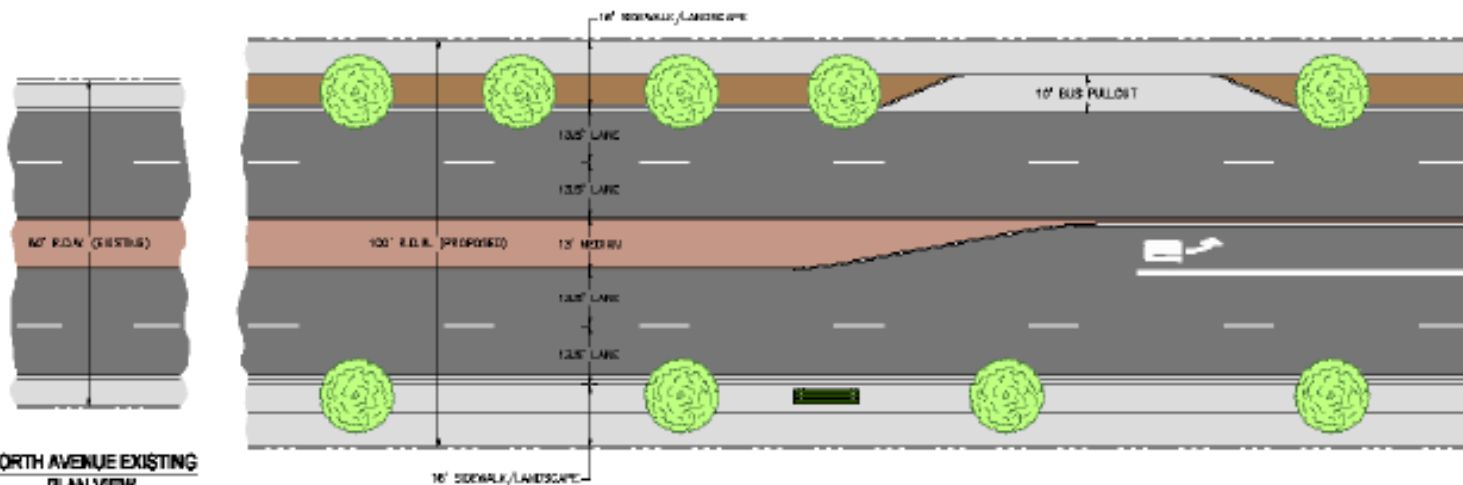
OPTION 1 PLAN VIEW

OPTION 2

- No changes would be made to the pavement width, lane striping, curb-and-gutter location, turn lanes, or medians. Only the existing sidewalk would be removed and replaced with an 8' detached walk.
- 27' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 66' to 93'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Does not provide any bicycle facilities.



OPTION 2 SECTION



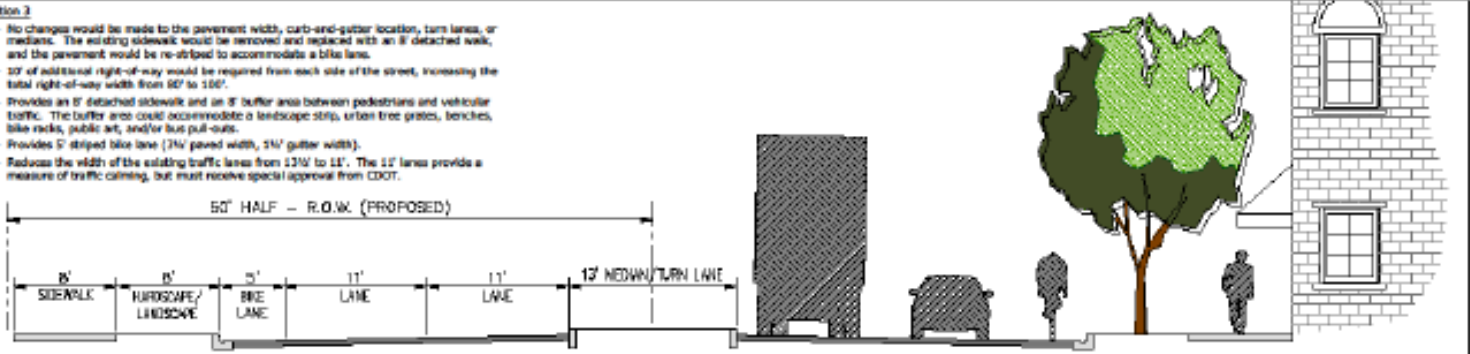
OPTION 2 PLAN VIEW

**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

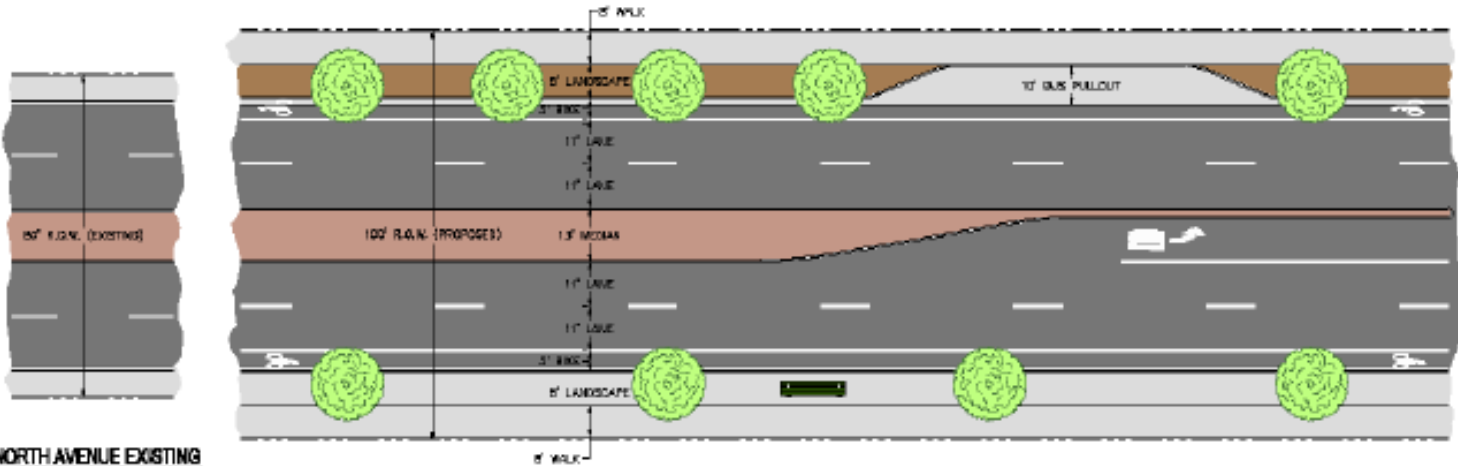
RECOMMENDED STREET CROSS SECTION

Option 3

- No changes would be made to the pavement width, curb-and-gutter location, turn lanes, or medians. The existing sidewalk would be removed and replaced with an 8' detached walk, and the pavement would be re-stripped to accommodate a bike lane.
- 30' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 60' to 120'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 5' striped bike lane (2 1/2' paved width, 2 1/2' gutter width).
- Reduces the width of the existing traffic lanes from 12 1/2' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 3 SECTION

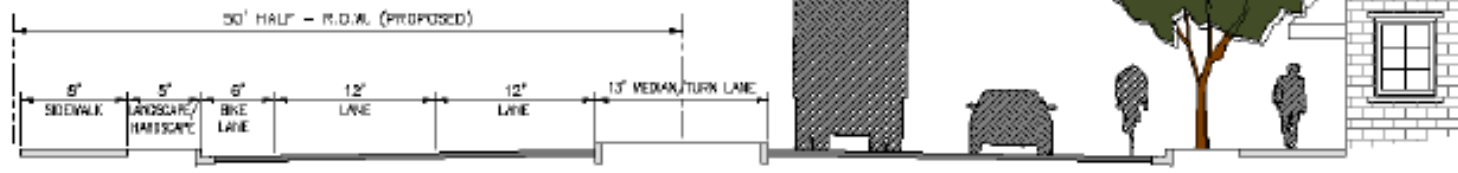


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

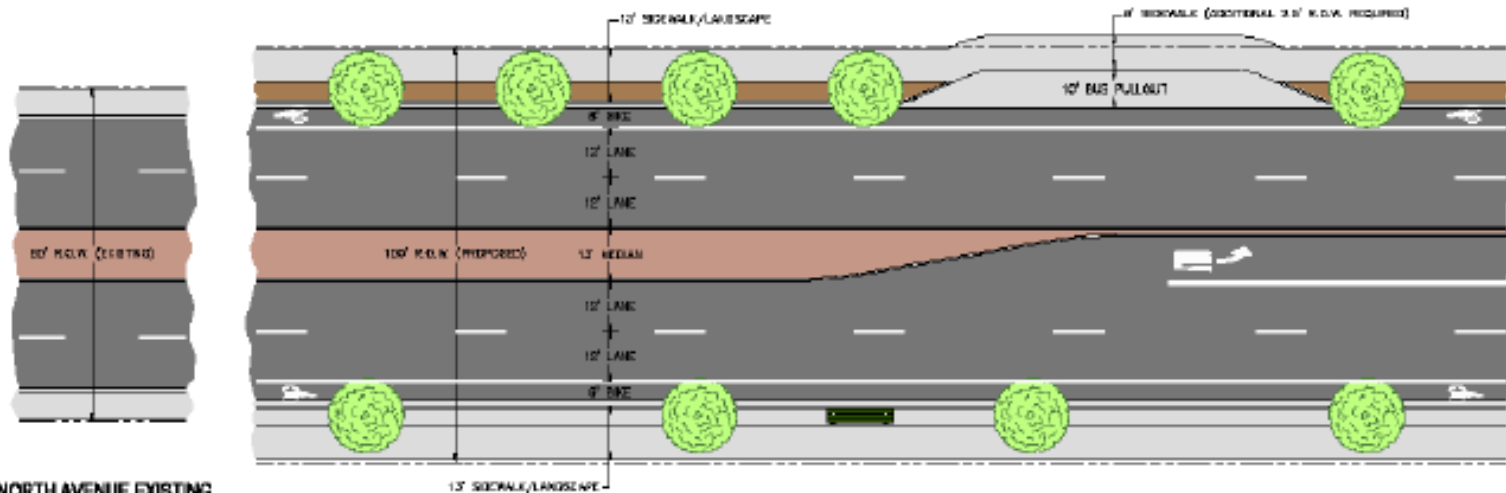
OPTION 3 PLAN VIEW

Option 4

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 3' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' detached walk.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 90' to 100'.
- Provides an 8' detached sidewalk and a 3' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 8' striped bike lane (4 1/2' paved width, 1 1/2' gutter width).
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.



OPTION 4 SECTION

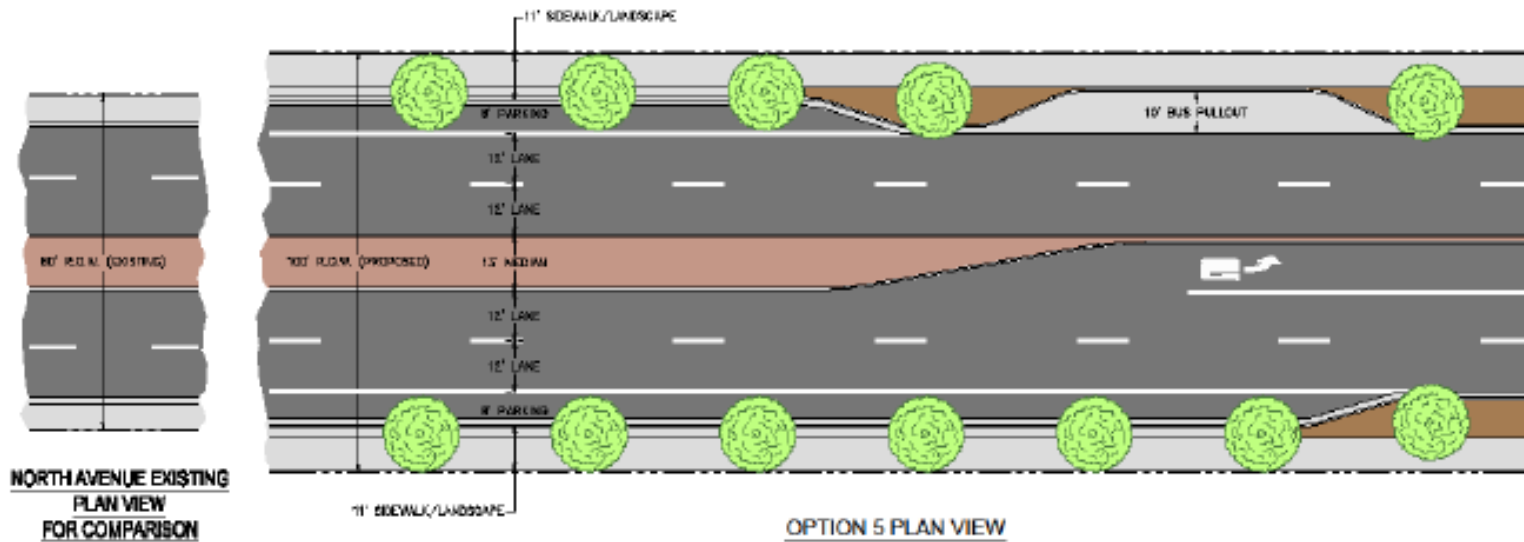
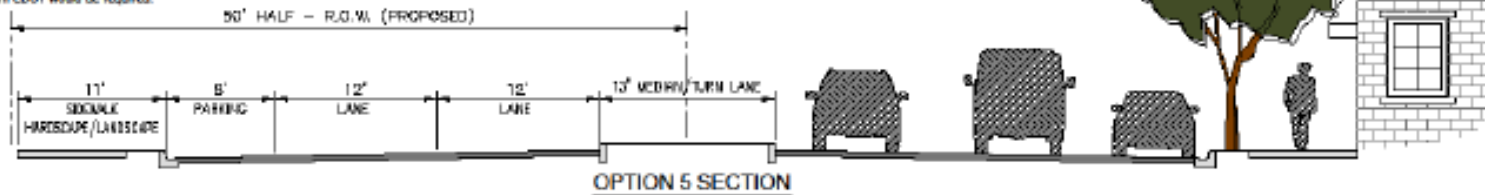


**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

OPTION 4 PLAN VIEW

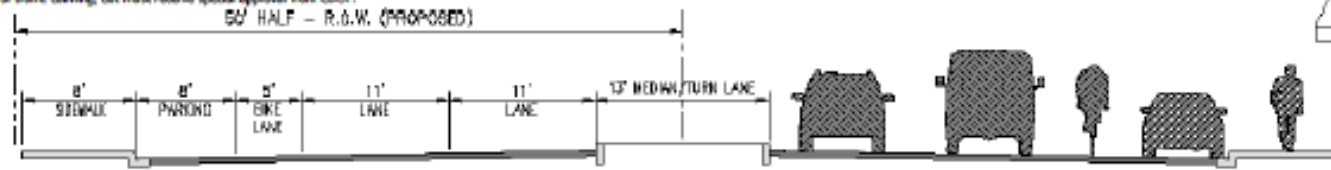
Option 5

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 5' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 11' sidewalk with urban tree grates, benches, bike racks, public art, etc.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (6 1/2' paved width, 1 1/2' gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lane.
- Does not provide any bicycle facilities.
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.

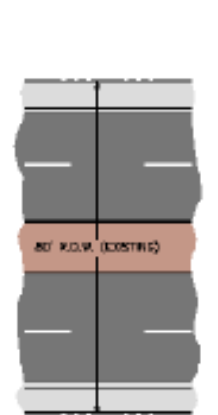


Option 6

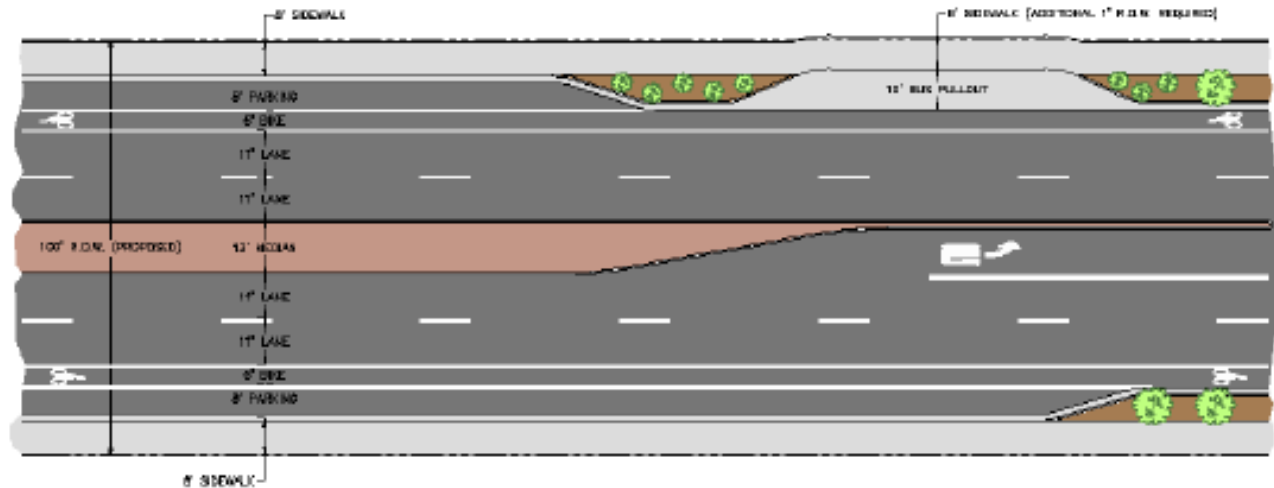
- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 8' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 8' sidewalk.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (14" paved width, 14" gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lane.
- Provides 5' striped bike lane.
- Reduces the width of the existing traffic lanes from 13 1/2' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 6 SECTION

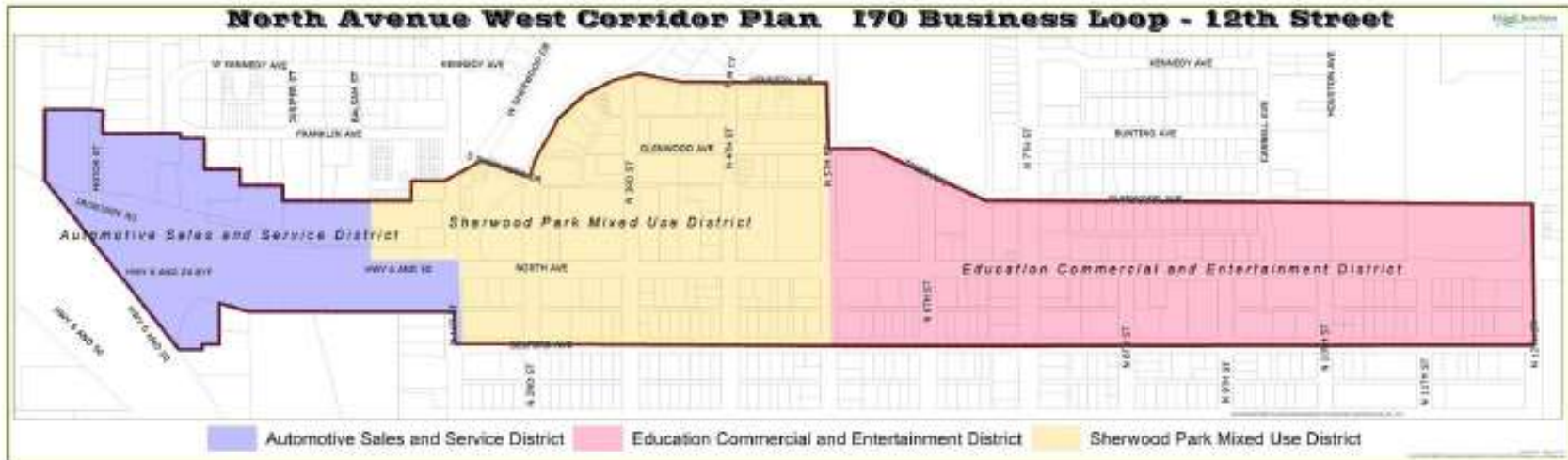


**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**




OPTION 6 PLAN VIEW

MAP OF CORRIDOR PLAN AREA

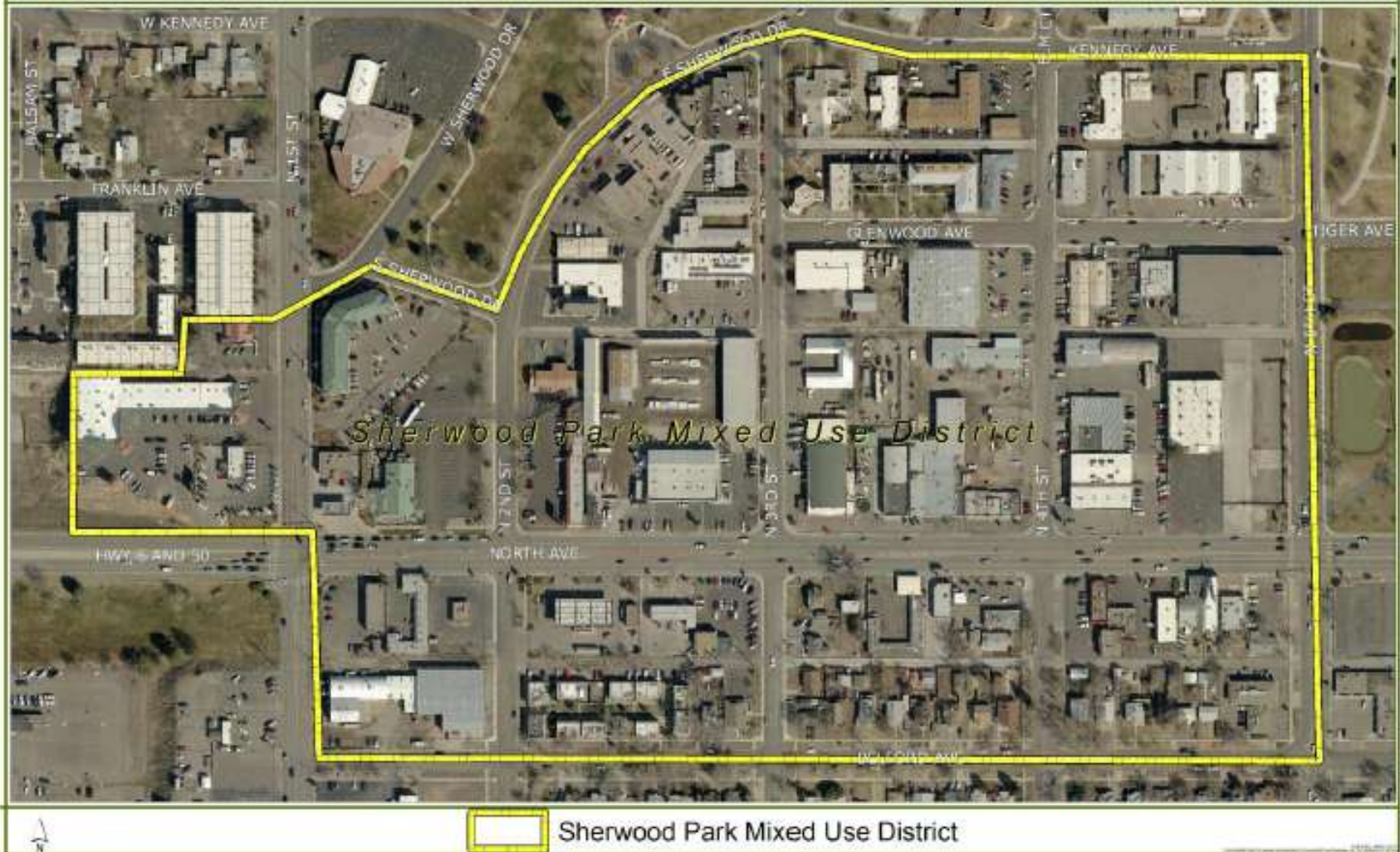


North Avenue West Corridor Plan 170 Business Loop - 12th Street
Automotive Sales and Service District



 Automotive Sales and Service District

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



North Avenue West Corridor Plan 170 Business Loop - 12th Street
Educational / Student Commercial and Entertainment District



North Avenue Survey Results

Thursday, June 16, 2011

356 started the survey, 351 completed it

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

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

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

| Responses | | |
|-----------|-----|-----|
| Yes | 260 | 74% |
| No | 91 | 26% |
| Total | 351 | |

3. Why or why not?

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

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

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

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

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

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

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

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

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| The street is very busy and there are a lot of students. Bikes are encouraged in our community, so we need to put safety accommodations in place. |
| If you make the pedestrian area wide enough, you will not have a problem and don't expect that many pedestrians/bikers. Major problem with 12th/North Ave to 18th/North Ave, South Side: no room to ride a bike and a deep fear of getting hit by a car, and North Side: broken up/missing sidewalks and empty dirt lots/missing sidewalks. |
| No one rides a bike to work. Kids won't even ride a bike to school. Waste of money. We need more traffic lanes, more turn lanes and definitely pull-out of traffic lanes for buses. Serve the majority for once, instead of the vociferous minority. Most of us just want to get from Point A to Point B as calmly and safely as possible. |
| Without Bike Lanes it is very difficult to get across town safely. Especially, since Patterson is not safe to ride a bike on at ALL |
| Preferred mode of transportation for many Mesa State students and VA employees. |
| Grand Junction has an ideal climate to encourage more and more bike commuting. Providing safe routes is important! |
| Currently, North Ave. is dangerous for bikes. |
| Bikes will be an increasingly important mode of transportation. With the growing newly designated University, bike lanes will be a boon for students and faculty commuting by bike. |
| It is one of the main corridors for east west transit through town. It provides access to many shopping areas and restaurants |
| Grand Junction needs more bike-friendly routes and the lanes would slow traffic |
| More travel capability |
| It is an important arterial. I ride a bike quite a bit and I appreciate a buffer between other traffic and myself. Considering how heavy traffic is on North Avenue, I believe a buffer between the traffic lanes and a bike lane is prudent. Bike lanes may encourage more people to bike commute rather than drive motor vehicles, especially around Mesa College. |
| lets cause more traffic jams by adding bike lanes... DUH! |
| We need thoroughfares to move traffic and bike lanes are best when provided on side streets to keep the cyclists completely out of harm's way. |
| Bicycle lanes should be added wherever possible to help reduce traffic, lower pollution and help people be more active. |
| people do not use bike lanes, much to the chagrin of urban planners. I drive in areas of GJ where there are bike lanes every day and I almost never see bicyclists utilizing bike lanes. They seem like a great idea, but if you really measured usage, I'm sure you would see bicycle usage drop after bike lanes are installed. I cannot account for or explain why this is the case, but it simply seems to be true. I think sidewalks, vehicle-ped buffer spaces, medians or landscaping improvements would be much better options to explore for improving the North Ave corridor. Street parking might also be a good option, too. The Riverside Parkway is beautiful and well thought out, and the folks involved should be commended. I love driving on it, even if it means it will take me a few more minutes to reach my destination. (The bike lanes there are real pretty, but again, seldom utilized) |
| Safety |
| People need to be able to ride bikes safely on streets. Many are riding to work. |
| Added pleasure but if costs are too high a sidewalk and buffer zone are more important for daily use |
| Given the increasing cost of motorized transportation, all viable alternative modes of travel must be encouraged. |

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

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

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

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

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

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

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

Total Responses

310

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

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

5. Why or why not?

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

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

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

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

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

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

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

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

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

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

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

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

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

Total Responses

308

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

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

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

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

The scope of this is rather large for a single plan. For instance, the area near the golf course (12th and North) is certainly different than the area near 32 road. The dynamics of the college brings a whole different need compared to the area of, say... WalMart or the car dealers on the west end of North Ave. I do like the idea of compatibility and a BASIC plan of traffic lanes, bike lanes and sidewalk. Possibly a minimum number of trees along the road per business or per 100 feet. What about turn lanes and a minimum number of feet for a turn lane... most are too short for today's traffic. How about no left turns without a turn lane? What about lighting? OK, I guess you have to get the basics before the specifics. Thumbs UP!

It would be great to see an area that emphasizes the businesses and residences much like Main Street and not the "straight shot" approach to making a road with little or no landscaping and no character. A new North Avenue that encourages people to slow down and enjoy the scenery and study the businesses or appreciate the residences along the thoroughfare may not only increase the business opportunities of the area but make it a desirable place to live and work as well.

Thanks for all that you are doing to improve our quality of life!

Chris

no

It will be a real challenge to make it safe for bikes, pedestrians, and motor traffic... but any improvements will make it safer than it is now. Thank you!

Tree plantings would be desirable.

What about a bus lane?

Thank you for asking our input. I would like to see the city of Grand Junction expand in thoughtful ways, making the North Ave corridor a mixed-use area with nice housing, and accessible services. This would incorporate creative multi-use structures that would include multi-family dwellings, commercial centers, places of business, retail, cafes, bars all together as small clusters with North Ave connecting them.

I do not ride on streets but my son was run over in January by a car coming out of a gas station while he was on the sidewalk. A bike lane would help improve safety.

It's really sad to see all the empty buildings. Could any of them be used by the city for a recreation center?

Please void my number 2 choice on the first question. I really don't like that answer or any other choice, but the system would not accept my survey with that question being incomplete.

I was completely impressed with the communication about traffic, bike lanes and canals etc last year, but have not heard anything lately. I love the way you are keeping people in the loop and educating us along the way. Thank you!

I use this street as a main thoroughfare daily - as do thousands of other people. Why would you try to deter this? Adding bike lanes or parallel parking would create a traffic jam nightmare - it already is bad most of the day. This street is so busy because it is one of only three thoroughfares for east-west traffic (North, Patterson, and 70-B). Adding bike lanes and/or parking would just cause more headaches on Orchard, Grand, and other streets that are currently not able to handle the traffic. You should try DEALING with the traffic problems rather than trying to force people off of the street.

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

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

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

North avenue is a commercial zone. I can't imagine anyone walking for pleasure along North Ave when a block north or south is more residential/less traffic. No one walks to go window shopping in strip malls.

It is good to see that the City is considering adding more bike lanes in our community. Perhaps we would have less car traffic on the roads if we had more access for people choosing to use their bicycles in a safe designated lane. As it stands, there are only a few routes one can safely use without feeling like their life is in the hands of a careless driver.

Glad to see there are bus pullouts planned, instead of holding up traffic, like they do now.

In the 3rd paragraph of text headed "Why plan North Avenue?" you used it's instead of its. Its is correct because the context requires a possessive pronoun rather than the contraction of "it is". The use of incorrect grammar takes away from the credibility of this project and is distracting to the reader. Please correct your error.

It would be great if there were store front grant opportunities on North, like there is for downtown businesses. Some of the buildings on North ave. are becoming very run down.

There are several other things I have thought of over the years, but don't have the time right now to put on your survey. I grew up in Grand Junction during the 70's and I can be contacted by dansrco@hotmail.com.

Yes. There has been a great waste of money all the way around. We are not and never will be Japan. No one rides a bike to work. Our kids wouldn't even ride a bike to school. They preferred to WALK! If you really wanted to rejuvenate North Avenue you should have put the Police Department at Eastgate where City Market and StarTek moved out instead of building an expensive monument to yourselves downtown that the City can't afford and didn't need. Police presence would have made that area safer so business would want to be there. Let me say the reason we moved to GJ 30 years ago was because we fell in love with Downtown. Unfortunately, that changed. First there was the 7th Street fiasco, narrowing a busy thoroughfare and creating a huge bottleneck; How many times has that brick flower garden been repaired because a truck couldn't get around it? Then, back-in parking- which no one will use; Now, Downtown renovation which eliminates on-street parking, HELLO! can you say retirees? How about "HANDICAPPED"? We can't walk six blocks from the dark, scary parking garage and then shop for two hours AND eat lunch. It is too far, and if the meter runs out, we get a ticket. Have you seen the graffiti down there? Can you say "MUGGING"? And it the symphony goes to the Avalon, I am done with that, too. I personally have abandoned downtown. It is no longer user friendly, and pouring tons of concrete into wider sidewalks merely makes my back ache more. I liked Hobby Lobby on North. It was easy access and easy to park. Now, in its new location there is an 8-lane gridlock to get there and idiot drivers who have no idea what lane they need, so they just cut at will. Making a left turn out of Lowes or Walmart to get to the light is next to impossible. One way in, one way out, super long waits at the intersection, talk about pollution; and have you ever counted the number of accidents between Golden Corral and Pier One? I am not against progress or improvement, but I am for reasonable spending of taxpayer funds for genuine needs, and in NOT creating a solution for problems that don't exist. I shop at the Mall at the three stores that are not geared to teenagers, and online where I don't have to park at all. I am not the only retiree in Grand Junction. Our ranks are growing. Do we count?

I think the east end of North Ave. is the bigger eyesore, and with so many vacancies in the old malls, restaurants, etc., now would be the easiest and least disruptive time to improve the area.

North Ave. will always be a main east/west route through the city. It is important to slow traffic to a reasonable pace, but also allow for smooth traffic flow with good timing of traffic lights.

Drainage during rainstorms is poor.

Thanks for asking for input!

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

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

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| <p>it is not a walking area and will not be without a major overhaul, which would be costly. GJ could use more nightlife and lower north ave has potential, say from 1st st to 28th st. give some good deals to bring businesses into that area, make each property more attractive through the owner agreement and let the owners pay for it.... / / from what i see of the city engineering for street planning, well it is moderately poor. downtown GJ main st. is okay for the atmosphere it creates but ever tried to ride a bike there ?? the newly redone Colorado ave. is horrible for driving, it is too narrow as 2 F150's can hardly pass each other. trucks are a big part of the west. also the landscaping must be expensive to maintain for the city so they created a poor road for driving, and gave up parking for landscaping that costs money.... the city needs better planning and engineering for these side streets.....</p> |
| <p>A store like Costco is needed to anchor the redesign project. A store like that would draw new businesses to the corridor.</p> |
| <p>Landscaping along North Ave. would greatly improve the look , would give some scale and a sense of safety to people walking along the street.</p> |
| <p>There are times that I have walked on North Avenue to retrieve my car at Big O, as it is nowc it is very unsafe and not a pleasure. There is no shade, not always a sidewalk and very few places to cross North Avenue safely. I have to plan ahead on where I should cross before I get to where I'm going!</p> |
| <p>Thanks for soliciting community feedback on this issue.</p> |
| <p>Mixed use!!!!</p> |
| <p>Must have a sidewalk that people with all abilities can utilize.</p> |
| <p>We need pull in areas for busses with shelters and ramping. They would also be rest stops for walkers.</p> |
| <p>Yes, I couldn't get my Option choices to type in...my first choice would be #3, with both pedestrian way and bike path...and a row of trees either on the curb side on the business side. I would suggest that the sidewalk and bike path could be side-by-side, color-coded to differentiate...as I've seen in Germany. But then the city would have to require bells on bicycles...and require a warning bell when pedestrians are present. It works very well in Europe, the walkers are warned, and it does slow down the bicyclers. Bicycles are a means of getting from one place to another, and North Avenue should not be a racing course for them. My second choice would be #4, but a 5 ft. bike path is adequate. The thought of a friendlier North Avenue is very exciting...I walk it often. Myra J. Hoecker</p> |
| <p>North Avenue needs help BADLY! /</p> |
| <p>Good job providing options and asking for feedback! Thanks!</p> |
| <p>If we are taking the time and spending the money to make changes, we need to be forward thinking enough to be very encouraging for bicycle traffic. make it look nice and new. then work to bring businesses back to the area!</p> |
| <p>The proposed improvements could be done in stages, beginning with the restriping for a bike lane and increasing the width of the road at certain locations adjacent to new development or redevelopment. This will allow the public (cars, bikes, and pedestrians) to get accustomed to the changes incrementally.</p> |
| <p>Wheel Chair Accessibility is a MUST</p> |
| <p>Require those businesses that have huge parking lots to set aside some land near the street and tear up their asphalt and plant trees. Also, reward them for this and for adding more trees to their parking lots. It would be really nice to be able to find a shade tree to park under while shopping or using businesses on North Ave. Reduce their property taxes commensurate with their improving the appearance and comfort of their property.</p> |

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

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

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

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

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

Total responses

195

North Avenue West Corridor Plan Questionnaire Results

Updated on: 3/8/2011

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

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

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

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

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

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

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

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

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

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

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

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

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

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

By far the largest stakeholder affecting the success of any improvement strategy is Mesa State, which can tell the City to go to hell if it wants to in terms of planning and zoning. This is unacceptable. Without some type of consensus and a binding agreement between the City and the college as to where and how they can grow, this entire process seems an exercise in theoretical community planning. Might as well stay at home and play Sim City.

17)I would like to see some redevelopment of properties that could benefit from working together to improve parking, landscaping and pedestrian access. 18)I would love to see pedestrian overpasses or underpasses and 7th and North and 12th and North. 19)Bus pullouts. 20)Trees and xeriscaping. 21)No roundabouts. 22)New hotel needed. 23)I think that all of the street stuff is unnecessary. We need to focus on our schools. We are laying off teachers. We are crowding our classrooms and we need to give this money that is allocated for streets to our schools and help our children. 24)Need public transportation for the North Avenue corridor as well as other corridors, that are tourist friendly, perhaps seasonal or year round. The City needs an evening bus to take people to the various activities at Mesa State College, downtown, Lincoln Park, etc. We need more public accessibility. 25)Need to be careful about gentrification of the area. 26)North Avenue is not a pedestrian friendly environment. It is not a bike friendly environment. 27)Panhandling should not be allowed. 28)Leash laws for animals are not enforced and need to be. Animals are allowed to roam free at area parks, etc. 29)Need to make Mesa State College a University. 30)As a business owner attempting to reopen a two year closed business, could you waive our fees; give us a waiver of some kind to raise incentives? 30)Businesses supporting student population needed. 31)Improve safety for students, pedestrians and vehicles. 32)Reduce North Avenue from four lanes to two lanes, at least from 5th Street to 12th Street. 33)User friendly services. 34)The aesthetics of the land. 35)It needs to look a lot nicer. 36)I think there needs to be more eating establishments. 37)More modern and good looking. I feel it needs to be more pleasing to residents as well as tourists. 38)User-friendly look, facilities and transportation routes. 39)6 & 50/North Avenue is an eyesore.

Additional Public Comments

These are my comments on this [Survey] proposal:

I object to any more right of way being taken from adjacent land owners unless they are well compensated and it doesn't adversely affect their property. I can think of many cases where an additional 10 feet of right of way will eliminate the usefulness of the parking that already exists. Then they will be forced by the city to make changes at their own expense to recover those spaces unnecessarily lost. The concept drawings of the proposal even show moving parking from street front to side lot parking but this does not explain where this space would come from. Most of the side lot areas are already occupied by other structures. Where are they supposed to move their parking?

Since this is predominately a commercial street, any proposal should be business friendly. This one is not.

I cannot go along with any of the choices at the top. An additional 10 ft is unneeded as are bike lanes and there are already sidewalks. These choices are not really choices at all. All of them have an additional right of way and sidewalk. All but one has bike lanes but this road isn't even on the city bike path map or the urban trails master plan which are requirements for bicycle facilities. What is the push for bike lanes all about? Is the city trying to create an additional hazard? The same could also be said about on street parking. Why would you put on street parking on a road that carries in excess of 30,000 vehicles per day. There is plenty of off street parking as is required of businesses in the area and that is where it should be. On street parking will just slow traffic down and create an additional hazard by impeding the flow of traffic while a car parallel parks, or worse yet, reverse angle parks which is another example of bad city design.

I have attached three street sections, collector, minor and principal arterials from the city street standards. None of these have either on street parking or a bike path. Why would you even consider putting those on North Avenue? It is also a Federal highway which should not have bike or parking facilities on it either.

It sounds to me just by the questions, that the city is already determined to get another 10 ft of right of way and add bike lanes with 8 ft. sidewalks. These really are not choices at all. It doesn't even match any existing street standard. They are basically the same with minor differences to make one think they are choices. This will no doubt be done by blackmailing them into giving it away if they want to make the slightest change to their current status. It is guaranteed that none of this will be done without it costing existing businesses some significant money. This sounds like another of the city's bad ideas. This proposal needs to be trashed now before it goes any further and wastes any more time of city staff or private individuals reviewing it. It is inconsistent with good design and impractical in its implementation.

Don Pettygrove

Verna Pottorff
520 Court Rd, No. 703
Grand Junction, CO 81501
June 6, 2011,

Grand Junction City Council
Council Representative for District 3
Grand Junction City Hall
250 No 5th Sreet
Grand Junction, CO 81501

A week ago I read of a discussion at the council meeting concerning the east end of North Avenue -- specifically -- sidewalks and the absence of interest on the part of businesses improving and innovating improvements, even side walks, in some cases. In my opinion that absence begins right there in your council chamber.

For instance, the fact you have allowed THREE major businesses to sell out and/or vacate their premises without a whimper. I have lived here since 2009 and reading the Daily Sentinel. This is the first mention of our area (except to call us "The Village" on your future planning map.) You apparently are not aware Elm Avenue and Orchard Avenue also do not have side walks from 28 1/2 Road to the east end. As well as 28 3/4 Road from just north of North Avenue to Patterson (F Road) in spite of being completely residential, as well having a major school facility.

I do have a couple of ideas for revitalizing our area.

1. Investigate the possibility of a large Amusement Park -- Water Park.
2. Investigate another SERIOUS grocer like HiVee or another Safeway.
3. How about a Large Medical Center? -- We do not even have an on-call clinic.
4. Another City Park would be a real asset.
5. Adding some north and south Bus routes between 30 Road and 12th St.

I am sure you realize I am a member of the large group of citizens who are walkers and Bus riders (I am including both Seniors and Students) living in this district). I am an enthusiastic Grand Junction supporter but I have a great feeling of standing on the outside and looking in.

Sincerely,

Verna Pottorff

GRAND JUNCTION PLANNING COMMISSION
JULY 26, 2011 MINUTES
6:00 p.m. to 8:09 p.m.

The regularly scheduled Planning Commission hearing was called to order at 6:00 p.m. by Chairman Wall. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Reggie Wall (Chair), Lynn Pavelka (Vice Chair), Pat Carlow, Ebe Eslami, Rob Burnett, Lyn Benoit, and Keith Leonard (Alternate). Commissioner Mark Abbott was absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Lisa Cox (Planning Manager) and Dave Thornton (Principal Planner).

Also present was Jamie Beard (Assistant City Attorney).

Lynn Singer was present to record the minutes.

There were 9 interested citizens present during the course of the hearing.

Announcements, Presentations, and/or Prescheduled Visitors

None.

Consent Agenda

1. Minutes of Previous Meetings

None available at this time.

Public Hearing Items

2. North Avenue West Corridor Plan – Comprehensive Plan Amendment

Request a recommendation of approval to City Council of a Comprehensive Plan Amendment to adopt the North Avenue West Corridor Plan as an element of the Comprehensive Plan.

| | |
|--------------------|----------------------------------------------------------|
| FILE #: | CPA-2011-966 |
| PETITIONER: | City of Grand Junction |
| LOCATION: | North Avenue from 12th Street west to I-70 Business Loop |
| STAFF: | Dave Thornton |

Dave Thornton, Principal Planner, Public Works and Planning Department, made a PowerPoint presentation in support of the Comprehensive Plan Amendment for the North Avenue West Corridor Plan. He identified the planning project that staff had been working on for a little over one year and was now before the Commission for a recommendation to City Council for adoption as an element to the Comprehensive Plan.

He provided some background and stated that this could be considered the second step of a three step process for the planning of North Avenue. In 2007 the North Avenue Corridor Plan, which started at 12th Street and headed east to the I-70 Business Loop, was a plan that was conducted and adopted. Mr. Thornton said that the area of North Avenue west of 12th Street was not included in that plan.

He pointed out that the third step was for an overlay zoning district that would implement the entire four-mile corridor. In order to implement the ideas, concepts and elements found in both the North Avenue Corridor Plan and the North Avenue West Corridor Plan, they needed to be followed up with an overlay zone to implement those plans and to help the community see what they could expect along the corridor.

Mr. Thornton stated that Mesa State played a big role in the corridor between Cannell Street and 12th Street. He went on to say that much of the subject area had been identified in the Comprehensive Plan as a Mixed Use Neighborhood Center. The Comprehensive Plan placed a lot of emphasis on creating more growth in the City Center area. That 10-square mile area went from 25 Road on the west to 29 Road on the east and from the Colorado River up to Patterson Road. He stated that it was an area identified for more growth, more intensity, more density and creating building heights downtown that would allow for more intensity and Mixed Use along North Avenue. It also emphasized the employment side of our community with St. Mary's Hospital, the Veteran's Hospital and the continued growth of the college.

Mr. Thornton advised that the planning process was extensive and included things such as focus group meetings with residents and business owners, Mesa State College representatives, some public open houses, a questionnaire which was available on the City's website as well as at the focus groups, other meetings and also at City Hall. At the end of the planning process, an online survey was conducted for approximately 30 days. Throughout the process, there was a Technical Advisory Committee made up of professional engineers, planners, representatives from CDOT, and Grand Valley Transit. In addition four Planning Commission workshops were held in addition to the public meeting this evening. A public hearing before City Council would follow the Planning Commission meeting.

Mr. Thornton identified the vision of the Comprehensive Plan was to "Become the most livable community west of the Rockies." The vision of the corridor was an important part of the planning process. That vision would help the City become more livable by creating a place, or a corridor, which would provide access to important areas of the community – such as the City Center. The college facilities, medical facilities, the linkage to downtown, sports facilities, historic neighborhoods as well as the existing and future residential neighborhoods and regional retail employment opportunities that are and will be located in the City Center and on North Avenue.

At the beginning the planning process, there were four guiding principles identified that were important to the community. He said the principles framed what the plan talked about – safety was a huge consideration; aesthetics; place making; and neighborhood impacts. He added that the area between 1st Street and 12th Street had been identified as a Neighborhood Center. The need for revitalization of North Avenue was apparent with the number of businesses that had either moved to other parts of the town or had

closed. A community survey was conducted that looked at vacancy rates for existing commercial buildings. That survey showed an overall community vacancy rate for Commercial properties of 6.4% and at the same time the North Avenue Corridor (4 miles) showed an 11.4% vacancy rate. Mr. Thornton noted that there was a wide range of sidewalk widths and noted that the pedestrian experience at certain times of the day overwhelms the existing facilities due to the student population from the college and high school.

Mr. Thornton identified the elements of the plan such as creating a more unified street edge, streetscape, the need to build adjacent to the street, to consolidate curb cuts to help traffic flow, establish commercial/retail land uses, transit and signage. He emphasized that the goal was to try to improve the character of the corridor by consolidating existing curb cuts and trying to encourage shared parking areas between businesses, adding sidewalks and landscaping, adding pedestrian amenities such as benches and street lighting and bike racks to help define that as a public space.

When looking at designing street intersections, Mr. Thornton stated that a number of things go into it such as making sure that there was clarity and predictability for drivers, visibility, adequate crossing time for pedestrians, and reduction of conflict points and elimination of barriers to assure accessibility for all users. Tools that can be utilized may include things such as street furniture, art sculptures, planters, bus shelters and defined crosswalks. He cited the concept of building adjacent to the street, noting that many buildings were already built up to, or near, the street which added a different feel. The overall character of the corridor could be improved by defining street entrances, relocating parking between or behind buildings and constructing generous sidewalks with spaces for outdoor seating and active open spaces.

Mr. Thornton stated that there were 5 existing signalized and striped pedestrian crossings that had been identified located at 1st Street, 5th Street, 7th Street, 10th Street and 12th Street which all had existing crosswalks that were identified as pedestrian crossings. There was one additional crossing that was both unsignalized and unstriped at the 3rd Street intersection. Although there was no signal or striping, staff believes there is enough of a break in traffic that allows the intersection to work at the present.

In looking at the data from the Grand Valley Transit, North Avenue was the highest transit use area on their system. At present there is only one bus pullout in the GVT study area with the remainder being of bus stops having only a shelter. The North Avenue West Corridor Plan recommends off-street pullouts at appropriate locations.

With regard to signage, Mr. Thornton stated that the Plan would call for minimizing pole signs by encouraging monument signs which would help to create a walking environment. In some instances, by placing the building closer to the street, the building would serve as business signage without the need for a free-standing sign.

Mr. Thornton stated that plazas in multi-family development was encouraged and believed it was important to provide transition between nonresidential and residential uses through berming.

The Plan area is been divided into three separate sections called Districts. The three Districts include Automotive Sales and Services District; the Sherwood Park Mixed Use District; and an Educational Student Commercial and Entertainment District.

An online survey conducted between mid-May and mid-June focused on seeking input from the public regarding dedicated bike lanes, on-street parking, how wide travel lanes needed to be on North Avenue, and pedestrian areas along the corridor. The results of the surveys showed that 74% of those 351 completed surveys said that bike lanes should be incorporated into the future design of North Avenue; 92% didn't like the idea of adding parallel parking. In questions that looked at various concepts, safety, traffic flow and convenience were very important; aesthetics and creating a pleasant place to work was selected as either "Very Important" or "Somewhat Important" by 75% of respondents and street cross section Options #3 and #4 saw the most support – both of which introduced bike lanes on North Avenue. Of the various options, Option #3 would cost less to implement. After review of all comments and input, the preferred option for the street cross section was determined to be Option #3. This option would require restriping of existing pavement on North Avenue. He added that Option #3 provided for a 5-foot striped bike lane while Option #4 provided for a 6-foot striped bike lane. Option #3 reduced the width of existing travel into the traffic lanes for cars and trucks from the existing 13-1/2' wide lane to 11' while Option #4 reduced it from 13-1/2' to 12'. Mr. Thornton reiterated that Option #3 was less expensive because existing infrastructure (curb and gutter) would not have to be removed or replaced. In Option #3 there would be 11' travel lanes and a 5' bike lane, with a detached sidewalk within an 8' area to allow bus pullouts without compromising the sidewalks. He next discussed whether the 11' travel lanes would be sufficient and compared the proposed width to other streets in the City with and without bike lanes and concluded that it would be sufficient.

Mr. Thornton stated the importance of an overlay district which would encompass both phases of the North Avenue plans. Mr. Thornton concluded by stating that this Plan was an element of the Comprehensive Plan and in accordance with the Zoning and Development Code staff was required to make sure that the North Avenue West Corridor Plan was consistent with the Comprehensive Plan. He felt that the proposed Plan met the goals and policies of the Comprehensive Plan. He stated that the Plan was found to be consistent with the Comprehensive Plan and met all applicable review criteria of the Grand Junction Municipal Code.

QUESTIONS

Commissioner Leonard asked if the Plan would take into account the building orientation and also wanted some clarification pertaining to the landscaping. Mr. Thornton stated that they were concerns that would be addressed as part of the upcoming overlay zone district.

Commissioner Eslami sought clarification regarding Options #3 and #4 and whether or not they each needed additional right-of-way. Mr. Thornton said they would both require an additional 10' right-of-way for pedestrian amenities. He stated that Option #3 did not require any of the 10' right-of-way for restriping to create a bike lane. On the other hand, Option #4 would require a portion of the 10' right-of-way on each side of the street to expand the curb 3 feet to make the travel and bike lanes wider.

Commissioner Eslami said that one of the general public comments was that there could not be a bike lane nor parking along North Avenue. Mr. Thornton said the City would have to obtain permission from CDOT for a bike lane for all options except Option #2. However, neither Options #3 nor #4 supported parking lanes. Studies have shown that narrow lanes help calm traffic and that bike lanes provide safety for bicyclists. Mr. Thornton felt confident that CDOT would support the Plan and allow the proposed changes. He also stated that according to CDOT's Six-Year Plan, there weren't any chip seal improvements scheduled for North Avenue in the next six years.

Commissioner Benoit asked Mr. Thornton to confirm whether or not CDOT was familiar with the proposed options. Mr. Thornton said that a CDOT representative was a member of the Technical Advisory Committee that proposed the recommendations.

Commissioner Benoit asked if there would be any statutory requirement for CDOT to help with the funding since North Avenue was a State Highway. Mr. Thornton said CDOT would only be responsible for improvements between the curbs and that anything beyond the curbs was the responsibility of the local jurisdiction.

Commissioner Benoit asked if that would stay the same even if the curb locations were changed by way of easements. Mr. Thornton confirmed that the only permission they needed from CDOT pertained to the restriping of the corridor if Option #3 were chosen.

Commissioner Benoit said that he believed there would be significant changes to the medians and he wanted to know what CDOT's position was on that point. Mr. Thornton said that if landscaping was added to the medians, the City would work with CDOT on each of those blocks.

Commissioner Benoit next asked for clarification of the 3 districts wanting to know if they would be their own entities or was it one district with three different names. He stated that he did not understand the concept. Mr. Thornton said that the districts were sub-areas. He said they would each have their own identity and went into a little more detail describing each of the three.

Commissioner Benoit asked if a taxing district was created would the three sub-areas be included within the taxing district. Mr. Thornton said that it could but it didn't have to be. He gave the example that if a district of property owners wanted to form a taxing district, they could and it would not have to include every property.

Commissioner Carlow asked how the Plan would accommodate a property that physically could not provide either the side building parking or behind the building parking as was encouraged by the Plan. Mr. Thornton said that there were a lot of existing businesses that did not have an abundance of on-site parking. How and when the parking needs were changed in the future would likely be more up to the individual businesses and how they worked with surrounding businesses. There could potentially be some shared parking arrangements. When looking at new development or redevelopment, the goal of the Plan would be to try to keep the same image that had already been established with buildings being closer to the street. Lisa Cox, Planning Manager, mentioned that type of issue was something that would be addressed in the overlay zone district and she clarified that the Plan was a vision for the corridor and a

guide of how to develop. The specifics of how to accommodate those kind of issues would be more appropriately discussed in the overlay. She said that flexible tools would be provided in the overlay district to provide options that would work for everyone. Mr. Thornton added that the Comprehensive Plan was a 25-year plan and this Plan was an element of the Comprehensive Plan. The vision that they were trying to create for the corridor was not something that would happen immediately, but rather something that would transpire over the next 25 years.

Commissioner Leonard asked if the DDA had been approached. Lisa Cox, Planning Manager, stated that the Downtown Development Authority boundary did not extend that far north so this was not an area that they would be involved in.

A brief recess was taken from 7:16 p.m. to 7:23 p.m.

PUBLIC COMMENT

Brian Bauer, 2813 Bookcliff Avenue, said that he ran a business along North Avenue. He believed his business was one that may be impacted by the developments. He said the online survey seemed difficult to express what he wanted to express. If the survey was not completed in its entirety and at least one of the selections was not selected, it wouldn't accept the survey. He said that it seemed to him to be annoying that you could only select one of the options on the survey. He gave an example that while the website said one of the options would be to "do nothing", that was not an available option on the survey. Mr. Bauer went on to say that he felt that if the City simply maintained the islands and cleaned up some of the areas, it would look better and he did not believe that the improvements were necessary.

Jason Farrington, 1110 Main Street, said that he was representing three or four property owners along North Avenue. He did not think the majority of North Avenue was conducive to pedestrian and/or bike traffic. He said the vast majority of those traveling along North Avenue were in automobiles and there was not that much pedestrian traffic in the area. He was concerned with curb cuts and easements affecting existing businesses as well as future uses. He believed that any kind of development would take away the curb cuts and require landscaping and other obstacles to the business. Mr. Farmington said that North Avenue was a transportation corridor much like Patterson and taking away curb cuts and business access would impact the future.

Nancy Bauer, 2288 East Piazza Place, Grand Junction, said that she owned a commercial building on North Avenue and the whole store front of that building was only approximately six feet back from the curb. She wondered if landscaping was supposed to be from the curb to 10' back, what would happen with her building.

STAFF'S REBUTTAL

Mr. Thornton addressed some of the concerns raised. With regard to the last issue regarding the building's close proximity to the curb he stated that the 10' was the ideal and if an existing building sat within that 10', the building would remain as it was. As the Plan is implemented over time, improvements would transition with new development and redevelopment. He was aware that there were concerns regarding access points and reduction in curb cuts. Those changes would be considered with

new development as it occurred over time. It was hoped that the business community along the corridor would form groups of businesses that would like to join together to implement this Plan and create something that would improve their business opportunities or properties. With regards to the survey, Mr. Thornton said there had been a very good response that provided comments and feedback. Overall, the majority of those who took the survey were supportive of a bike lane on North Avenue, and doing something different than the status quo. He stated that each person who took the survey could add their individual comments in a special field at the end of the survey. There were 356 people who started the survey and 351 who completed it. Many people took the time to provide written comments at the end of the survey.

QUESTIONS

Chairman Wall questioned if the Plan was to be implemented and one of the owners wanted to remodel his building, was there a percentage that would have to be remodeled before this was to kick in. Mr. Thornton said that generally speaking there currently was a 65% rule whereas if the cost of the remodel was more than 65% of the value of the building then 100% of upgrade would be required; if less than 65%, then a corresponding percentage of improvements would be required. They hoped that through the overlay there could be a menu of choices. The hope for North Avenue would be to move away from the traditional C-1 type of landscaping requirements by providing more options with the overlay zone.

Commissioner Benoit asked what the criteria for setting the boundaries for the 3 Districts were. Mr. Thornton identified the boundaries and how they arrived at them stating that each District had a unique character to it.

Commissioner Benoit asked if the criteria for the North Avenue East Plan was similar to this plan. Mr. Thornton said that they were and that many of the graphics from the original Plan were also similar. Graphics were used in both plans to show various plan elements such as consolidating curb cuts where it made sense and creating new development close to the street. He added that the East Corridor study suggested Mixed Use which would provide more density and intensity.

Chairman Wall stated that he did not understand the point of the Plan and was confused with the number of options contained therein. Mr. Thornton confirmed that Option #3 was the recommended street section and that all of the options were included as part of the history of the planning process for this Plan. The various elements of the Plan were setting the stage for the overlay zone that staff hoped to bring forward as an implementation tool. There would be a lot more emphasis on design standards with the overlay which would be done for the entire four-mile corridor. Ms. Cox interjected that they wanted to be sure that they provided as much information as possible about how the Plan was created and what the public process and involvement was. Chairman Wall stated that he felt that there was too much information included in the Plan. He felt that there was too much emphasis on the three subsections versus just a vision of what the corridor should look like.

Chairman Wall asked if he was a new business and knocked down a building today, what changes would be required of him today versus the requirement under this Plan. Mr. Thornton said that if part of a block was redeveloped, the building would be

constructed as close to the street as possible without encroachment into the 10' pedestrian area. Driveways might be combined based on circulation and safety for the corridor. Other changes might include landscaping, benches, or a bus pullout. Mr. Thornton envisioned using a points system with the overlay zone that would have a menu of options that could be used to achieve the vision for the corridor.

Ms. Cox directed the Commissioners to a photograph in the Plan document of an area in front of Mesa State's property at North Avenue and 10th Street that showed a detached sidewalk. Other properties in this area had existing buildings that were built very close to the street with an attached sidewalk. The development on the Mesa State property showed how new development would blend with existing development to achieve the overall vision of the Plan for the North Avenue corridor. The newer development would have detached sidewalks with a wider pedestrian area and older development would remain as it is until it was ready for redevelopment.

Ms. Cox was concerned that the Plan was not as clear to the Commission as staff would have wanted. Staff tried to make a clear statement of the vision for development and redevelopment of the corridor to be followed up by an overlay zone district that would actually implement the Plan. She explained that implementation tools would be found in such the Zoning regulations and overlay zone district development standards. The Plan hoped to convey the vision for the redevelopment and revitalization of the corridor, recognizing that there are different characteristics or personalities of areas along the corridor. The Plan tried to be responsive to those differences knowing that what would work in one area or District would not necessarily work in an adjacent area. The Plan tried to present a flexible vision and respect those differences in the character of the corridor.

Chairman Wall stated that to him the Plan contained a lot of ideas. Ms. Cox said that there were a lot of ideas and input from business and property owners expressed in the Plan. The Plan contained the vision for the corridor, but the actual tools for implementation and the standards would be found in the overlay district. The Plan contained a lot of background or information about the public process and how those ideas came to be through the survey and the feedback from the Open House and public comments.

DISCUSSION

Commissioner Carlow stated that as a planning tool he was in favor of this Plan; however, he believed there were specifics in the Plan that may cause some problems such as giving up right-of-ways and parking. He thought there were a lot of voluntary things that may or may not get done such as the formation of an association and he was a little concerned about the specificity of the whole document. He made reference to the 24 Road Plan. Commissioner Carlow said that generally as part of the Comprehensive Plan he was in favor of having something out there.

Commissioner Eslami said that he believed that in order to do something there had to be plans and this Plan, albeit not perfect, was a starting point and was in favor of making a recommendation to City Council.

Commissioner Pavelka stated that she believed the Plan summarized the process and provided guiding elements for redevelopment, enhancement, or revitalization of the west end of North Avenue. She thought it would provide a skeleton for the overlay which would get into the details needed for actual implementation and concluded that she would be in favor of the plan.

Commissioner Leonard also thought the Plan was good. He viewed this as a guide and the overlay district would be where the details would be worked out. He thought enough flexibility was built into the Plan and this in his mind was setting the stage.

Commissioner Burnett said that he too was in favor of the Plan.

Commissioner Benoit said that there was a clear need for revitalization of the entire length of North Avenue. He believed that improvements through Option #3 were badly needed. The Plan as submitted contained a lot of detail but he was concerned about the District boundaries and methodology that went into deciding the boundaries. Without a taxing district, there would be no mechanism to make this happen, which would result in a patchwork. The project was a big project which would require a lot of commitment by a lot of business owners. He stated that he was unsure of what he was voting on. Commissioner Benoit said that if an overlay district was the starting point, then he would ask the staff for a proposed overlay with the specifics that could be looked at. He liked the Plan, but was not prepared at this time to vote.

Chairman Wall said that he had a hard time voting on something he could not see. For this particular project, since he could not relate this to anything specific, while understanding it to be groundwork, he could not vote for this Plan.

MOTION: (Commissioner Eslami) “Mr. Chairman, I make a motion that we recommend CPA-2011-966 to City Council for recommendation of approval.”

Commissioner Pavelka seconded the motion. A vote was called and the motion passed by a vote of 5 – 2 with Chairman Wall and Commissioner Benoit opposed.

General Discussion/Other Business

None.

Nonscheduled Citizens and/or Visitors

None.

Adjournment

With no objection and no further business, the Planning Commission meeting was adjourned at 8:09 p.m.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ADOPTING THE GRAND JUNCTION NORTH AVENUE WEST
CORRIDOR PLAN**

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

Recitals.

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

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

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

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

1. Focuses on the Comprehensive Plan's vision for the community "To become the most livable community west of the Rockies";
2. Identifies four *Guiding Principles* that will shape the planning area's growth. Those Principles are:
 - Safety – establishing a multi-modal approach to pedestrian, bicycle, transit and vehicular safety.
 - Aesthetics – creating standards that support the vision and corridor as a destination and a crossroads.
 - Placemaking – envisioning North Avenue as a corridor that is a destination itself, not simply a street to travel through.

- Neighborhood Impacts – minimizing impacts to existing neighborhoods as growth occurs in the corridor.
3. Recommends the two block area of 3rd Street between North Avenue and Sherwood Park as the neighborhood core area for the neighborhood center established with the Comprehensive Plan.
 4. Recommends a future street cross section for the entire length of North Avenue that includes narrowing the travel lanes, adding bike lanes on each side and expanding pedestrian amenities on both sides of the street.
 5. Includes an Implementation Plan that recommends creating and establishing an Overlay Zone district to include the entire four miles of North Avenue.
 6. Respects individual property rights.

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

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

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

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

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

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

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

PASSED and **ADOPTED** on second reading the ____ day of _____, 2011 and ordered published in pamphlet form.

President of City Council

ATTEST:

City Clerk



Date: October 21, 2011
 Author: Stephanie Tuin/ John Shaver
 Title/ Phone Ext: City Clerk/City Attorney, 1511/1506
 Proposed Schedule: 1st reading October 17, 2011
 2nd Reading (if applicable): November 2, 2011
 File # (if applicable) :

Attach 6
Public Hearing – Ordinance Authorizing the Substitution of Collateral for the Sam Suplizio Field/Ralph Stocker Stadium Lease Purchase

CITY COUNCIL AGENDA ITEM

| |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject: Public Hearing on an Ordinance Authorizing the Substitution of Collateral for the Sam Suplizio Field/Ralph Stocker Stadium Lease Purchase |
| Action Requested/Recommendation: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of the Proposed Ordinance |
| Presenter(s) Name & Title: John Shaver, City Attorney |

Executive Summary:

In November 2010, the City Council approved an ordinance authorizing the lease of Sam Suplizio Field and Ralph Stocker Stadium in order to issue Certificates of Participation to provide funding for improvements to the Field and Stadium. Those improvements are currently under construction. In October, 2011, the City Council determined that it is in the best interest of the City to substitute the collateral for that lease with the City Hall building. This ordinance will authorize the execution of the appropriate documents to allow for that substitution.

Background, Analysis and Options:

Ordinance No. 4435, authorized the City Manager and other City officials to execute documents to provide for the issuance of Certificates of Participation to provide funding for the Stadium Improvement Project in the amount of \$7.8 million. Due to ongoing negotiations with a professional baseball team for their use of the Sam Suplizio Field, it is necessary to release the Field from that restriction of said lease and the City Council has determined that substituting the City Hall building for that collateral will be in the City’s best interest.

How this item relates to the Comprehensive Plan Goals and Policies:

Goal 10: Develop a system of regional, neighborhood and community parks protecting open space corridors for recreation, transportation and environmental purposes.

Sam Suplizio Field and Ralph Stocker Stadium are in the core of Lincoln Park, which is one of the largest open space and recreation sites in Grand Junction. The facilities provide sports and special event facilities for the entire community. Refurbishing and improving this shared community asset will provide benefit to the City and its citizens.

Goal 12: Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy.

Sam Suplezio Field and Ralph Stocker Stadium provide sports and special event facilities for the entire community as well as the region. Refurbishing and improving this shared community asset will ensure the continued use and attraction of these facilities.

Board or Committee Recommendation:

N/A

Financial Impact/Budget:

N/A

Legal issues:

With the proposed use of the stadium by the Pioneer League baseball team the City needs to make certain changes to the underlying Stadium improvement financing documents. The Internal Revenue Code (IRC) establishes rules regarding the tax-exempt status of the certificates of participation that have funded the improvements to the Stadium. Those rules are being addressed by this proposed action.

While the IRC is complicated, the clearest short form explanation is that there is a private use and a private security or payment test. The bottom line is that the tax exempt Stadium COPs will become taxable unless the City complies with the IRC. If the Stadium is used more than 3% by a for profit entity, such as the Pioneer League baseball team, then the private security or payment test applies.

Given that the agreement between the Pioneer League team and the City has the team using Suplezio Field for more than 3% of its operating days the City has had to account for the operating cost and debt service and ensure that no more than 3% of the debt service on the Stadium COPs is either secured by private security or paid by private parties (including the team).

In short the payments from the private users, including but not limited to the Pioneer League team will not exceed (on a present value basis) \$233,100 (3% of the original \$7,770,000 aggregate principal amount of the Stadium COPs).

The City legal and finance staff in conjunction with the City's bond counsel has assured, by how the proposed agreement with the team is structured and by the proposed substitution of collateral provided for in the proposed ordinance, that the private security/private payment tests under the IRC are also not a problem.

Other issues:

N/A

Previously presented or discussed:

Previously presented to the City Council on First Reading on October 17, 2011.

Attachments:

Proposed Ordinance

Amendments to the Ground and Improvement Lease, the Lease Purchase Agreement, the Escrow Agreement and other Related Documents

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE EXECUTION AND DELIVERY OF A FIRST AMENDMENT TO GROUND AND IMPROVEMENT LEASE AGREEMENT, A FIRST AMENDMENT TO LEASE PURCHASE AGREEMENT, AN ESCROW AGREEMENT, AND RELATED DOCUMENTS BY THE CITY; AND PROVIDING FOR OTHER MATTERS RELATING THERETO.

RECITALS:

1. The City of Grand Junction, Colorado (the “City”), is a home rule city duly existing under the Constitution and laws of the State of Colorado and its City Charter (the “Charter”).

2. The members of the City Council of the City (the “City Council”) have been duly elected or appointed and qualified.

3. The City has the power, pursuant to Section 2(f) of the Charter and Sections 31-1-102 and 31-15-713(c), of the Colorado Revised Statutes, as amended, to lease any real estate owned by the City, together with any facilities thereon, when deemed by the City Council to be in the best interest of the City.

4. The City owns, in fee title, certain real estate commonly referred to as Lincoln Park (the “Land”), together with the buildings and other facilities located on the Land (collectively, the “Buildings”).

5. The City Council has previously determined that it is in the best interest of the City and its inhabitants to construct, acquire, install, and equip certain improvements to the buildings and facilities located on the Land, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium (collectively, the “Project”).

6. The City Council has further previously determined to lease the Land, the Buildings, and the Project (collectively, the “Leased Property”) to the Grand Junction Public Finance Corporation (the “Corporation”) pursuant to and for the consideration described in a Ground and Improvement Lease Agreement, dated as of November 15, 2010 (the “Ground Lease”), and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010 (the “Lease”).

7. The interest of the Corporation in the Ground Lease and the Lease (with certain exceptions as provided in the Lease) have been assigned by the Corporation to Zions First National Bank, as trustee (the “Trustee”), pursuant to a Mortgage and Indenture of Trust, dated as of November 15, 2010 (the “Indenture”), between the Corporation and the Trustee.

8. Certain Certificates of Participation, Series 2010 (the “2010 Certificates”), evidencing assignments of the right to receive certain revenues pursuant to the Lease, have been executed and delivered by the Trustee pursuant to the Indenture and the net proceeds thereof are currently being used to construct and install the Project.

9. Section 11.5 of the Lease permits the City to substitute certain property for the Leased Property upon compliance with certain conditions described therein.

10. The City owns, in fee title, certain real estate, buildings, and improvements commonly referred to as City Hall, and more specifically described in Exhibit A attached hereto (collectively, the “Substitute Property”).

11. The City Council has determined to substitute the Substitute Property for the Leased Property in accordance with the terms and conditions stated in the Lease.

12. In order to effectively substitute the Substitute Property for the Leased Property it is (a) necessary to amend the Ground Lease and the Lease in certain respects, and (b) to cash defease \$85,000 of the outstanding aggregate principal amount of the 2010 Certificates maturing on December 1, 2012, together with all accrued interest thereon (the “Defeased Certificates”), at any time on or after December 1, 2011.

13. There has been presented to the City Council and are on file at the City offices the proposed form of the following: (a) the First Amendment to Ground and Improvement Lease Agreement (the “Ground Lease Amendment” and together with the Ground Lease, the “Ground Lease Agreement”); (b) the First Amendment to Lease Purchase Agreement (the “Lease Amendment” and together with the Lease, the “Lease Agreement”); and (c) the Escrow Agreement between the City and the Trustee, as escrow agent (the “Escrow Agent”), necessary to effect the defeasance of the Defeased Certificates.

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

Section 1. Ratification and Approval of Prior Actions. All actions heretofore taken (not inconsistent with the provisions of this ordinance) by the City Council or the officers or agents of the City Council or the City relating to the Substitute Property, the Ground Lease Amendment, the Lease Amendment, and the Escrow Agreement are hereby ratified, approved and confirmed.

Section 2. Finding of Best Interests. The City Council hereby finds and determines, pursuant to the Charter and the Constitution and laws of the State of Colorado, that the leasing of the Substitute Property to the Corporation pursuant to the Ground Lease Agreement, and the leasing of the Substitute Property back from the Corporation pursuant to the Lease Agreement, is necessary, convenient, and in furtherance of the City’s purposes and is in the

best interests of the inhabitants of the City, and the City Council hereby authorizes and approves the same.

Section 3. Approval of Amendments. The Ground Lease Amendment and the Lease Amendment, in substantially the forms presented to the City Council and on file with the City, are in all respects approved, authorized and confirmed, and the President is hereby authorized and directed, for and on behalf of the City, to execute and deliver the Ground Lease Amendment and the Lease Amendment in substantially the forms and with substantially the same contents as presented to the City Council, provided that such documents may be completed, corrected or revised as deemed necessary by the parties thereto in order to carry out the purposes of this ordinance.

Authorization of Defeasance. The City Council hereby authorizes the defeasance of the Defeased Certificates on or after December 1, 2011, using legally available funds of the City in an amount not to exceed \$123,250.00 (the "Cash Deposit"). On or after December 1, 2011, the City Manager or the Financial Operations Manager is hereby authorized to irrevocably deposit the Cash Deposit into escrow with the Escrow Agent, and such funds shall thereafter be held, invested, and disbursed by the Escrow Agent pursuant to the terms of the Escrow Agreement approved in Section 5 hereof in order to effect the defeasance of the Defeased Certificates.

Approval of Escrow Agreement. The City hereby approves an Escrow Agreement between the City and the Escrow Agent in substantially the form presented to the City and on file with the City for the purpose of effecting the defeasance of the Defeased Certificates. The President is hereby authorized and directed, for and on behalf of the City, to execute and deliver the Escrow Agreement in substantially the form and with substantially the same contents as presented to the City Council, provided that such document may be completed, corrected or revised as deemed necessary by the parties thereto in order to carry out the purposes of this ordinance.

Section 6. Authorization to Execute Collateral Documents. The City Clerk is hereby authorized and directed to attest all signatures and acts of any official of the City in connection with the matters authorized by this ordinance and to place the seal of the City on any document authorized and approved by this ordinance. The President and the City Clerk and other appropriate officials or employees of the City are hereby authorized to execute and deliver, for and on behalf of the City, any and all additional certificates, documents, instruments and other papers, and to perform all other acts that they deem necessary or appropriate, in order to implement and carry out the matters authorized by this ordinance, including any material event notice required in connection with the defeasance of the Defeased Certificates. The approval hereby given to the various documents referred to above includes an approval of such additional details therein as may be necessary and appropriate for their completion, deletions therefrom and additions thereto as may be approved by bond counsel prior to the execution of the documents. The execution of any instrument by the aforementioned officers or members of the City Council

shall be conclusive evidence of the approval by the City of such instrument in accordance with the terms hereof and thereof.

Section 7. Payment of Related Costs. The City Council hereby authorizes the payment of all costs related to the defeasance of the Defeased Certificates and the execution and delivery of the Ground Lease Amendment and the Lease Amendment, up to a maximum amount of \$30,000.00. Such costs may include, without limitation, the payment of all related title insurance premiums, escrow agent fees, structuring agent fees, legal fees, and verification reports necessary to effect the defeasance of the Defeased Certificates and the execution and delivery of the Ground Lease Amendment and the Lease Amendment.

Section 8. No General Obligation Debt. No provision of this ordinance, the Ground Lease Agreement, the Lease Agreement, or the 2010 Certificates shall be construed as creating or constituting a general obligation or other indebtedness or multiple fiscal year financial obligation of the City within the meaning of any Charter, constitutional or statutory provision, nor a mandatory charge or requirement against the City in any ensuing fiscal year beyond the then current fiscal year. The City shall have no obligation to make any payment with respect to the 2010 Certificates except in connection with the payment of the Base Rentals (as defined in the Lease Agreement) and certain other payments under the Lease Agreement, which payments may be terminated by the City in accordance with the provisions of the Lease Agreement. Neither the Lease Agreement nor the 2010 Certificates shall constitute a mandatory charge or requirement of the City in any ensuing fiscal year beyond the then current fiscal year or constitute or give rise to a general obligation or other indebtedness or multiple fiscal year financial obligation of the City within the meaning of any Charter, constitutional or statutory debt limitation and shall not constitute a multiple fiscal year direct or indirect City debt or other financial obligation whatsoever. No provision of the Ground Lease Agreement, the Lease Agreement or the 2010 Certificates shall be construed or interpreted as creating an unlawful delegation of governmental powers nor as a donation by or a lending of the credit of the City within the meaning of Sections 1 or 2 of Article XI of the Colorado Constitution. Neither the Lease Agreement nor the 2010 Certificates shall directly or indirectly obligate the City to make any payments beyond those budgeted and appropriated for the City's then current fiscal year.

Section 9. Ratification of Ground Lease and Lease. All of the provisions of the Ground Lease and the Lease not expressly amended by the Ground Lease Amendment and the Lease Amendment, respectively, are hereby expressly ratified, confirmed, and approved.

Section 10. Repealer. All bylaws, orders, ordinances, and resolutions of the City, or parts thereof, inconsistent with this ordinance or with any of the documents hereby approved are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed as reviving any bylaw, order, ordinance or resolution of the City, or part thereof, heretofore repealed.

Section 11. Severability. If any section, subsection, paragraph, clause or provision of this ordinance or the documents hereby authorized and approved shall for any reason

be held to be invalid or unenforceable, the invalidity or unenforceability of such section, subsection, paragraph, clause or provision shall not affect any of the remaining provisions of this ordinance or such documents, the intent being that the same are severable.

Section 12. Effective Date. This ordinance shall be in full force and effect 30 days after publication following final passage.

[The remainder of this page intentionally left blank.]

INTRODUCED, PASSED ON FIRST READING, APPROVED AND ORDERED PUBLISHED IN PAMPHLET FORM THIS 17th DAY OF OCTOBER, 2011.

JUNCTION, COLORADO

CITY OF GRAND

[S E A L]

THE CITY COUNCIL

PRESIDENT OF

Attest:

City Clerk

PASSED ON SECOND READING, APPROVED AND ORDERED PUBLISHED IN PAMPHLET FORM THIS 2ND DAY OF NOVEMBER, 2011.

JUNCTION, COLORADO

CITY OF GRAND

[S E A L]

OF THE CITY COUNCIL

PRESIDENT

Attest:

City Clerk

EXHIBIT A

DESCRIPTION OF SUBSTITUTE PROPERTY

Description of the Land:

West Half of Block 95, City of Grand Junction, County of Mesa, State of Colorado.

Description of the Buildings:

City Hall

STATE OF COLORADO)
)
 COUNTY OF MESA) SS.
)
 CITY OF GRAND JUNCTION)

I, Stephanie Tuin, the City Clerk of the City of Grand Junction, Colorado (the “City”) and Clerk to the City Council of the City (the “City Council”), do hereby certify that:

The foregoing pages are a true, correct and complete copy of an ordinance (the “Ordinance”) which was introduced, passed on first reading and ordered published in pamphlet form by the City Council at a regular meeting thereof held on October 17, 2011, which Ordinance has not been revoked, rescinded or repealed and is in full force and effect on the date hereof.

The Ordinance was duly moved and seconded and the Ordinance was passed on first reading at the meeting of October 17, 2011, by an affirmative vote of a majority of the members of the City Council as follows:

| <u>Councilmember</u> | <u>Voting “Aye”</u> | <u>Voting “Nay”</u> | <u>Absent</u> | <u>Abstaining</u> |
|----------------------|---------------------|---------------------|---------------|-------------------|
| Tom Kenyon | | | | |
| Bill Pitts | | | | |
| Sam Susuras | | | | |
| Bennett Boeschstein | | | | |
| Laura Luke | | | | |
| Teresa Coons | | | | |
| Jim Doody | | | | |

The Ordinance was duly moved and seconded and the Ordinance was finally passed on second reading at the meeting of November 2, 2011, by an affirmative vote of a majority of the members of the City Council as follows:

| <u>Councilmember</u> | <u>Voting "Aye"</u> | <u>Voting "Nay"</u> | <u>Absent</u> | <u>Abstaining</u> |
|-----------------------|---------------------|---------------------|---------------|-------------------|
| Tom Kenyon | | | | |
| Bill Pitts | | | | |
| Sam Susuras | | | | |
| Bennett Boeschenstein | | | | |
| Laura Luke | | | | |
| Teresa Coons | | | | |
| Jim Doody | | | | |

The members of the City Council were present at such meetings and voted on the passage of such Ordinance as set forth above.

The Ordinance was approved and authenticated by the signature of the President of the City Council, sealed with the City seal, attested by the City Clerk and recorded in the minutes of the City Council.

There are no bylaws, rules or regulations of the City Council which might prohibit the adoption of said Ordinance.

Notices of the meetings of October 17, 2011 and November 2, 2011 in the forms attached hereto as Exhibit A were posted at City Hall in accordance with law.

The Ordinance was published in pamphlet form in The Daily Sentinel, a daily newspaper of general circulation in the City, on October __, 2011 and November __, 2011 as required by the City Charter. True and correct copies of the affidavits of publication are attached hereto as Exhibit B.

WITNESS my hand and the seal of the City affixed this ___ day of November, 2011.

[S E A L]

City Clerk and Clerk to the City Council

EXHIBIT A

(Attach Notices of Meetings of October 17, 2011 and November 2, 2011)

EXHIBIT B
(Attach Affidavits of Publication)

CITY OF GRAND JUNCTION, COLORADO

AS LESSOR

AND

GRAND JUNCTION PUBLIC FINANCE CORPORATION

AS LESSEE

FIRST AMENDMENT TO
GROUND AND IMPROVEMENT LEASE AGREEMENT

DATED AS OF DECEMBER 1, 2011

The interest of Grand Junction Public Finance Corporation (the "Corporation") in this First Amendment to Ground and Improvement Lease Agreement has been assigned to Zions First National Bank, Denver, Colorado, as trustee (the "Trustee"), under that certain Mortgage and Indenture of Trust, dated as of November 15, 2010 (the "Original Mortgage"), as amended by that certain First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011 (the "Amendment" and together with the Original Mortgage, the "Mortgage"), between the Corporation and the Trustee, and is subject to the lien and security interest of the Trustee created under the Mortgage.

AFTER THIS INSTRUMENT HAS BEEN RECORDED, PLEASE RETURN TO:

Dee P. Wisor, Esq.
Sherman & Howard L.L.C.
633 17th Street, Suite 3000
Denver, Colorado 80202

Pursuant to Section 39-13-104(1)(i), Colorado Revised Statutes, this Ground Lease Agreement is exempt from the documentary fee.

**FIRST AMENDMENT TO
GROUND AND IMPROVEMENT LEASE AGREEMENT**

This FIRST AMENDMENT TO GROUND AND IMPROVEMENT LEASE AGREEMENT, dated as of December 1, 2011 (this "First Amendment"), is made by and between the CITY OF GRAND JUNCTION, COLORADO, a municipal corporation organized and existing under the Constitution and laws of the State of Colorado (the "City"), as lessor, and GRAND JUNCTION PUBLIC FINANCE CORPORATION, a nonprofit corporation duly organized, existing and in good standing under the laws of the State of Colorado (the "Corporation"), as lessee.

W I T N E S S E T H:

WHEREAS, the City is a duly and regularly created, organized and existing municipal corporation, existing as such under and by virtue of the Constitution and laws of the State of Colorado and its City Charter (the "Charter"); and

WHEREAS, the City has the power, pursuant to Section 2(f) of the Charter and Sections 31-1-102 and 31-15-713(c), of the Colorado Revised Statutes, as amended, to lease any real estate owned by the City, together with any facilities thereon, when deemed by the Council of the City (the "Council") to be in the best interest of the City; and

WHEREAS, the City owns, in fee title, certain real estate commonly referred to as Lincoln Park (the "Land"), together with the buildings and other improvements located on the Land (collectively, the "Buildings"); and

WHEREAS, the Council has previously determined that it is in the best interest of the City and its inhabitants to construct, acquire, install, and equip certain improvements to the buildings and facilities located on the Land, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium (collectively, the "Project"); and

WHEREAS, the Council has further previously determined to lease the Land, the Buildings, and the Project (collectively, the "Leased Property") to the Corporation pursuant to and for the consideration described in a Ground Lease Agreement, dated as of November 15, 2010 (the "Ground Lease"), and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010 (the "Lease"); and

WHEREAS, the interest of the Corporation in the Ground Lease and the Lease (with certain exceptions as provided in the Lease) have been assigned by the Corporation to Zions First National Bank, as trustee (the "Trustee"), pursuant to a Mortgage and Indenture of Trust, dated as of November 15, 2010 (the "Indenture"), between the Corporation and the Trustee; and

WHEREAS, certain Certificates of Participation, Series 2010 (the "2010 Certificates"), evidencing assignments of the right to receive certain revenues pursuant to the

Lease, have been executed and delivered by the Trustee pursuant to the Indenture and the net proceeds thereof are currently being used to construct and install the Project; and

WHEREAS, Section 11.5 of the Lease permits the City to substitute certain property for the Leased Property upon compliance with certain conditions described therein; and

WHEREAS, the City owns, in fee title, certain real estate, buildings, and improvements commonly referred to as City Hall (herein called the “Substitute Property”); and

WHEREAS, the Council has determined to substitute the Substitute Property for the Leased Property in accordance with terms and conditions stated in the Lease; and

WHEREAS, in order to effectively substitute the Substitute Property for the Leased Property it is necessary to amend the Ground Lease in the manner described in this First Amendment; and

WHEREAS, this First Amendment is permitted to be executed by Section 9.04 of the Indenture, and the Trustee has consented to the execution of this First Amendment pursuant to the same; and

WHEREAS, the Council has adopted an ordinance authorizing and approving the execution and delivery by the City of this First Amendment; and

WHEREAS, the Board of Directors of the Corporation has adopted a resolution authorizing and approving the execution and delivery by the Corporation of this First Amendment.

NOW, THEREFORE, for and in consideration of the mutual covenants and the representations, covenants and warranties herein contained, the parties hereto agree as follows:

Section 1. Amendments to Recitals. The third, fourth, fifth, and sixth recitals of the Ground Lease are hereby amended to read as follows:

WHEREAS, the City owns, in fee title, certain real estate more specifically described in Exhibit A hereto (the “Land”), together with the buildings and other facilities more specifically described in Exhibit B hereto (collectively, the “Buildings”); and

WHEREAS, the Council has determined that it is in the best interest of the City and its inhabitants construct, acquire, install, and equip certain improvements to the buildings and facilities located in Lincoln Park in the City, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium (collectively, the “Project”); and

WHEREAS, the Council has further determined to lease the Land and the Buildings (collectively, the “Leased Property”) to the Corporation

pursuant to and for the consideration described in this Ground Lease, and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010, as amended by a First Amendment to Lease Purchase Agreement, dated as of December 1, 2011 (the "Lease"); and

WHEREAS, the interest of the Corporation in this Ground Lease and the Lease (with certain exceptions as provided in the Lease) shall be assigned by the Corporation to Zions First National Bank, as trustee (the "Trustee"), pursuant to a Mortgage and Indenture of Trust, dated as of November 15, 2010, as amended by a First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011, between the Corporation and the Trustee; and

Section 2. Description of the Land. Exhibit A of the Ground Lease is hereby replaced in its entirety with Exhibit A attached hereto.

Section 3. Description of the Buildings. Exhibit B of the Ground Lease is hereby replaced in its entirety with Exhibit B attached hereto.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, the City and the Corporation have caused this First Amendment to Ground Lease Agreement to be executed by their respective officers thereunto duly authorized, all as of the day and year first above written.

CITY OF GRAND JUNCTION, COLORADO,
a Municipal Corporation, as lessor

By: _____
President of the City Council

(SEAL)

ATTEST:

City Clerk

GRAND JUNCTION PUBLIC FINANCE
CORPORATION, as lessee

By: _____
President

ATTEST:

Secretary

STATE OF COLORADO

)

) ss.

COUNTY OF MESA

)

The foregoing instrument was acknowledged before me this ____ day of December, 2011, by Laurie Kadrich and John P. Gormley, as President and Secretary of the Board of Directors of Grand Junction Public Finance Corporation, a Colorado non-profit corporation.

WITNESS my hand and official seal.

(SEAL)

Notary

Public

My commission expires:

EXHIBIT A

DESCRIPTION OF THE LAND

West Half of Block 95, City of Grand Junction, County of Mesa, State of Colorado.

EXHIBIT B

DESCRIPTION OF THE BUILDINGS

City Hall

GRAND JUNCTION PUBLIC FINANCE CORPORATION

AS LESSOR

AND

CITY OF GRAND JUNCTION, COLORADO

AS LESSEE

FIRST AMENDMENT TO
LEASE PURCHASE AGREEMENT

DATED AS OF DECEMBER 1, 2011

The interest of Grand Junction Public Finance Corporation (the "Corporation") in this First Amendment to Lease Agreement has been assigned to Zions First National Bank, Denver, Colorado, as trustee (the "Trustee"), under that certain Mortgage and Indenture of Trust, dated as of November 15, 2010 (the "Original Mortgage"), as amended by that certain First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011 (the "Amendment" and together with the Original Mortgage, the "Mortgage"), between the Corporation and the Trustee, and is subject to the lien and security interest of the Trustee created under the Mortgage.

AFTER THIS INSTRUMENT HAS BEEN RECORDED, PLEASE RETURN TO:

Dee P. Wisor, Esq.
Sherman & Howard L.L.C.
633 17th Street, Suite 3000
Denver, Colorado 80202

Pursuant to Section 39-13-104(1)(i), Colorado Revised Statutes, this Ground Lease Agreement is exempt from the documentary fee.

**FIRST AMENDMENT TO
LEASE PURCHASE AGREEMENT**

This FIRST AMENDMENT TO LEASE PURCHASE AGREEMENT, dated as of December 1, 2011 (this "First Amendment"), is by and between GRAND JUNCTION PUBLIC FINANCE CORPORATION, a nonprofit corporation duly organized, existing and in good standing under the laws of the State of Colorado (the "Corporation"), as lessor, and the CITY OF GRAND JUNCTION, COLORADO, a municipal corporation and political subdivision duly organized and existing under the Constitution and laws of the State of Colorado (the "City"), as lessee.

W I T N E S S E T H:

WHEREAS, the Corporation is a nonprofit corporation duly organized, existing and in good standing under the laws of the State of Colorado (the "State"), is duly qualified to do business in the State, and, under its articles of incorporation and bylaws, is authorized to own and manage its properties, to conduct its affairs in the State and to act in the manner contemplated herein; and

WHEREAS, the City is a duly and regularly created, organized and existing municipal corporation, existing as such under and by virtue of the Constitution and laws of the State of Colorado and its City Charter (the "Charter"); and

WHEREAS, the City has the power, pursuant to Section 2(f) of the Charter and Sections 31-1-102 and 31-15-713(c), of the Colorado Revised Statutes, as amended, to lease any real estate owned by the City, together with any facilities thereon, when deemed by the Council of the City (the "Council") to be in the best interest of the City; and

WHEREAS, the City owns, in fee title, certain real estate commonly referred to as Lincoln Park (the "Land"), together with the buildings and other facilities located on the Land (collectively, the "Buildings"); and

WHEREAS, the Council has previously determined that it is in the best interest of the City and its inhabitants to construct, acquire, install, and equip certain improvements to the buildings and facilities located on the Land, including certain improvements to Sam Suplezio Field and Ralph Stocker Stadium (collectively, the "Project"); and

WHEREAS, the Council has further previously determined to lease the Land, the Buildings, and the Project (collectively, the "Leased Property") to the Corporation pursuant to and for the consideration described in a Ground and Improvement Lease Agreement, dated as of November 15, 2010 (the "Ground Lease"), and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010 (the "Lease"); and

WHEREAS, the interest of the Corporation in the Ground Lease and the Lease (with certain exceptions as provided in the Lease) have been assigned by the Corporation to

Zions First National Bank, as trustee (the “Trustee”), pursuant to a Mortgage and Indenture of Trust, dated as of November 15, 2010 (the “Indenture”), between the Corporation and the Trustee; and

WHEREAS, certain Certificates of Participation, Series 2010 (the “2010 Certificates”), evidencing assignments of the right to receive certain revenues pursuant to the Lease, have been executed and delivered by the Trustee pursuant to the Indenture and the net proceeds thereof are currently being used to construct and install the Project; and

WHEREAS, Section 11.5 of the Lease permits the City to substitute certain property for the Leased Property upon compliance with certain conditions described therein; and

WHEREAS, the City owns, in fee title, certain real estate, buildings, and improvements commonly referred to as City Hall (herein called the “Substitute Property”); and

WHEREAS, the Council has determined to substitute the Substitute Property for the Leased Property in accordance with the terms and conditions stated in the Lease; and

WHEREAS, in order to effectively substitute the Substitute Property for the Leased Property it is necessary to amend the Lease in the manner described in this First Amendment; and

WHEREAS, this First Amendment is permitted to be executed by Section 9.04 of the Indenture, and the Trustee has consented to the execution of this First Amendment pursuant to the same; and

WHEREAS, the Board of Directors of the Corporation has adopted a resolution authorizing and approving the execution and delivery by the Corporation of this First Amendment; and

WHEREAS, the Council has adopted an ordinance authorizing and approving the execution and delivery by the City of this First Amendment.

NOW, THEREFORE, for and in consideration of the mutual covenants and the representations, covenants and warranties herein contained, the parties hereto agree as follows:

Section 1. Amendments to Recitals. The fourth, fifth, sixth and eighth recitals of the Ground Lease are hereby amended to read as follows:

WHEREAS, the City owns, in fee title, certain real estate more specifically described in Exhibit B hereto (the “Land”), together with the buildings and other facilities located on the Land (collectively, and as more specifically described in Exhibit C hereto, the “Buildings”); and

WHEREAS, the Council has determined that it is in the best interest of the City and its inhabitants construct, acquire, install, and equip certain

improvements to the buildings and facilities located in Lincoln Park in the City, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium (collectively, the “Project”); and

WHEREAS, the Council has further determined to lease the Land and the Buildings (collectively, the “Leased Property”) to the Corporation pursuant to and for the consideration described in a Ground and Improvement Lease Agreement, dated as of November 15, 2010, as amended by a First Amendment to Ground and Improvement Lease Agreement, dated as of December 1, 2011 (the “Ground Lease”), and to lease the Leased Property back from the Corporation pursuant to this Lease; and

WHEREAS, a Mortgage and Indenture of Trust (the “Indenture”), dated as of November 15, 2010, as amended by a First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011, between the Corporation, as grantor, and Zions First National Bank, as trustee (the “Trustee”), will be executed simultaneously with the execution and delivery of the Ground Lease and this Lease; and

Section 2. Insurance. Section 9.4 of the Lease is hereby amended to read as follows:

Upon the execution and delivery of this Lease, the City shall, at its own expense, cause casualty and property damage insurance to be carried and maintained with respect to the Leased Property in an amount equal to the full replacement value of the Leased Property. Such insurance policy may have a deductible clause in an amount not to exceed \$150,000. The City may, in its discretion, insure the Leased Property under blanket insurance policies which insure not only the Leased Property, but other buildings as well, as long as such blanket insurance policies comply with the requirements hereof. If the City shall insure against similar risks by self-insurance, the City, at its election, may provide for casualty and property damage insurance with respect to the Leased Property, partially or wholly by means of a self-insurance fund. Full payment of insurance proceeds up to the required policy dollar limit in connection with damage to the Leased Property shall, under no circumstances, be contingent on the degree of damage sustained at other facilities owned or leased by the City. The policy must explicitly waive any co-insurance penalty.

Upon the execution and delivery of this Lease, the City shall, at its own expense, cause public liability insurance to be carried and maintained with respect to the activities to be undertaken by and on behalf of the City in connection with the use of the Leased Property, in an amount not less than the limitations provided in the Colorado Governmental Immunity Act (Article 10, Title 24, Colorado Revised Statutes, as heretofore or hereafter amended). Such insurance may contain deductibles and exclusions deemed reasonable by the

Council. The public liability insurance required by this Section 9.4 may be by blanket insurance policy or policies. If the City shall insure against similar risks by self-insurance, the City, at its election, may provide for public liability insurance with respect to the Leased Property, partially or wholly by means of a self-insurance fund.

Any casualty and property damage insurance policy required by this Section 9.4 shall be so written or endorsed as to make losses, if any, payable to the City, the Corporation, and the Trustee, as their respective interests may appear. Each insurance policy provided for in this Section 9.4 shall contain a provision to the effect that the insurance company shall not cancel the policy without first giving written notice thereof to the City, the Corporation and the Trustee at least 10 days in advance of such cancellation. All insurance policies issued pursuant to this Section 9.4, or certificates evidencing such policies, shall be deposited with the Trustee. No agent or employee of the City shall have the power to adjust or settle any loss with respect to the Leased Property, whether or not covered by insurance, without the prior written consent of the Trustee; except that losses not exceeding \$100,000 may be adjusted or settled by the City without the Trustee's consent. The consent of the Corporation shall not be required for any such adjustment or settlement, regardless of the amount of the loss.

Section 3. Release and Substitution of Leased Property. Section 11.5 of the Lease is hereby amended to read as follows:

So long as no Lease Event of Default or Event of Nonappropriation shall have occurred and be continuing, the Trustee shall release all or any portion of the Leased Property, and shall execute all documents necessary or appropriate to re-convey or release the Leased Property or any portion thereof to the City, free of all restrictions and encumbrances imposed or created by the Ground Lease, this Lease or the Indenture, upon receipt by the Trustee of the following: (a) a written request of the City Representative for such release, describing the Leased Property or portion thereof to be released; (b) a certificate of the City Representative certifying (i) the fair market value of the real property to be substituted for the Leased Property or portion thereof to be released; (ii) the disposition to be made of the Leased Property or portion thereof to be released and the consideration, if any, to be received therefor; (iii) that the disposition of the Leased Property or portion thereof to be released and the substitution therefor of the real property to be substituted for the Leased Property or portion thereof to be released (if any) will not materially adversely affect the ability of the City to fulfill its obligations under this Lease; (iv) that any real property to be substituted for the Leased Property or portion thereof to be released is necessary or useful to the City; and (v) that the fair market value of any real property to be substituted for the Leased Property or portion thereof to be released, together with any portion of the Leased Property not being released and the cash, if any, to be paid by the City to the Trustee, is at least equal to the Outstanding aggregate principal amount of the

Certificates; and; (c) an appraisal of the fair market value of the real property to be substituted for the Leased Property or portion thereof to be released by a member of the American Institute of Real Estate Appraisers (MAI); (d) the Approval of Special Counsel; and (e) supplements and amendments to the Ground Lease, this Lease and the Indenture and any other documents necessary to subject any real property to be substituted for the Leased Property or portion thereof to be released to the lien of the Indenture. The City agrees that any cash paid to the Trustee pursuant to the provisions of this Section 11.4 shall be deposited into the Certificate Fund.

Section 4. Definitions. In Exhibit A of the Lease, the following definitions are hereby amended to read as follows:

“Ground Lease” means the Ground and Improvement Lease Agreement, dated as of November 15, 2010, as amended by a First Amendment to Ground and Improvement Lease Agreement, dated as of December 1, 2011, between the City, as lessor, and the Corporation, as lessee, as from time to time amended and supplemented.

“Indenture” means the Mortgage and Indenture of Trust, dated as of November 15, 2010, as amended by a First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011, between the Corporation and the Trustee, as from time to time amended and supplemented.

“Lease” means this Lease Purchase Agreement, dated as of November 15, 2011, as amended by a First Amendment to Lease Purchase Agreement, dated as of December 1, 2011, between the City and the Corporation, and any amendments or supplements thereto, including the exhibits attached thereto.

“Project” means the construction, acquisition, installation, and equipping of certain improvements to the buildings and facilities located in Lincoln Park in the City, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium.

Section 5. Description of the Land. Exhibit B of the Lease is hereby replaced in its entirety with the document referenced as Exhibit B attached hereto.

Section 6. Description of the Buildings. Exhibit C of the Lease is hereby replaced in its entirety with the document referenced as Exhibit C attached hereto.

Section 7. Permitted Encumbrances. Exhibit E of the Lease is hereby replaced in its entirety with the document referenced as Exhibit E attached hereto.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, the City and the Corporation have caused this First Amendment to Lease Purchase Agreement to be executed by their respective officers thereunto duly authorized, all as of the day and year first above written.

CITY OF GRAND JUNCTION, COLORADO,
a Municipal Corporation, as lessor

By: _____
President of the City Council

(SEAL)

ATTEST:

City Clerk

GRAND JUNCTION PUBLIC FINANCE
CORPORATION, as lessee

By: _____
President

ATTEST:

Secretary

STATE OF COLORADO)
) ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this ____ day of December, 2011, by _____ and Stephanie Tuin, as President of the City Council and Clerk, respectively of the City of Grand Junction, Colorado, a Municipal Corporation.

WITNESS my hand and official seal.

(SEAL)

Notary Public

My commission expires: _____

STATE OF COLORADO

)

) ss.

COUNTY OF MESA

)

The foregoing instrument was acknowledged before me this ____ day of December, 2011, by Laurie Kadrich and John P. Gormley, as President and Secretary of the Board of Directors of Grand Junction Public Finance Corporation, a Colorado non-profit corporation.

WITNESS my hand and official seal.

(SEAL)

Notary Public

My commission expires:

EXHIBIT B

DESCRIPTION OF THE LAND

West Half of Block 95, City of Grand Junction, County of Mesa, State of Colorado.

EXHIBIT C

DESCRIPTION OF THE BUILDINGS

City Hall.

EXHIBIT E
SCHEDULE OF PERMITTED ENCUMBRANCES

GRAND JUNCTION PUBLIC FINANCE CORPORATION

AND

ZIONS FIRST NATIONAL BANK, AS TRUSTEE

FIRST AMENDMENT TO
MORTGAGE AND INDENTURE OF TRUST

DATED AS OF DECEMBER 1, 2011

This is a security agreement with respect to chattels, as well as a mortgage on real estate and other property.

AFTER THIS INSTRUMENT HAS BEEN RECORDED, PLEASE RETURN TO:

Dee P. Wisor, Esq.
Sherman & Howard L.L.C.
633 17th Street, Suite 3000
Denver, Colorado 80202

Pursuant to Section 39-13-104(1)(j) of the Colorado Revised Statutes, as amended, this Mortgage and Indenture of Trust is exempt from the documentary fee.

**FIRST AMENDMENT TO
MORTGAGE AND INDENTURE OF TRUST**

This FIRST AMENDMENT TO MORTGAGE AND INDENTURE OF TRUST, dated as of December 1, 2011 (this “First Amendment”), is by and between GRAND JUNCTION PUBLIC FINANCE CORPORATION, a nonprofit corporation duly organized, existing and in good standing under the laws of the State of Colorado (the “Corporation”), and ZIONS FIRST NATIONAL BANK, a national banking association duly organized and existing under the laws of the United States of America and having an office and principal place of business in Denver, Colorado, and being authorized to accept and execute trusts of the character herein set out under and by virtue of the laws of the United States of America (the “Trustee”).

WITNESSETH:

WHEREAS, the City is a duly and regularly created, organized and existing home rule city and political subdivision, existing as such under and by virtue of the Constitution and laws of the State of Colorado (the “State”) and its City Charter (the “Charter”); and

WHEREAS, the City has the power, pursuant to Section 2(f) of the Charter and Sections 31-1-102 and 31-15-713(c), of the Colorado Revised Statutes, as amended, to lease any real estate owned by the City, together with any facilities thereon, when deemed by the Council of the City (the “Council”) to be in the best interest of the City; and

WHEREAS, the Corporation is a nonprofit corporation duly organized, existing and in good standing under the laws of the State, is duly qualified to do business in the State, and, under its articles of incorporation and bylaws, is authorized to own and manage its properties, to conduct its affairs in the State and to act in the manner contemplated herein; and

WHEREAS, the City owns, in fee title, certain real estate commonly referred to as Lincoln Park (the “Land”), together with the buildings and other facilities located on the Land (collectively, the “Buildings”); and

WHEREAS, the Council has previously determined that it is in the best interest of the City and its inhabitants to construct, acquire, install, and equip certain improvements to the buildings and facilities located on the Land, including certain improvements to Sam Soplizio Field and Ralph Stocker Stadium (collectively, the “Project”); and

WHEREAS, the Council has further previously determined to lease the Land, the Buildings, and the Project (collectively, the “Leased Property”) to the Corporation pursuant to and for the consideration described in a Ground and Improvement Lease Agreement, dated as of November 15, 2010 (the “Ground Lease”), and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010 (the “Lease”); and

WHEREAS, in order to finance the Project, it was necessary for the Corporation and the Trustee to enter into a Mortgage and Indenture of Trust, dated as of November 15, 2010 (the “Indenture”); and

WHEREAS, certain Certificates of Participation, Series 2010 (the “2010 Certificates”), evidencing assignments of the right to receive certain revenues pursuant to the Lease, have been executed and delivered by the Trustee pursuant to the Indenture and the net proceeds thereof are currently being used to construct and install the Project; and

WHEREAS, Section 11.5 of the Lease permits the City to substitute certain property for the Leased Property upon compliance with certain conditions described therein; and

WHEREAS, the City owns, in fee title, certain real estate, buildings, and improvements commonly referred to as City Hall (herein called the “Substitute Property”); and

WHEREAS, the Council has determined to substitute the Substitute Property for the Leased Property in accordance with the terms and conditions stated the Lease; and

WHEREAS, as a consequence of the substitution of the Substitute Property for the Leased Property it is necessary to amend the Indenture in the manner described in this First Amendment; and

WHEREAS, this First Amendment is permitted to be executed by Section 9.01(c) of the Indenture; and

WHEREAS, the Board of Directors of the Corporation has adopted a resolution authorizing and approving the execution and delivery by the Corporation of this First Amendment; and

WHEREAS, the Trustee is authorized to execute and deliver this First Amendment.

NOW, THEREFORE, for and in consideration of the mutual covenants and the representations, covenants and warranties herein contained, the parties hereto agree as follows:

Section 1. Amendments to Recitals. The fourth, fifth, and sixth recitals of the Indenture are hereby amended to read as follows:

WHEREAS, the City owns, in fee title, certain real estate more specifically described in Exhibit C hereto (the “Land”), together with the buildings and other facilities located on the Land (collectively, and as more specifically described in Exhibit C hereto, the “Buildings”); and

WHEREAS, the Council has determined that it is in the best interest of the City and its inhabitants to construct, acquire, install, and equip certain improvements to the buildings

and facilities located in Lincoln Park in the City, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium (collectively, the “Project”); and

WHEREAS, the Council has further determined to lease the Land and the Buildings (collectively, the “Leased Property”) to the Corporation pursuant to and for the consideration described in a Ground and Improvement Lease Agreement, dated as of November 15, 2010, as amended by a First Amendment to Ground and Improvement Lease Agreement, dated as of December 1, 2011 (the “Ground Lease”), and to lease the Leased Property back from the Corporation pursuant to a Lease Purchase Agreement, dated as of November 15, 2010, as amended by a First Amendment to Lease Purchase Agreement, dated as of December 1, 2011 (the “Lease”); and

Section 2. Definitions. In Exhibit A of the Indenture, the following definitions are hereby amended to read as follows:

“Ground Lease” means the Ground and Improvement Lease Agreement, dated as of November 15, 2010, as amended by a First Amendment to Ground and Improvement Lease Agreement, dated as of December 1, 2011, between the City, as lessor, and the Corporation, as lessee, as from time to time amended and supplemented.

“Indenture” means this Mortgage and Indenture of Trust, dated as of November 15, 2010, as amended by a First Amendment to Mortgage and Indenture of Trust, dated as of December 1, 2011, between the Corporation and the Trustee, as from time to time amended and supplemented.

“Lease” means the Lease Purchase Agreement, dated as of November 15, 2011, as amended by a First Amendment to Lease Purchase Agreement, dated as of December 1, 2011, between the City and the Corporation, and any amendments or supplements thereto, including the exhibits attached thereto.

“Leased Property” means, collectively, the Land and the Buildings.

“Project” means the construction, acquisition, installation, and equipping of certain improvements to the buildings and facilities located in Lincoln Park in the City, including certain improvements to Sam Suplizio Field and Ralph Stocker Stadium.

Section 3. Description of the Leased Property. Exhibit C of the Indenture is hereby replaced in its entirety with the document referenced as Exhibit C attached hereto.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, the Corporation and the Trustee have caused this First Amendment to Mortgage and Indenture of Trust to be executed in their respective corporate names and attested by their duly authorized officials or officers, all as of the date first above written.

GRAND JUNCTION PUBLIC FINANCE
CORPORATION

President

Attest:

Secretary

ZIONS FIRST NATIONAL BANK,
as Trustee

By: _____
Vice President

STATE OF COLORADO)
) ss.
CITY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of December, 2011, by Laurie Kadrich and John P. Gormley, as President of the Board of Directors and Secretary of the Grand Junction Public Finance Corporation, a nonprofit corporation in good standing and organized under the laws of the State of Colorado.

WITNESS my hand and official seal the day and year above written.

My commission expires _____.

(SEAL)

Notary Public

STATE OF COLORADO)
) SS.
CITY AND CITY OF DENVER)

The foregoing instrument was acknowledged before me this ___ day of December, 2011, by Stephanie Nicholls, a Vice President of Zions First National Bank, Denver, Colorado, a national banking association.

WITNESS my hand and official seal.

Notary Public for the State of Colorado

(SEAL)

My commission expires: _____

EXHIBIT C

DESCRIPTION OF THE LEASED PROPERTY

Land:

West Half of Block 95, City of Grand Junction, County of Mesa, State of Colorado.

Buildings:

City Hall

ESCROW AGREEMENT

This **ESCROW AGREEMENT**, dated December 1, 2011, is made by and between the **CITY OF GRAND JUNCTION, COLORADO**, a political subdivision duly organized and existing under the constitution and laws of the State of Colorado (the “City”), and **ZIONS FIRST NATIONAL BANK**, in Denver, Colorado, a national banking association having and exercising full and complete trust powers, duly organized and existing under and by virtue of the laws of the United States of America (the “Escrow Bank”).

WHEREAS, the City is a political subdivision of the State of Colorado (the “State”), duly organized and operating under the constitution and laws of the State; and

WHEREAS, the City Council of the City (the “City Council”), pursuant to State statute, is vested with the authority of administering the affairs of the City; and

WHEREAS, certain Certificates of Participation, Series 2010 (the “2010 Certificates”), evidencing assignments of the right to receive certain revenues pursuant to a Lease Purchase Agreement, dated as of November 15, 2010, as amended on December 1, 2011, between the Grand Junction Public Finance Corporation (the “Corporation”) and the City have been executed and delivered by Zions First National Bank, as trustee (the “Trustee”), pursuant to a Mortgage and Indenture of Trust, dated as of November 15, 2010, as amended on December 1, 2011, between the Corporation and the Trustee;

WHEREAS, the 2010 Certificates are currently outstanding in the aggregate principal amount of \$7,515,000, and the City has determined to defease \$85,000 of the 2010 Certificates maturing on December 1, 2012 (the “Defeased Certificates”); and

WHEREAS, the City intends to contribute certain legally available funds (A) to pay the interest due and to become due on the Defeased Certificates to December 1, 2012, and (B) to pay the principal of the Defeased Certificates on December 1, 2012 (subsections (A) and (B) of this paragraph 12 are collectively referred to herein as the “Defeasance Requirements”), as more particularly described in the certified public accountant’s report attached as Exhibit 1 to this Escrow Agreement (the “Report”); and

WHEREAS, the defeasance of the Defeased Certificates has been requested pursuant to an ordinance adopted by the City Council of the City (the “Ordinance”); and

WHEREAS, the City, by the Ordinance, among other matters:

Authorized the creation of the Escrow Account (as defined below) pursuant to this Escrow Agreement;

Authorized the Escrow Account (as defined below) to be maintained at the Escrow Bank;

Provided for the deposit into the Escrow Account of certain funds in an amount fully sufficient, together with the known minimum yield from the investment of such moneys in bills, certificates of indebtedness, notes, bonds or similar securities which are direct obligations of, or the principal and interest of which securities are unconditionally guaranteed by, the United States, which obligations are not callable at the option of the issuer thereof (“Federal Securities”), to pay the Defeasance Requirements, as set forth therein and herein (in no circumstances shall the term “Federal Securities” include money market investments even if the money market fund in which the investment is made invests only in Federal Securities);

Provided for the purchase of Federal Securities with such moneys credited to the Escrow Account; and

Authorized the completion and execution of this Escrow Agreement; and

WHEREAS, a copy of the Ordinance has been delivered to the Escrow Bank, and the provisions therein set forth are herein incorporated by reference as if set forth herein verbatim in full; and

WHEREAS, the Federal Securities described in Exhibit 1 to this Escrow Agreement have appropriate maturities and yields to ensure, together with the initial cash (as defined below), the payment of the Defeasance Requirements, as the same becomes due; and

WHEREAS, a schedule of receipts from such Federal Securities and a schedule of payments and disbursements in the Report demonstrate the sufficiency of the Federal Securities and initial cash for such purpose; and

WHEREAS, the Escrow Bank is empowered to undertake the obligations and commitments on its part herein set forth; and

WHEREAS, the undersigned officer of the Escrow Bank is duly authorized to execute and deliver this Escrow Agreement in the Escrow Bank's name and on its behalf; and

WHEREAS, the City is empowered to undertake the obligations and commitments on its part herein set forth; and

WHEREAS, the undersigned officers of the City are duly authorized to execute and deliver this Escrow Agreement in the City's name and on its behalf.

NOW, THEREFORE, THIS ESCROW AGREEMENT WITNESSETH:

That in consideration of the mutual agreements herein contained, in consideration of the fee referred to in Section 9 hereof duly paid by the City to the Escrow Bank at or before the delivery of these presents, the receipt whereof is hereby acknowledged, and in order to secure the payment of the Defeasance Requirements as the same become due, the parties hereto mutually undertake, promise, and agree for themselves, their respective representatives, successors and assigns, as follows:

Creation of Escrow.

Simultaneously with the execution of this Escrow Agreement, the City, with funds in the amount of \$_____, shall purchase (to the extent not heretofore purchased) the Federal Securities described in Exhibit 1 to this Escrow Agreement (the "Initial Federal Securities") and shall cause the Initial Federal Securities and an initial cash balance of \$_____ (the "initial cash") to be credited to and accounted for in a separate trust account designated as the "Certificates of Participation, Series 2010, Representing Assignments of the Right to Receive Certain Revenues Pursuant to a Lease Purchase Agreement, Dated as of November 15, 2010, between the Grand Junction Public Finance Corporation and the City of Grand Junction, Colorado, Escrow Account" (the "Escrow Account"). Receipt of \$_____ by the Escrow Bank to be applied as provided herein is hereby acknowledged.

Other Federal Securities may be substituted for any Initial Federal Securities if such Initial Federal Securities are unavailable for purchase on the date hereof or other Federal Securities may be substituted for any Federal Securities held in the Escrow Account if such substitution is required or permitted by Section 148 of the Internal Revenue Code of 1986, as amended (the "Tax Code"), and the applicable regulations thereunder, subject in any case to sufficiency demonstrations and yield proofs in a certified public accountant's

report, and subject to a favorable opinion of the City's bond counsel as to the legality of any such substitution, and the continued exemption of interest on the 2010 Certificates from federal income taxation (except certain alternative minimum taxes described in bond counsel's opinion), and in any event in such a manner so as not to increase the price which the City pays for the initial acquisition of Federal Securities for the Escrow Account. The certified public accountant's report must indicate that the receipts from the substitute securities are sufficient without any need for reinvestment to fully pay the Defeasance Requirements. In lieu of, or in addition to, substituting other Federal Securities pursuant to the preceding sentence, moneys in an amount equal to the principal of and interest on all or any portion of such Initial Federal Securities may be credited to the Escrow Account subject to the provisions of Section 5 hereof. Any such cash shall be deemed to be part of the initial cash, if any. Any Federal Securities temporarily substituted may be withdrawn from the Escrow Account when the Initial Federal Securities are purchased and credited to the Escrow Account. Similarly any temporary advancement of moneys to the Escrow Account to pay designated Defeasance Requirements, because of a failure to receive promptly the principal of and interest on any Federal Securities at their respective fixed maturity dates, or otherwise, may be repaid to the person advancing such moneys upon the receipt by the Escrow Bank of such principal and interest payments on such Federal Securities.

The initial cash, the proceeds of the Initial Federal Securities, if any (and of any other Federal Securities acquired as an investment or reinvestment of moneys accounted for in the Escrow Account), and any such Federal Securities themselves (other than Federal Securities, including the Initial Federal Securities, held as book-entries), shall be deposited with the Escrow Bank and credited to and accounted for in the Escrow Account. The securities and moneys accounted for therein shall be redeemed and paid out and otherwise administered by the Escrow Bank for the benefit of the City as provided in this Escrow Agreement and the Ordinance.

Purpose of Escrow.

The Escrow Bank shall hold the initial cash and all Federal Securities, if any, accounted for in the Escrow Account (other than Federal Securities, including the Initial Federal Securities, held as book-entries), and all moneys received from time to time as interest on

and principal of any such Federal Securities, in trust to secure and for the payment of the Defeasance Requirements, as the same become due.

Except as provided in paragraph B of Section 1 hereof, the Escrow Bank shall collect the principal of and interest on such Federal Securities promptly as such principal and interest become due and shall apply all money so collected to the payment of the Defeasance Requirements as aforesaid.

Accounting for Escrow.

The moneys and the Federal Securities, if any, accounted for in the Escrow Account shall not be subject to checks drawn by the City or otherwise subject to its order except as otherwise provided in paragraph B of Section 1 and in Section 8 hereof.

The Escrow Bank, however, shall transfer from time to time, sufficient moneys to pay, without any default, the Defeasance Requirements, as the same become due, as provided herein.

Except as otherwise provided in paragraph B of Section 1 of this Escrow Agreement, there shall be no sale of any Federal Securities held hereunder, and no Federal Securities held hereunder and callable for prior redemption at the City's option shall be called at any time for prior redemption, except if necessary to avoid a default in the payment of the Defeasance Requirements.

Maturities of Federal Securities.

Any Federal Securities shall be purchased in such manner:

So that such Federal Securities may be redeemed in due season at their respective maturities to meet such Defeasance Requirements as the same become due; and

So that any sale or prior redemption of such Federal Securities shall be unnecessary.

There shall be no substitution of any Federal Securities except as otherwise provided in paragraph B of Section 1 of this Escrow Agreement.

Reinvestments.

The Escrow Bank shall reinvest the cash balances listed in the Report for the period designated in the Report in state and local government series securities ("slgs") purchased directly from the United States Government by the Escrow Bank in the name of the

City. All of the slgs in which such reinvestments are made shall bear interest at the rate of zero percent (0%) per annum. The Escrow Bank agrees to comply with Part 344 of Title 31, Code of Federal Regulations, and with such other regulations of the United States Treasury, Bureau of Public Debt, as are from time to time in effect in subscribing for and purchasing such slgs, including without limitation, requirements with respect to submitting subscriptions to a Federal Reserve Bank or Branch in advance (currently between 60 and 15 days in advance) of the date of purchase of the slgs.

In addition to or, as the case may be, in lieu of the reinvestments required by Paragraph A of this Section 5, the Escrow Bank, at the written direction of the City, shall invest the initial cash, if any, and shall reinvest in Federal Securities any moneys received in payment of the principal of and interest on any Federal Securities accounted for in the Escrow Account, subject to the limitations of Sections 1, 4 and 6 hereof and the following limitations:

Any such Federal Securities shall not be subject to redemption prior to their respective maturities at the option of their issuer;

Any such Federal Securities shall mature on or prior to the date when the proceeds thereof must be available for the prompt payment of the Defeasance Requirements, as the same become due;

Under no circumstances shall any reinvestment be made under Section 5 if such reinvestment, alone or in combination with any other investment or reinvestment, violates the applicable provisions of Section 148 of the Tax Code, and the rules and regulations thereunder; and

The Escrow Bank shall make no such reinvestment unless the City first obtains and furnishes to the Escrow Bank a written opinion of the City's bond counsel to the effect that such reinvestment, as described in the opinion, complies with paragraph B of this Section 5.

Sufficiency of Escrow.

The moneys and Federal Securities accounted for in the Escrow Account shall be in an amount (or have appropriate maturities and yields to produce an amount) which at all times shall be sufficient to pay the Defeasance Requirements as they become due.

Transfers.

The Escrow Bank shall make such arrangements and transfers to the paying agents for the Defeased Certificates as will assure, to the extent of money in the Escrow Account properly allocable to and available therefor, the timely payment of the Defeasance Requirements.

Termination of Escrow Account.

When payment or provisions for payment shall have been made so that all Defeasance Requirements shall be or shall have been paid in full and discharged, the Escrow Bank shall immediately pay over to the City the moneys, if any, then remaining in the Escrow Account.

Fees and Costs.

The Escrow Bank's total fees and costs for and in carrying out the provisions of this Escrow Agreement, have been fixed at \$_____, which amount is to be paid at or prior to the execution of this Escrow Agreement by the City directly to the Escrow Bank as payment in full of all charges of the Escrow Bank pertaining to this Escrow Agreement for services performed hereunder. Such payment for services rendered and to be rendered by the Escrow Bank shall not be for deposit in the Escrow Account, and the fees of and the costs incurred by the Escrow Bank shall not be deducted from such account.

Status Report.

By no later than January 31, 2013, and in conjunction with the termination of the Escrow Account as described in Section 8 hereof, the Escrow Bank shall submit to the Financial Operations Manager of the City a report covering all money which the Escrow Bank shall have received and all payments which it shall have made or caused to be made hereunder during the next preceding Fiscal Year (or such lesser amount of time as the Escrow Account shall have been in existence. Such report shall further indicate for which period any Federal Securities pledged to secure the repayment to the City of any uninvested moneys were placed in pledge, as permitted by Section 12.

Character of Deposit.

It is recognized that title to the Federal Securities and money accounted for in the Escrow Account from time to time shall remain vested in the Escrow Bank for the benefit of the City but subject always to the prior charge and lien thereon of the Ordinance and this Escrow Agreement and the use thereof required to be made by the provisions of this Escrow

Agreement and the Ordinance.

The Escrow Bank shall hold all such Federal Securities (except as they may be held as book-entries) and money in the Escrow Account as a special trust fund and account separate and wholly segregated from all other securities and funds of the Escrow Bank or deposited therein, and shall never commingle such securities or money with other securities or money.

Securing Deposit.

The Escrow Bank may cause the Federal Securities accounted for in the Escrow Account to be registered in the name of the Escrow Bank for payment, if they are registrable for payment.

No money paid into and accounted for in the Escrow Account shall ever be considered as an asset of the Escrow Bank and the Escrow Bank shall have no right or title with respect thereto except as provided herein.

Purchaser's Responsibility.

The holders from time to time of the Defeased Certificates shall in no manner be responsible for the application or disposition of the proceeds thereof or any moneys or Federal Securities accounted for in the Escrow Account. This clause shall not relieve the Escrow Bank (if it is a holder of any of the Defeased Certificates), in its capacity as Escrow Bank, from its duties under this Escrow Agreement.

Amendment.

The provisions of this Escrow Agreement may be amended, waived or modified upon approval of the holders of all of the Defeased Certificates. The provisions of this Escrow Agreement also may be amended, waived or modified, without the consent of or notice to the holders of the Defeased Certificates for one or more of the following purposes:

- (1) to cure any ambiguity, or to cure, correct or supplement any formal defect or omission or inconsistent provision contained in this Escrow Agreement;
- (2) to pledge additional revenues, properties or collateral as security for the Defeased Certificates; or
- (3) to deposit additional monies or Federal Securities to the Escrow Account.

Notwithstanding any other provision hereof no amendment, modification or waiver shall be effective if it is materially prejudicial to the owners of the Defeased Certificates or affects the exclusion of the interest on the Defeased Certificates from gross income from federal income tax purposes, unless such amendment, waiver or modification is approved by the holders of all of the then Defeased Certificates affected thereby.

Exculpatory Provisions.

The duties and responsibilities of the Escrow Bank are limited to those expressly and specifically stated in this Escrow Agreement.

The Escrow Bank shall not be liable or responsible for any loss resulting from any investment or reinvestment made pursuant to this Escrow Agreement and made in compliance with the provisions hereof.

The Escrow Bank shall not be personally liable or responsible for any act which it may do or omit to do hereunder, while acting with reasonable care, except for duties expressly imposed upon the Escrow Bank hereunder or as otherwise expressly provided herein.

The Escrow Bank shall neither be under any obligation to inquire into or be in any way responsible for the performance or nonperformance by the City of any of its obligations, nor shall the Escrow Bank be responsible in any manner for the recitals or statements contained in this Escrow Agreement, in the Ordinance, in the Defeased Certificates, or in any proceedings taken in connection therewith, such recitals and statements being made solely by the City.

Nothing in this Escrow Agreement creates any obligation or liability on the part of the Escrow Bank to anyone other than the City and the holders of the Defeased Certificates.

Time of Essence.

Time is of the essence in the performance of the obligations from time to time imposed upon the Escrow Bank by this Escrow Agreement.

Successors.

Whenever in this Escrow Agreement the City or the Escrow Bank is named or is referred to, such provision is deemed to include any successor of the City or the Escrow Bank, respectively, immediate or intermediate, whether so expressed or not. The rights and obligations

under this Escrow Agreement may be transferred by the Escrow Bank to a successor. Any corporation or association into which the Escrow Bank may be merged or converted or with which the Escrow Bank may be consolidated or any corporation or association resulting from any merger, conversion, sale, consolidation or transfer to which the Escrow Bank may be a party or any corporation or association to which the Escrow Bank may sell or transfer all or substantially all of its corporate trust business shall be the successor to the Escrow Bank without the execution or filing of any document or any further act, anything herein to the contrary notwithstanding.

All of the stipulations, obligations, and agreements by or on behalf of and other provisions for the benefit of the City or the Escrow Bank contained in this Escrow Agreement:

- (1) Shall bind and inure to the benefit of any such successor; and
- (2) Shall bind and inure to the benefit of any officer, board, agent, or instrumentality to whom or to which there shall be transferred by or in accordance with law any relevant right, power, or duty of the City or the Escrow Bank, respectively, or of its successor.

Severability.

If any section, paragraph, clause, or provision of this Escrow Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this Escrow Agreement.

Jurisdiction and Venue. The rights of the City under this Escrow Agreement shall be deemed to be a contract made under and shall be construed in accordance with and governed by the laws of the State of Colorado. Jurisdiction and venue for any disputes related to this Escrow Agreement shall be in United States District Court for the District of Colorado.

Notices.

Any notice to be given hereunder shall be delivered personally or mailed postage prepaid, return receipt requested, to the following addresses:

If to the City:

City of Grand Junction
Attn: Financial Operations Manager

250 N. 5th Street
Grand Junction, Colorado 81501

If to the Escrow Bank: Zions First National Bank
 Corporate Trust Department
 1001 17th Street, Suite 850
 Denver, CO 80202

or such other address as either party may, by written notice to the other party, hereafter specify.
Any notice shall be deemed to be given upon mailing.

Execution in Counterparts. This Escrow Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, the **CITY OF GRAND JUNCTION, COLORADO**, has caused this Escrow Agreement to be signed in the City's name by the President of its City Council and to be attested by its City Clerk, with the seal thereof hereunto affixed; and **ZIONS FIRST NATIONAL BANK**, Denver, Colorado, has caused this Escrow Agreement to be signed in its corporate name by one of its Vice Presidents, all as of the day and year first above written.

CITY OF GRAND JUNCTION, COLORADO

By _____
President of the City Council

(SEAL)

Attest:

City Clerk

ZIONS FIRST NATIONAL BANK,
as Escrow Bank

By: _____
Vice President

EXHIBIT 1
(Attach Certified Public Accountant's Report)