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**CITY COUNCIL AGENDA
MONDAY, OCTOBER 17, 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 – Steve Hagerman, Turkish World Outreach

[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.]

Presentations

Yard of the Month for September

Appointment

To the Downtown Development Authority/Downtown Business Improvement District

Council Comments

Citizen Comments

*** Indicates Changed Item*

**** Indicates New Item*

® Requires Roll Call Vote

REVISED

City Manager's Report

***** CONSENT CALENDAR ***®**

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

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] [Attach 2](#)

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

Staff presentation: Brian Rusche, Senior Planner

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]

[Attach 3](#)

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

Staff presentation: David Thornton, Principal Planner

4. **Setting a Hearing on an Ordinance Authorizing the Substitution of Collateral for the Sam Suplizio Field/Ralph Stocker Stadium Lease Purchase** [Action 4](#)

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.

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

Staff presentation: John Shaver, City Attorney

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

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*

Staff presentation: Senta Costello, Senior Planner

6. **Master Plan 2011 for St. Mary's Hospital** [File #FMP-2011-977] [Attach 7](#)

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*

Staff presentation: Scott D. Peterson, Senior Planner

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

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

7. **2011 Department of Justice, Community Oriented Policing Services (COPS) Grant Award, for the Street Crimes Unit** [Attach 8](#)

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. 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.

Action: 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

Staff presentation: John Camper, Chief of Police
Troy Smith, Deputy Police Chief

8. **2011 Department of Justice, Justice Assistance Grant (JAG) Award, to Support the Homeless Outreach Team (HOT) of the Police Department** [Attach 9](#)

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.

Action: 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

Staff presentation: John Camper, Chief of Police
Troy Smith, Deputy Police Chief

9. **Mesa Land Trust – Three Sisters Request** [Attach 10](#)

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. 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.

Action: Consider a Request from Mesa Land Trust 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

Staff presentation: Laurie Kadrach, City Manager

10. **Lease Agreement for Professional Baseball** [Attach 11](#)

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

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

Action: Adopt Resolution No. 51-11

Staff presentation: Laurie Kadrach, City Manager

11. **Public Hearing—Grand Junction Comprehensive Plan Text Amendments** [File #CPA-2011-994] [Attach 12](#)

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+”.

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

®Action: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of Ordinance No. 4484

Staff presentation: Tim Moore, Public Works and Planning Director
Lisa Cox, Planning Manager

12. **Public Hearing—Grand Junction Comprehensive Plan Future Land Use Map Amendments** [File #CPA-2011-1064] [Attach 13](#)

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.

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

®Action: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of Ordinance No. 4485

Staff presentation: Tim Moore, Public Works and Planning Director
Lisa Cox, Planning Manager

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

14. **Other Business**

15. **Adjournment**

Attach 1

Minutes of Previous Meetings

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

OCTOBER 5, 2011

The City Council of the City of Grand Junction, Colorado met in Special Session on Wednesday, October 5, 2011 at 5: 30 p.m. in the Administration Conference Room, 2nd Floor, City Hall, 250 N. 5th Street. Those present were Councilmembers Bennett Boeschenstein, Teresa Coons, Jim Doody, Laura Luke, Bill Pitts, Sam Susuras and President of the Council Tom Kenyon. City Manager Laurie Kadrich, City Attorney John Shaver, Deputy City Manager Rich Englehart, and Rob Schoeber, Parks and Recreation Director were also present.

Council President Kenyon called the meeting to order.

Councilmember Susuras moved to go into Executive Session for the Purpose of Determining Positions Relative to Matters that may be Subject to Negotiations, Developing Strategy for Negotiations, and/or Instructing Negotiators Pursuant to Section 402 (4)(E), of Colorado's Open Meetings Act and Council will not be returning to open session. Councilmember Doody seconded the motion. The motion carried.

The City Council convened into executive session at 5:45 p.m.

Stephanie Tuin, MMC
City Clerk

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

October 5, 2011

The City Council of the City of Grand Junction convened into regular session on the 5th day of October, 2011 at 7:03 p.m. in the City Auditorium. Those present were Councilmembers Bennett Boeschstein, Jim Doody, Laura Luke, Sam Susuras, and Council President Tom Kenyon. Councilmembers Bill Pitts and Teresa Coons were absent. 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 Boeschstein led the Pledge of Allegiance, followed by a moment of silence.

Proclamation

Proclaiming October 7, 2011 as "Legends of the Grand Valley Day" in the City of Grand Junction

Proclaiming October 9 through October 15, 2011 as "Fire Prevention Week" in the City of Grand Junction

Proclaiming October as "Homeless Awareness Month" in the City of Grand Junction

Certificate of Appointment

Jodi Coleman Niernberg was present to receive her Certificate of Appointment to the Downtown Development Authority/Downtown Grand Junction Business Improvement District.

Council Comments

Councilmember Luke mentioned that she visited the folks at Oktoberfest and read the proclamation at the event. She enjoyed many of the activities.

Councilmember Boeschstein said he went to the new Downtowner meeting held the previous evening; this group meets once a year.

Councilmember Boeschstein then asked to remove item #5 off of the Consent Agenda as there is a conflict between the shoppers and the employees on the free parking. Some are saying that employees take up the free parking. The Downtown Development Association (DDA) suggested starting the free parking after 10:00 a.m. It

was decided the item will be left on the Consent Calendar with Councilmember Boeschstein's comments being entered into the record. Council President Kenyon announced that there was an executive session earlier where they authorized further negotiations for the future of a professional baseball team here in Grand Junction.

Citizen Comments

There were none.

CONSENT CALENDAR

Councilmember Susuras moved to approve and then read the Consent Calendar Items #1 through #6. Councilmember Doody seconded the motion including Councilmember Boeschstein's comments for Item #5. Motion carried by roll call vote.

1. **Minutes of Previous Meetings**

Action: Approve the Minutes of the September 21, 2011 Regular Meeting

2. **Setting a Hearing on 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+".

Proposed 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

Action: Introduction of the Proposed Ordinance and Set a Hearing for October 17, 2011

3. **Setting a Hearing on 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 to eliminate the conflict between the land use designation and the current zoning of certain properties in the urban areas of Grand Junction.

Proposed Ordinance Amending the Grand Junction Comprehensive Plan Future Land Use Map

Action: Introduction of the Proposed Ordinance and Set a Hearing for October 17, 2011

4. **Construction Contract for the 12th Street Median and Sidewalk Improvements Project**

This request is to award a construction contract for the installation of three new medians and a detached sidewalk along 12th Street adjacent to Colorado Mesa University. The three new medians are designed to enhance safety and are located between Mesa Avenue and Kennedy Avenue.

Action: Authorize the City Purchasing Division to Enter into a Contract with Clarke and Co., Inc. of Grand Junction, CO for the 12th Street Median and Sidewalk Improvements Project in the Amount of \$208,626.70

5. **Free Holiday Parking Downtown**

The Downtown Partnership and Development Authority have requested free parking in the downtown area again this year during the holiday shopping season. City Staff recommends Free Holiday Parking in all of downtown, including the first floor of the Rood Avenue parking structure, with the exception of government office areas and shared-revenue lots. Free Metered Spaces Will Be Clearly Designated by Covering the Meters with the Well-Known “Seasons Greetings-Free Parking” Red Plastic Bag.

Action: Vacate Parking Enforcement at All Designated, Downtown, Metered Spaces and Signed Parking from Thanksgiving to New Year’s Day, Except Loading, No Parking, Handicapped, and Unbagged Meter Spaces Surrounding Government Offices and in Shared Revenue Lots

6. **Support for School District 51 Ballot Issue 3B**

The City Council has concluded that investment in schools is an investment in the future. Since that investment is best accomplished at this time by passage of the School District 51 ballot issue 3B, the City Council supports it’s passage.

Resolution No. 47-11—A Resolution Supporting Ballot Issue 3B

Action: Adopt Resolution No. 47-11

ITEMS NEEDING INDIVIDUAL CONSIDERATION

Special Permit for Grand Junction Metal Movers [File #SPT-2011-1085]

Grand Junction Metal Movers Inc., wants to locate a salvage yard at 711 S. 6th Street. The property is zoned I-1, (Light Industrial) and is located adjacent to the 5th Street bridge (Hwy. 50) and the S. 6th Street cul-de-sac.

Tim Moore, Public Works and Planning Director, introduced this item. He explained why this is coming forward as a Special Permit. The Comprehensive Plan is in conflict with the zoning which would require an amendment to one or the other. Instead the applicant requested the Special Permit. Special Permits come before City Council with a recommendation from the Planning Commission. The Special Permit does provide for the use to be temporary.

Council President Kenyon asked about all the other work being done on the Comprehensive Plan, and what was this area designated in the Comprehensive Plan? Mr. Moore said this property has been zoned I-1 for quite a while. The only difference between that and I-2 is the allowance of hard rock mining in I-2. The other piece has a mixed use designation in the Comprehensive Plan but this property is more industrial. This conflict has not been brought to surrounding property owners yet. Council President Kenyon asked why this not a Conditional Use Permit. Mr. Moore said the Special Permit has a time frame limitation and the Council makes the decision as opposed to a Conditional Use Permit which is permanent and decided by the Planning Commission.

Councilmember Susuras asked for clarification on the zoning. Mr. Moore said that the zoning would stay at I-1 and the Comprehensive Plan would be amended.

City Attorney Shaver added that a Special Permit will bridge the disparity between the Zoning and Comprehensive Plan.

Councilmember Boeschstein asked if the Special Permit has a time frame like ten years. Mr. Moore said that is correct.

Council President Kenyon asked if the Special Permit can be converted to a Conditional Use Permit. City Attorney Shaver said that option is recognized in the Permit and there is an overlay zone that will convert it and allow the use to continue. The applicant, however, wants a longer term than ten years.

Scott D. Peterson, Senior Planner, then presented the specific request. He described the request and the section of the Code that is applicable. He then described the site and location. Since March 22nd, the applicant and Staff have been working together to address the Planning Commission's concerns regarding access and screening of the

site. The site is currently zoned I-1, (Light Industrial) with the Comprehensive Plan Future Land Use Map identifying this area as Downtown Mixed Use, which are in discrepancy with each other. Although the amendment to the Comprehensive Plan may benefit the applicant, the applicant does wish to wait for that process to occur. The Special Permit does allow for less than permanent approvals of certain proposals and is approved by the City Council. The suggested time frame is ten years which may be renewed after ten years. If there is a new overlay zone applied to the property, then the permit may be converted to a Conditional Use Permit. The Staff could work with the applicant to make any adjustments needed to the Special Permit. The permit expires if the use is abandoned.

Regarding screening, the applicant has been working with Colorado Department of Transportation (CDOT) to be able to attach the screening to the roadway fence, the mesh to be used for the screening will be difficult to see through at an angle.

Mr. Peterson then described the applicant's landscaping plan. An oversize landscaping island is proposed to screen the site from 5th Street. There is a required 14 foot landscape strip along the east side of the property. The property is adjacent to the railroad and has a spur which is one of the reasons the applicant wants to locate at this site.

The request does meet the requirements of the Comprehensive Plan and the Zoning and Development Code. The Planning Commission recommended denial of the requested special permit by a vote of 4 to 1 at their September 13, 2011 meeting.

Councilmember Doody noted that when Council was considering the Van Gundy yard, in the same general area, CDOT was ok with the screening being attached to the bridge. Mr. Moore agreed.

Councilmember Boeschstein asked if the existing structures will be used. Mr. Peterson said those buildings will be used for equipment repair and storage. The majority of the storage will be outside. Stacking of automobiles is allowed up to a maximum height of twenty feet. There will be a car crusher on site.

Councilmember Boeschstein asked if there will be exclusive use of the spur. Mr. Peterson said there is an existing use of sand loading and the spur is used by other users. That will continue. Councilmember Boeschstein asked about noise and odor. Mr. Peterson said that is addressed in the Permit. He added that there are State agencies that will monitor the site. Councilmember Boeschstein asked about antifreeze and gasoline from the cars. Mr. Peterson said he would defer to the applicant for that answer.

Councilmember Boeschstein asked why the City is installing the screening. Mr. Peterson said the applicant is paying the City \$20,000 to do the work. Councilmember

Boeschstein asked about hours. Mr. Peterson said that is in the permit, he believes it will be 7:00 a.m. to 6:00 p.m.

Councilmember Boeschstein asked about a deceleration lane for trucks coming off the 5th Street Bridge. Mr. Peterson said CDOT thought the existing road is sufficient. Councilmember Boeschstein said he would like to see those review comments in the future.

Councilmember Susuras asked if Mr. Van Gundy was required to screen on the 5th Street Bridge. Mr. Peterson said Mr. Van Gundy did put up security for the City to put up the screening but it has not been completed. If this proposal is approved, the City will likely do the screening for both establishments at once.

Councilmember Susuras asked about how the ten years was determined. Mr. Peterson said anything less than ten years would be difficult to finance. Regarding the business plan, the applicant feels twenty years is needed. That is why there is a ten year renewal option if the applicant has upheld their conditions.

Councilmember Luke asked how tall the fence will be and will it obstruct the view? Mr. Peterson said that obstruction of the view has not been determined, but it will be tall enough that a pedestrian cannot look over the fence. She asked who will be responsible to pay the cost above \$20,000? Mr. Peterson said that would be borne by the City. The estimate for the screening is \$19,000.

Mr. Moore said the fence estimate was for 40 inches above the concrete barrier, with a total height of 7 feet.

Councilmember Doody asked if this is a unique piece of property due to the rail spur. He listed some costs for an additional rail spur and the value of this spur. Mr. Moore concurred.

City Attorney Shaver said that if there is a permanent solution then the second ten year renewal period will not be necessary.

Council President Kenyon asked for the applicant to make his presentation.

Aaron Thompson, representing the applicant, noted that they did not anticipate having to come before the City Council and they have worked on this project for about a year, and have spent six months working with Staff since the Planning Commission has remanded the issue back to Staff. He noted the relevance of the history of the site; it has been industrial for many years so there aren't a lot of alternate development opportunities for the site. They have worked with Staff and the agreement was they would leave the access as gravel. The additional landscape buffer along the northwest is sixty feet deep and they focused on ways to mitigate the view of the site by the

public. The site is a little over 5 acres, is 425 feet south of South Avenue, it has I-1 zoning, the existing building of 20,500 square feet, which is heated and sprinkled, would be used for equipment repair and some operational uses, as Mr. Peterson described. The access will be from the 6th street cul-de-sac. The screening will be coordinated with City Staff and CDOT, there will be additional landscaping. There is an existing 8 foot screen along the XCEL property line. They will continue with the same screening. There will be very little visibility of the site from the 5th Street bridge. He said it has been a challenge, as they have heard contradictory direction from the Planning Commission. To acquire a rail spur like this one could cost up to \$1.5 million. There are some structures (powerlines) on the site that would inhibit other development on the site.

Mr. Thompson displayed site photos from the 5th Street bridge through the existing fence from a vehicle. Going south there is a view before the CDOT fence which is where they will install the additional landscape buffer to screen the site. Mr. Thompson addressed neighborhood compatibility and showed adjacent uses that are also industrial. The operation will provide up to twenty new jobs which will help the community. It provides a good tax base and is a much needed operation. The operation includes material sales, used auto parts, and used tires. They received a number of letters in support (65+). This is a necessary use. He noted that Metal Movers has been an active community partner. He identified the use approval criteria that they have complied with. The presentation before the Planning Commission did have Staff recommendation for approval.

Mr. Thompson thanked Council President Kenyon for differentiating between the Comprehensive Plan which is broad brush, and the zoning. This “wedge” area falls into the contradiction between the two. He then addressed the time frame. The applicant does not feel ten years is long enough. It is difficult to get financing with that time frame. There are financing opportunities but there would be more with a longer time frame. He noted the owner, Chuck Myers, is present.

Councilmember Luke asked what is the minimum time frame to get a good loan rate? Mr. Thompson said twenty years. Councilmember Luke asked about being conservative with the mesh screening so as not to obstruct the mountain view. Mr. Thompson concurred noting the existing fence does block much of the visibility of the site. Councilmember Luke thanked Mr. Thompson for his presentation and said that she agreed with the proposal.

Councilmember Susuras asked if the twenty jobs will be new jobs or if they are a transfer from another site. Mr. Thompson said their prior operation has shut down so there would be new jobs.

Councilmember Boeschstein asked if the applicant has the Colorado Department of Transportation (CDOT) comments. Mr. Thompson said there were none. Mr. Peterson said the only comments from CDOT were relative to the screening.

Dan Wilson, attorney, 607 25 Road, representing Mr. Myers and working with Mr. Thompson, added that the first place a prospective property purchaser looks at is the zoning. If industrial, they would look at the zoning conditions and find that a Conditional Use Permit (CUP) was needed for a salvage yard and large trucks and that there are screening standards. So this prospective tenant makes an offer and then begins the application for a Conditional Use Permit. Then it was discovered that it was not consistent with the Comprehensive Plan. This discrepancy brought them before the City Council at this time. The effect is that the Comprehensive Plan becomes the "super zoning" and it is not just a vision, it becomes a rule. He urged the Council to fix this issue. Regarding the time frame, the twenty years for the permit is bare bones minimum. It needs to be permanent. The applicant did agree to the ten years, with a ten year renewal but he asked that Council grant the twenty years. He then handed out some proposed language for inclusion in the permit provisions (see attached).

City Attorney Shaver said he did agree in concept with Mr. Wilson.

Mr. Wilson then recalled the situation when Mr. Van Gundy moved his operation; he believes Mr. Van Gundy put up \$23,000 for the screen fence. Mr. Wilson is proposing language that allows five years for the City to spend the screening funds. He said as a citizen, the entire area is industrial and there are many uses there that are not screened and do not look good. Driving across the 5th Street bridge, a moving vehicle can barely see this property. He urged the Council not to impose the screening requirement.

Mr. Wilson then "removed his tie" to lend a different perspective on property rights. He said common sense in his view is that this is an industrial area, it makes no sense to think a four story office building will be built there. Mr. Wilson then concluded his presentation.

Council President Kenyon called for a recess at 8:48 p.m.

The meeting reconvened at 8:55 p.m.

Council President Kenyon asked for a show of hands of those in the audience in support of the application. Several audience members raised their hands. He then asked for those opposed to come forward and speak.

Janet Dole, 622 Suncrest Court, a resident and registered voter, said her concern is the appearance of the south entrance into Grand Junction and the consistency of the Comprehensive Plan. In spite of the Staff recommendation of a ten year term and the screening, she suggested a five year term and the applicant to be responsible for the

screening. She quoted some of the Planning Commission Chair's statements. She noted that there were statements that the application defeated the purpose of the Comprehensive Plan. She questioned how any junk yard could be temporary. The Special Permit section is a new addition to the Code to allow for temporary uses, again temporary is the key word. There is no definition of temporary or interim relative to a Special Permit. She urged the Council to stick to the goals of the Plan specifically enhancing the City's gateways. It would be the third junkyard in the City center. She urged denial.

Steve Erickson, 1874 L Road, has done some consultant work for the applicant Mr. Myers. As he has seen this application proceed, he sees opposition to this type of operation in an area where it is appropriate. The rail spur keeps the operation viable. Without the spur, the operator has to truck the product to Salt Lake City or Denver. This is what ought to happen at this location. This is a job producing project. The shorter time frame really makes it difficult to make a viable business.

Jeffrey Nichols 1315 N. 16th Street, operates the track, said one thing was the truck traffic on 5th Street use on the Riverside Parkway and the use of the merging lane that comes up and around so that the South Avenue intersection is not a problem. He encouraged approval. He rents the property next door.

Wallace Young, who has a business in the City, said he has witnessed businesses going under. This business will provide jobs. Every city is going to have a rough looking area. He encouraged approval.

Joshua Benson, 1800 Main Street, said there is value in the forward momentum of jobs, it helps the economy. He encouraged City Council to open arms wide to companies that want to provide jobs. The Comprehensive Plan is beautiful but what this town needs is jobs and money.

Chuck Myers, the applicant, said the City needs Metal Movers as well as them needing the City. It has been a frustrating process. He appreciated the work of the Staff and their help with this plan. He asked for a twenty year time frame so he can qualify for a small business loan (SBA). He named several community programs his company has helped as well as individuals that needed help.

Councilmember Susuras asked how much it has cost him to process this application. Mr. Myers said over \$200,000.

Councilmember Boeschstein asked about the car crushing process. Mr. Myers explained that first they determine if they will salvage the car or crush it. All fluids are drained and shipped out or sold. Thirty percent of the operation is auto parts.

Councilmember Boeschstein asked if they store impounded cars. Mr. Myers said no. They are auto parts and auto recycling. Mr. Myers said their operation is regulated by the State, a car will not be held for more than 45 days.

Councilmember Luke said this is more like turnover and recycling rather than a graveyard for cars. Mr. Myers said that is correct, it would not be profitable otherwise.

Council President Kenyon concluded the public comment.

Councilmember Susuras said in his visits to this site he noted all properties around this site are industrial. He thinks of this operation as a recycling center. Recycling is necessary. The Staff approved this and it creates twenty new jobs.

Councilmember Boeschstein said he is torn. It is good to see a new business and especially one that uses rail. But his concern is the lack of comments from CDOT and the transportation element from the 5th Street bridge that is unresolved. The Comprehensive Plan isn't perfect but this area should have industrial and semi industrial uses. He has an open mind. He suggested a strict time line with a revocation clause if the conditions are not met.

Councilmember Luke said she is concerned with the struggling community and the need for jobs. This operation is necessary. The approval may need to include a twenty year time frame. There will likely be an overlay district before then. She hears the community concerns about aesthetics but she does not feel twenty years is unreasonable.

Councilmember Doody said he feels it is appropriate to review the community plan. There has been a lot of money put into the Riverside Parkway which looks very nice. The industrial uses have always been there and always will be. In the South Downtown Plan there are opportunities for some mixed use. The rail line is needed. He is still considering the time frame. He believes in the standards. He will support the project.

Council President Kenyon related his comments to all the work done on the Comprehensive Plan. The Council was fully aware that there would need to be overlays and amendments. He noted the Staff tries to help but they have very little leeway. This request makes sense. City Council has recognized that the area is industrial. The process for identifying these properties is well along. He too believes there will be an overlay zone in that area. He apologized to the applicant for being caught in the process but he appreciated Mr. Myers sticking with it. He understands the difficulty in getting a loan in today's economy. He agreed ten years was not long enough. He agreed that twenty years was probably the minimum. He agreed that Grand Junction needs every job and this is appropriate and in a properly zoned area plus this is near the rail. As a member of the 5-2-1 Drainage Authority, he knows there

are strict regulations on the fluids from the vehicles. He will be supportive and would like the conversion to a Conditional Use Permit to be included in the approval.

City Attorney Shaver asked Mr. Peterson to display the language in the permit that can be easily modified to a twenty year term. The ultimate goal would be to have a permanent solution. The current language being displayed in the permit is the ten years, with a ten year renewal option. He asked that Council direct Staff to modify the language to reflect a 20 year term if that is their desire.

Councilmember Susuras moved to approve Special Permit No. 2011-01 to develop a salvage yard (junk yard) in an I-1, (light industrial) zone district with a contradicting Comprehensive Plan Future Land Use Designation of Downtown Mixed Use with a conversion from ten years to a twenty year permit. Councilmember Doody seconded the motion.

Councilmember Boeschstein asked how the City Council will know about any violations. Mr. Shaver said the remedy will be a revocation of the permit by the City Council.

Motion carried with Councilmember Boeschstein voting NO.

Vistas at Tiara Rado Utility Easement Vacation [File #VAC-2011-1079]

Request to vacate a public utility easement identified on the Replat of the Fairway subdivision plat located adjacent to 2063 S. Broadway in anticipation of future residential development which is currently under review by the Planning Division (Vistas at Tiara Rado). The Applicants are dedicating a new utility easement on the new proposed Hatch Subdivision plat as a condition of approval for this proposed vacation request.

Scott D. Peterson, Senior Planner, presented this item. He described the site, the location, and the request. He asked that the Staff Report and Attachments be entered into the record. Mr. Peterson recommended approval noting the request does meet the criteria of the Zoning and Development Code. The applicant is present but does not wish to speak.

There were no City Council comments or questions.

Resolution No. 46-11—A Resolution Vacating a Utility Easement Identified on the Replat of the Fairway Subdivision as Recorded in Plat Book 13, Page 243, Located Adjacent to 2063 S. Broadway

Councilmember Doody moved to adopt Resolution No. 46-11. Councilmember Boeschstein seconded the motion. Motion carried by roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

Councilmember Susuras asked the City Manager to spend some time analyzing the development review process to ensure it is not as long or costly for future applicants. City Manager Kadrich said she would analyze this and explained how this specific instance was an application that got caught between processes.

Councilmember Luke asked if the overlay would streamline the process. City Attorney Shaver said absolutely.

Council President Kenyon said it is unfortunate but not anyone's fault that this application just got caught in the process. He said he knows that City Manager Kadrich and Staff will be watchful of these in the future.

Councilmember Doody complimented the Mayor on announcing the ongoing negotiations for the professional baseball league.

Councilmember Luke noted that the deadline mentioned was October 17th. The Staff concurred.

Councilmember Susuras noted that there may be even more games than the 36 if the team makes it to the playoffs.

There was no other business.

Adjournment

The meeting was adjourned at 9:38 p.m.

Stephanie Tuin, MMC
City Clerk

Attachment

The Special Permit is therefore issued, subject to the following:

- 1) The Special Permit is valid for an initial term of ten years, with a review by the Planning Commission and City Council within the last six months of the initial ten-year term, at which time the Special Permit may be extended for a second ten-year term, based on the Code and land use plan(s) in effect at that time. If at any time during the initial term, the City adopts an overlay zone and/or area plan which acknowledges that uses such as the applicant's are appropriate on the subject property, the Special Permit term will convert to a permanent CUP, subject to compliance with the other terms herein. The Council acknowledges that the City is in the process of considering adoption of a 'Rail District' overlay which is presently drawn to include the subject property. If the Council adopts such a Rail District, or its equivalent, which would resolve the present tension between the present version of the Comprehensive Plan and the present Industrial zoning (even though the applicant must also operate pursuant to a CUP), such adoption will cause this Special Permit to convert to a permanent CUP, as described herein. If not converted to a permanent CUP, the initial 10 year term and the public review after the first term will give the community an opportunity to review the applicant's land uses, in light of the rules and circumstances then prevailing.



Date: September 29, 2011
 Author: Brian Rusche
 Title/ Phone Ext:
Senior Planner x. 4058
 Proposed Schedule: Notice of
Intent to Annex – October 17, 2011
 2nd Reading : December 7,
2011
 File #: ANX-2011-1124

CITY COUNCIL AGENDA ITEM

**Attach 2
 Setting a Hearing on the Annexation of the
 Banner Enclave**

Subject: Annexation of the Banner Enclave, Located at 2977 and 2979 Gunnison Avenue
Action Requested/Recommendation: Adopt a Resolution of Intent to Annex the Banner Enclave, Introduction of the Proposed Ordinance, and Set a Hearing for December 7, 2011
Presenters Name & Title: Brian Rusche, Senior Planner

Executive Summary:

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.

Background, Analysis and Options:

Under the 1998 Persigo Agreement with Mesa County, the City is required to annex all enclaved areas within five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The properties have been enclaved since January 21, 2007 by the Cal Frac Annexation.

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

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and other service providers.

Annexation of this enclave will create consistent land use jurisdiction and allow for efficient provision of municipal services.

Board or Committee Recommendation: The Zone of Annexation is scheduled before the Planning Commission on November 8, 2011.

Financial Impact/Budget: The provision of municipal services will be consistent with adjacent properties already in the City. Property tax levies and municipal sales/use taxes will be collected within the enclaved area upon annexation.

Legal issues: None.

Other issues: None.

Previously presented or discussed: No

Attachments:

1. Staff report/Background information
2. Annexation Summary
3. Annexation Map
4. Future Land Use Map
5. Existing City Zoning Map
6. Existing County Zoning Map
7. Resolution
8. Ordinance

STAFF REPORT / BACKGROUND INFORMATION

Location:		2977 and 2979 Gunnison Avenue		
Applicant:		City of Grand Junction		
Existing Land Use:		Undeveloped		
Proposed Land Use:		Industrial		
Surrounding Land Uses:	North	Industrial		
	South	Undeveloped		
	East	Industrial		
	West	Undeveloped		
Existing Zoning:		County I-2 (General Industrial)		
Proposed Zoning:		I-1 (Light Industrial)		
Surrounding Zoning:	North	I-1 (Light Industrial)		
	South	R-8 (Residential 8 du/ac)		
	East	I-1 (Light Industrial)		
	West	I-1 (Light Industrial)		
Future Land Use Designation:		Commercial / Industrial		
Zoning within density range?		X	Yes	No

The annexation area consists of 1.674 acres, encompassing two (2) parcels and 128 square feet (0.003 acres) of public right-of-way.

Under the 1998 Persigo Agreement with Mesa County, the City is required to annex all enclaved areas within five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The properties have been enclaved since January 21, 2007 by the Cal Frac Annexation.

The following annexation and zoning schedule is being proposed:

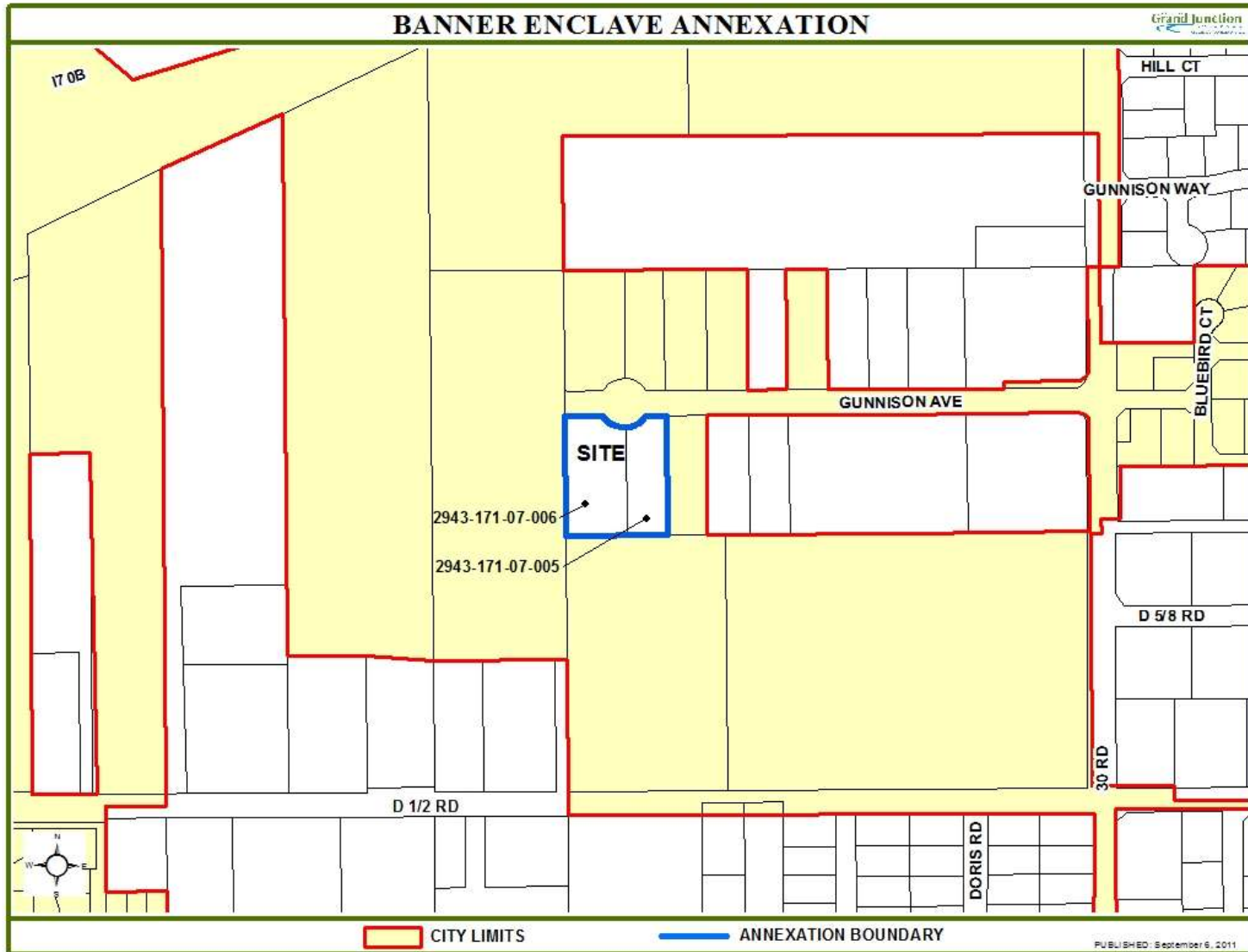
ANNEXATION SCHEDULE

October 17, 2011	Notice of Intent to Annex (30 Day Notice), Exercising Land Use
November 8, 2011	Planning Commission considers Zone of Annexation
November 14, 2011	Introduction Of A Proposed Ordinance on Zoning by City Council
December 7, 2011	Public Hearing on Annexation and Zoning by City Council
January 8, 2012	Effective date of Annexation and Zoning

BANNER ENCLAVE ANNEXATION SUMMARY

File Number:	ANX-2011-1124	
Location:	2977 and 2979 Gunnison Avenue	
Tax ID Number(s):	2943-171-07-006 and 2943-171-07-005	
# of Parcels:	2	
Estimated Population:	0	
# of Parcels (owner occupied):	0	
# of Dwelling Units:	0	
Acres land annexed:	1.674 acres	
Developable Acres Remaining:	1.671 acres	
Right-of-way in Annexation:	0.003 acres (128 square feet)	
Previous County Zoning:	County I-2 (General Industrial)	
Proposed City Zoning:	I-1 (Light Industrial)	
Current Land Use:	Undeveloped	
Future Land Use:	Industrial	
Values:	Assessed:	\$64,040
	Actual:	\$220,850
Address Ranges:	2977-2979 Gunnison Avenue	
Special Districts:	Water:	Ute Water Conservancy District
	Sewer:	Central Grand Valley Sanitation District
	Fire:	Grand Junction Rural Fire District
	Drainage:	Grand Valley Drainage District
	School:	Mesa County Valley School District #51
	Irrigation:	Grand Valley Irrigation Company
	Pest:	N/A

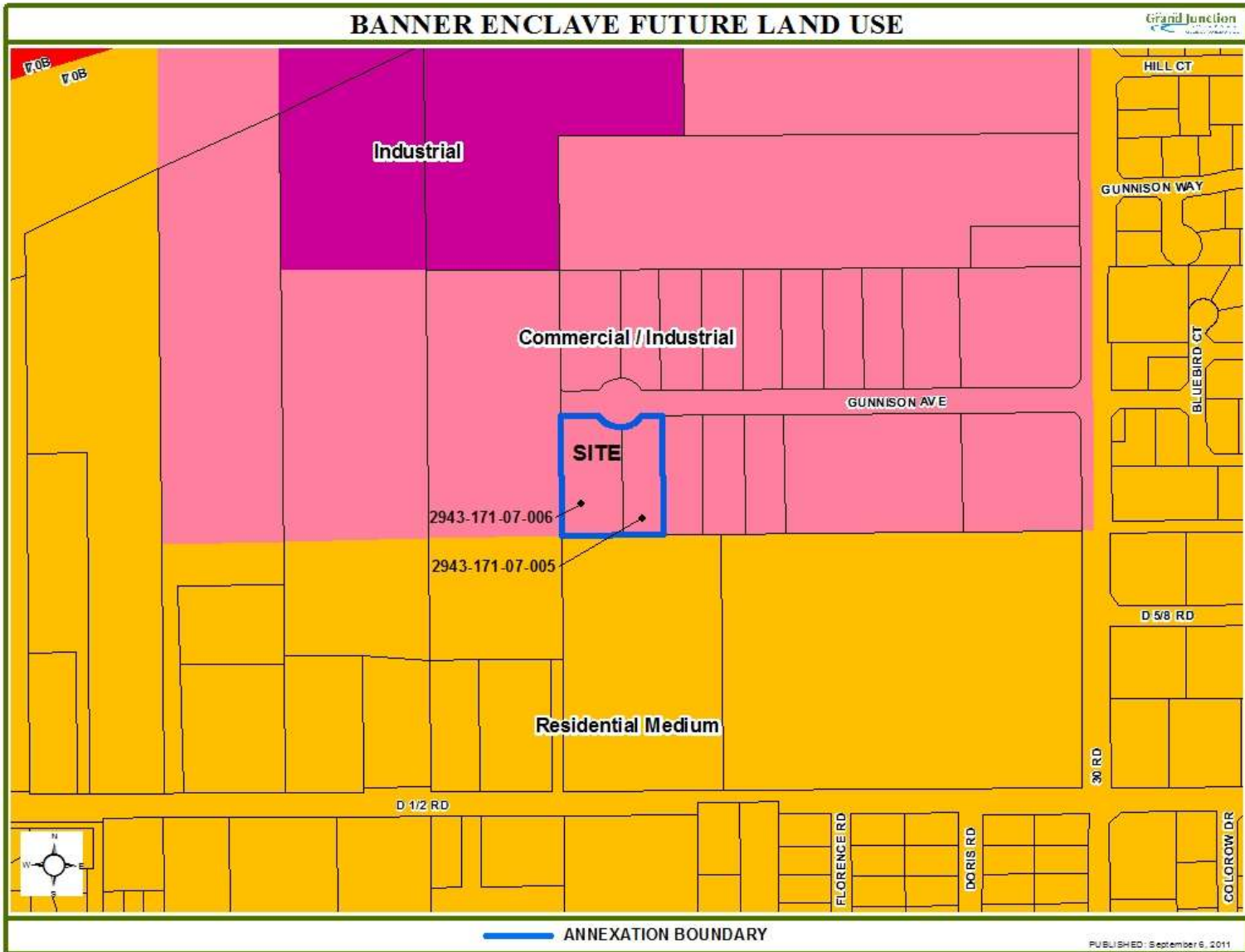
ANNEXATION MAP



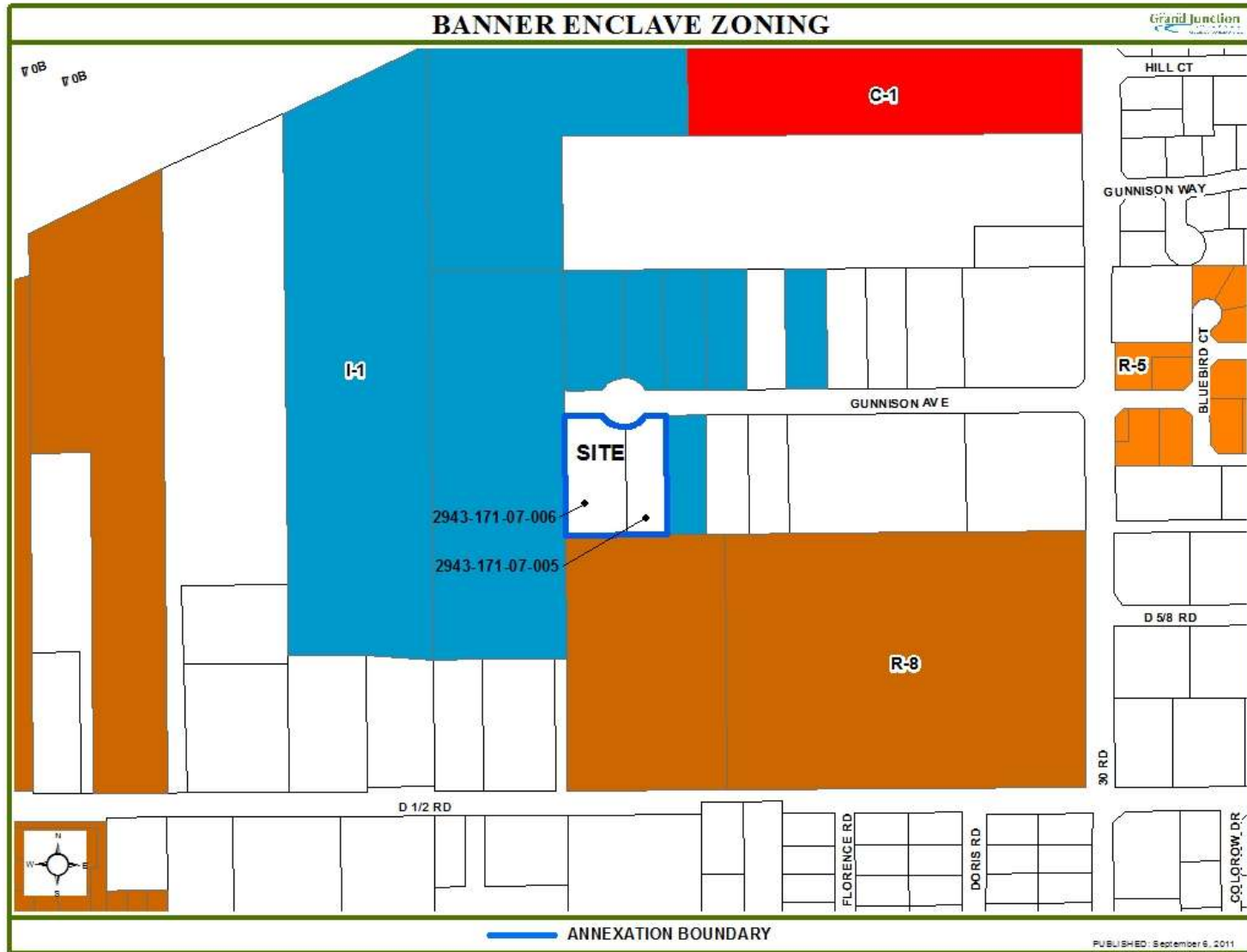
AERIAL PHOTO



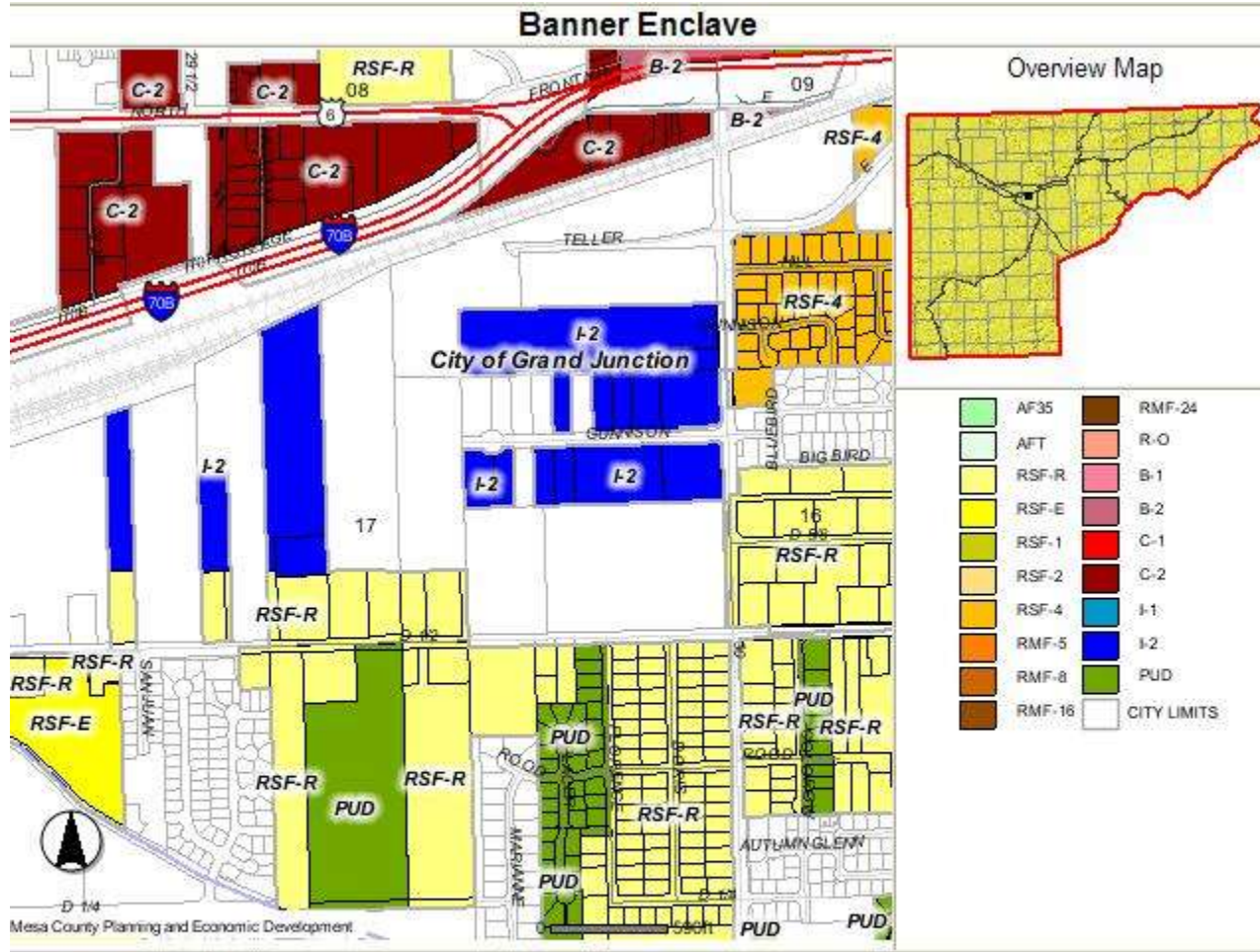
FUTURE LAND USE MAP



EXISTING CITY ZONING MAP



EXISTING COUNTY ZONING MAP



Mesa County Planning and Economic Development

750 Main Street
 Grand Junction, Colorado 81502-5022
 970-244-1636

Map Updated: February 11, 2009

**NOTICE OF INTENT
ON PROPOSED ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO**

NOTICE IS HEREBY GIVEN that at a regular meeting of the City Council of the City of Grand Junction, Colorado, held on the 17th of October, 2011, the following Resolution was adopted:

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ____

**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

WHEREAS, on the 17th day of October, 2011, the Public Works and Planning Director filed with the City Clerk of the City of Grand Junction, Colorado, a request that the City Council of the City of Grand Junction commence proceedings to annex to the City of Grand Junction a certain tract of land in the County of Mesa, State of Colorado, commonly known as the Banner Enclave and more particularly described as follows:

BANNER ENCLAVE ANNEXATION

A certain parcel of land lying in the Southeast Quarter of the Northeast Quarter (SE 1/4 NE 1/4) of Section 17, Township 1 South, Range 1 East of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

Lots 5 and 6, Plat of Banner Industrial Park, as same is recorded in Plat Book 11, Page 362, Public Records of Mesa County, Colorado and that certain portion of right of way for Gunnison Avenue, as same is recorded in Book 4477, Pages 928 through 930, inclusive, Public Records of Mesa County, Colorado, all being bounded on the West by the Calfrac Annexation, City of Grand Junction Ordinance No. 4010, as same is recorded in Book 4323, Page 369; bounded on the South by Isre Annexation #2, City of Grand Junction Ordinance No. 3464, as same is recorded in Book 3202, Page 628; bounded on the East by Gunn Annexations No.'s 1 and 2, City of Grand Junction Ordinance No.'s 3404 and 3405, as same are recorded in Book 3061, Pages 516 and 517; bounded on the North by the Hubbartt Annexation, City of Grand Junction Ordinance No. 3515, as same is recorded in Book 3337, Page 167 and by Miller Annexation No. 3, City of Grand Junction Ordinance No. 3245, as same is recorded in Book 2710, Page 553, all in the Public Records of Mesa County, Colorado.

CONTAINING 72,902 Square Feet or 1.674 Acres, more or less, as described.

WHEREAS, the area proposed to be annexed is entirely contained within the boundaries of the City of Grand Junction and said area has been so surrounded for a period of not less than three (3) years, pursuant to C.R.S. 31-12-106(1);

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

1. That the City Clerk of the City of Grand Junction is hereby directed to give notice of the City Council's intent to annex the aforementioned area, pursuant to the Municipal Annexation Act of 1965.
2. That the ordinance annexing the subject area was introduced and given first reading on this 17th day of October, 2011, with a second reading and public hearing on the proposed annexation ordinance to be held on the 7th day of December, 2011, in the City Hall auditorium, located at 250 North 5th Street, City of Grand Junction, Colorado, at 7:00 PM.
3. Pursuant to the State's Annexation Act, the City Council determines that the City may now, and hereby does, exercise jurisdiction over land use issues in the said territory. Requests for building permits, subdivision approvals, and zoning approvals shall, as of this date, be submitted to the Public Works and Planning Department of the City.

ADOPTED the ___ day of _____, 2011.

Attest:

President of the Council

City Clerk

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. ____

**AN 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

WHEREAS, on the 17th day of October, 2011, the City Council of the City of Grand Junction gave notice that they will consider for annexation to the City of Grand Junction the following described territory, commonly known as the Banner Enclave; and

WHEREAS, a hearing and second reading on the proposed annexation ordinance was duly held after proper notice on the 7th day of December, 2011; and

WHEREAS, the area proposed to be annexed is entirely contained within the boundaries of the City of Grand Junction and said area has been so surrounded for a period of not less than three (3) years, pursuant to C.R.S. 31-12-106(1); and

WHEREAS, the requirements of Section 30, Article II of the Colorado Constitution have been met, specifically that the area is entirely surrounded by the annexing municipality.

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

That the property situate in Mesa County, Colorado, and described to wit:

BANNER ENCLAVE ANNEXATION

A certain parcel of land lying in the Southeast Quarter of the Northeast Quarter (SE 1/4 NE 1/4) of Section 17, Township 1 South, Range 1 East of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

Lots 5 and 6, Plat of Banner Industrial Park, as same is recorded in Plat Book 11, Page 362, Public Records of Mesa County, Colorado and that certain portion of right of way for Gunnison Avenue, as same is recorded in Book 4477, Pages 928 through 930, inclusive, Public Records of Mesa County, Colorado, all being bounded on the West by

the Calfrac Annexation, City of Grand Junction Ordinance No. 4010, as same is recorded in Book 4323, Page 369; bounded on the South by Isre Annexation #2, City of Grand Junction Ordinance No. 3464, as same is recorded in Book 3202, Page 628; bounded on the East by Gunn Annexations No.'s 1 and 2, City of Grand Junction Ordinance No.'s 3404 and 3405, as same are recorded in Book 3061, Pages 516 and 517; bounded on the North by the Hubbartt Annexation, City of Grand Junction Ordinance No. 3515, as same is recorded in Book 3337, Page 167 and by Miller Annexation No. 3, City of Grand Junction Ordinance No. 3245, as same is recorded in Book 2710, Page 553, all in the Public Records of Mesa County, Colorado.

CONTAINING 72,902 Square Feet or 1.674 Acres, more or less, as described.

Be and is hereby annexed to the City of Grand Junction, Colorado.

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

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

Attest:

President of the Council

City Clerk



Date: October 7, 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

CITY COUNCIL AGENDA ITEM

Attach 3

Setting a Hearing on Amending the Comprehensive Plan by Adopting the North Avenue West Corridor Plan

Subject: Amending the Comprehensive Plan by Adopting the North Avenue West Corridor Plan, Located between I-70B (west side) to 12 th Street (east side including both sides of North Avenue)
Action Requested/Recommendation: Set a Public Hearing for November 2, 2011 to Consider Adoption of the North Avenue West Corridor 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:

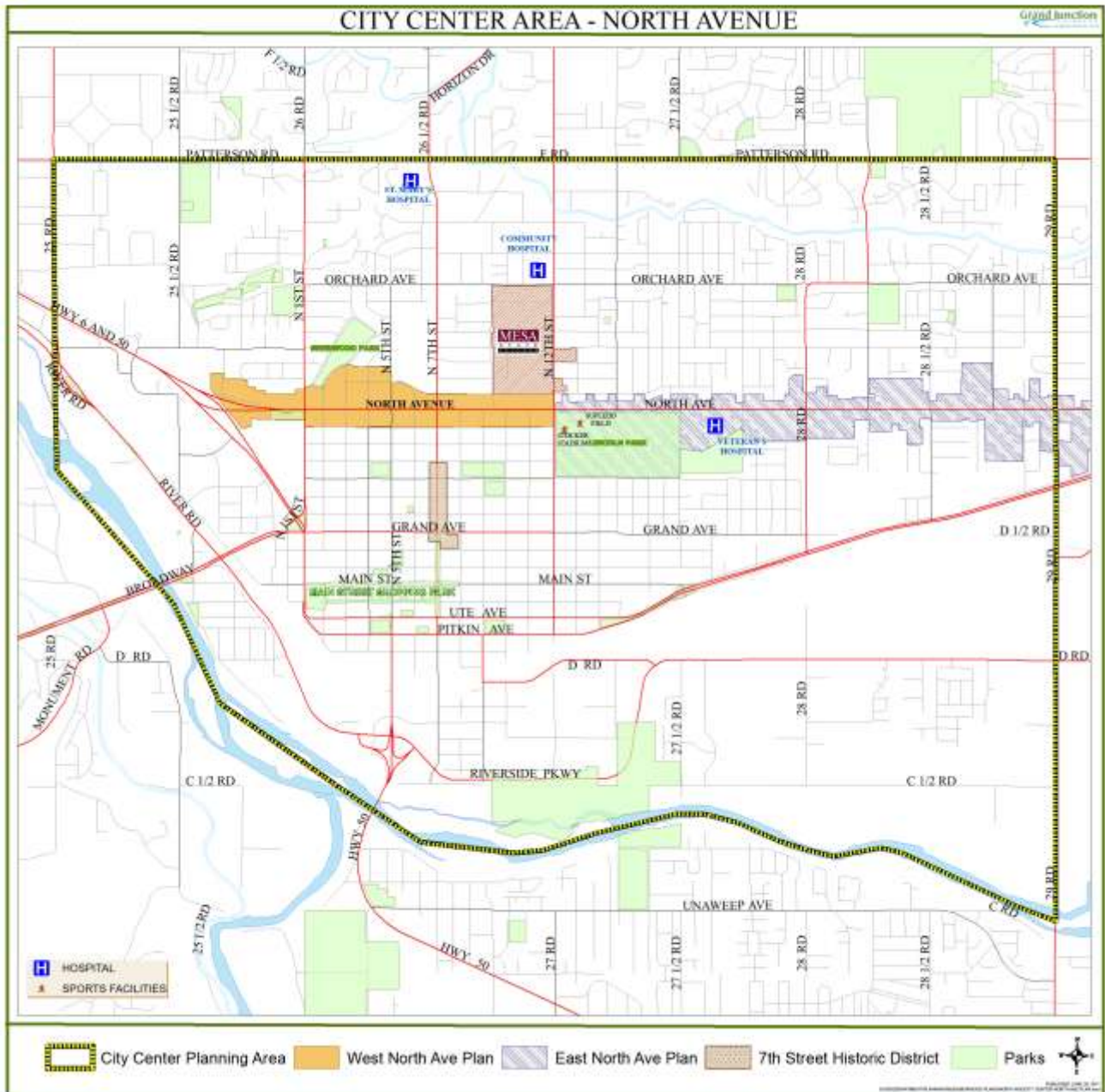
1. Staff Report and Background Information
2. Proposed North Avenue West Corridor Plan
3. Survey Results
4. Questionnaire Results
5. Additional Public Comments
6. July 26, 2011 Planning Commission minutes
7. Ordinance

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-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.

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.

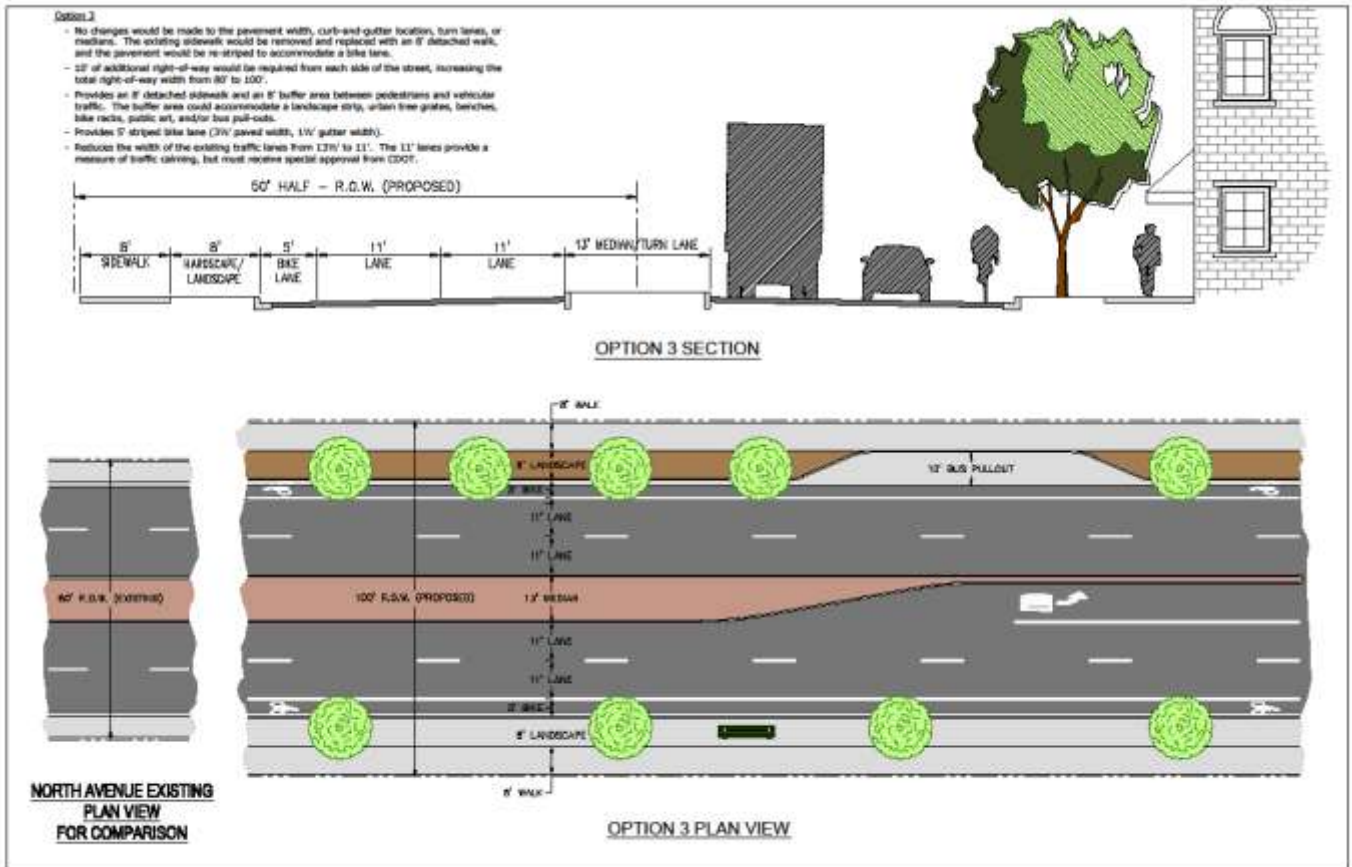
	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%
Safety	85.20%	10.80%	2.30%	0.60%	1.10%
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%
On-street parallel 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%

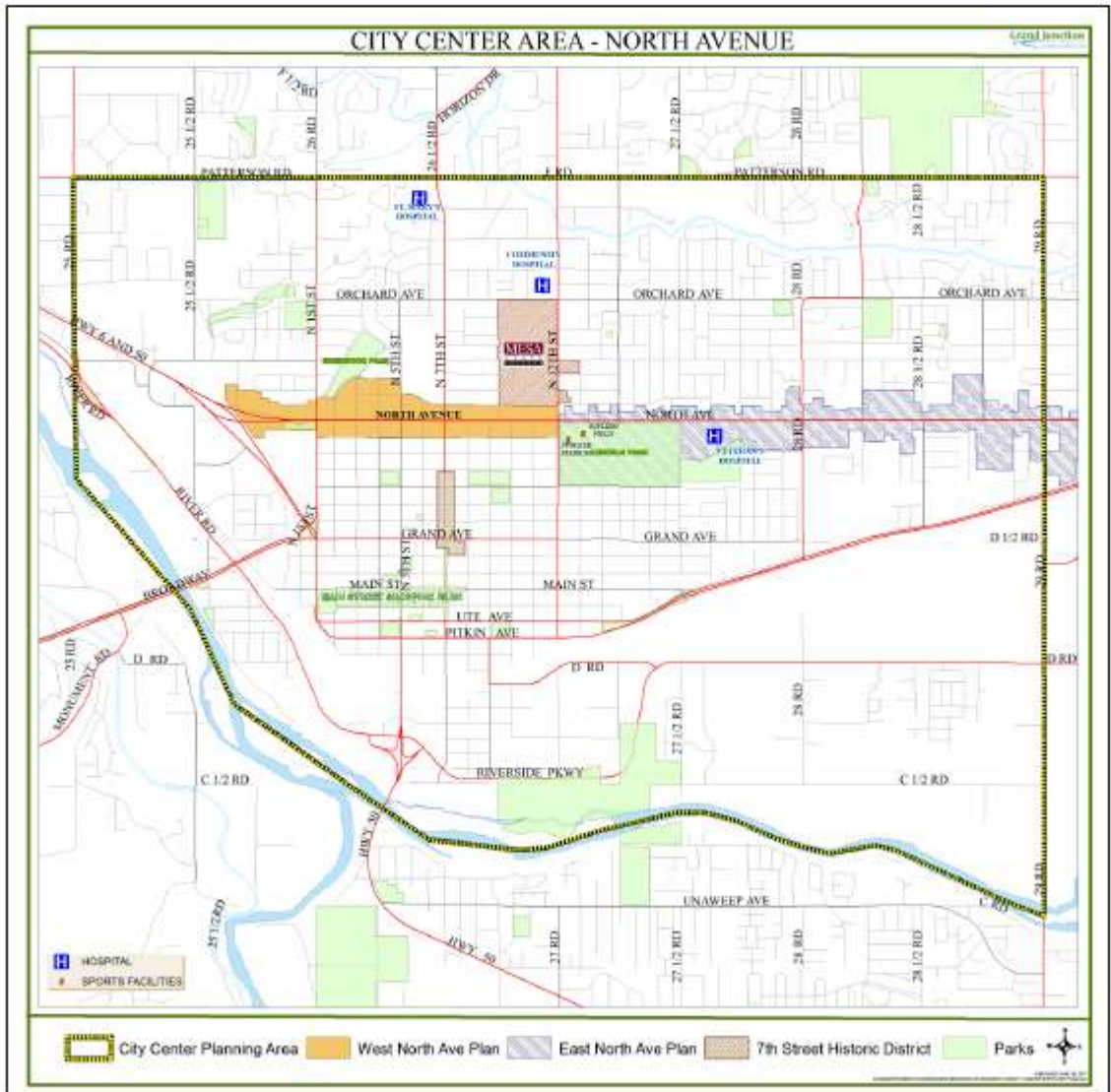
(Note: multiple answers were received)

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

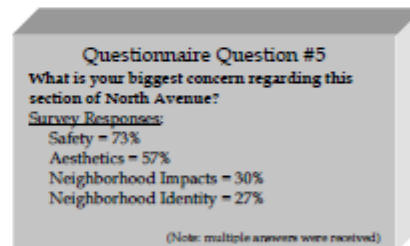
From the focus group meetings held to the open houses attended, participants identified specific elements for each of the four guiding principles; safety, aesthetics, placemaking and neighborhood impacts.

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)
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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.

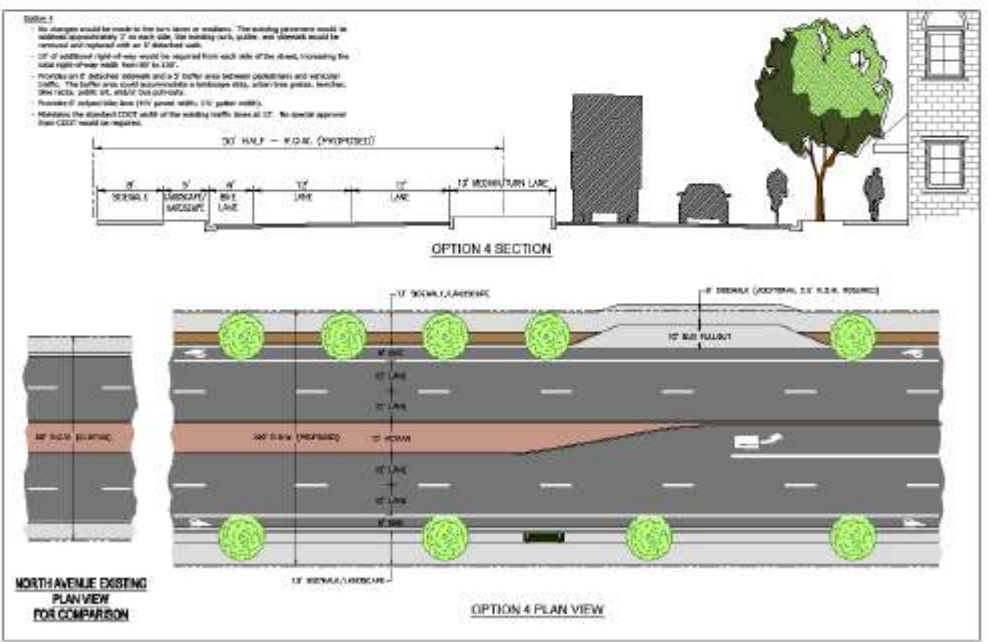
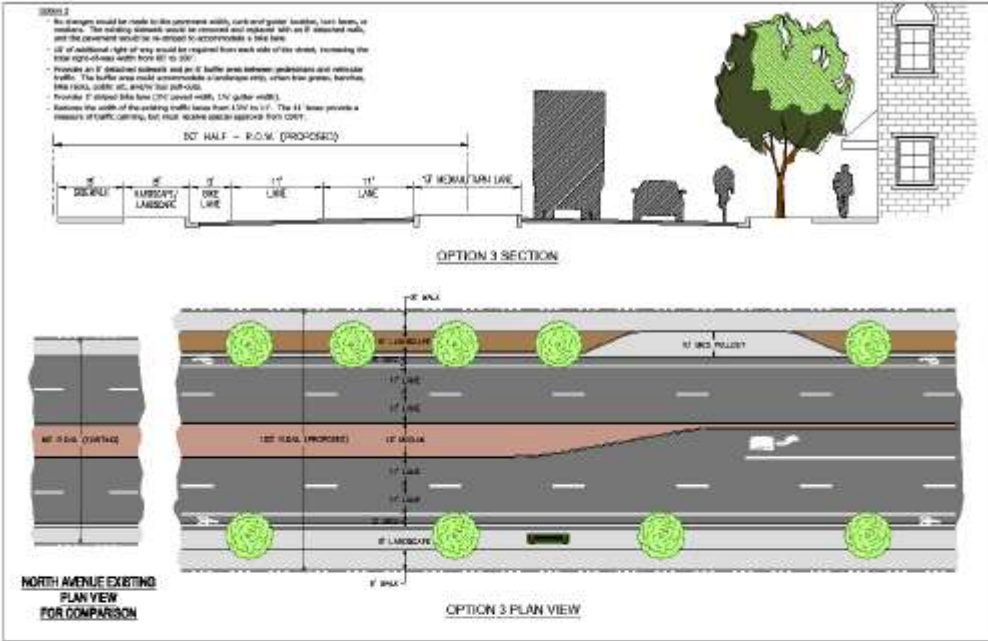
The survey also asked participants to rate various elements of any future redesign of North Avenue from “Very important” to “Not at all important.” The results are shown in the following table.

	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.



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



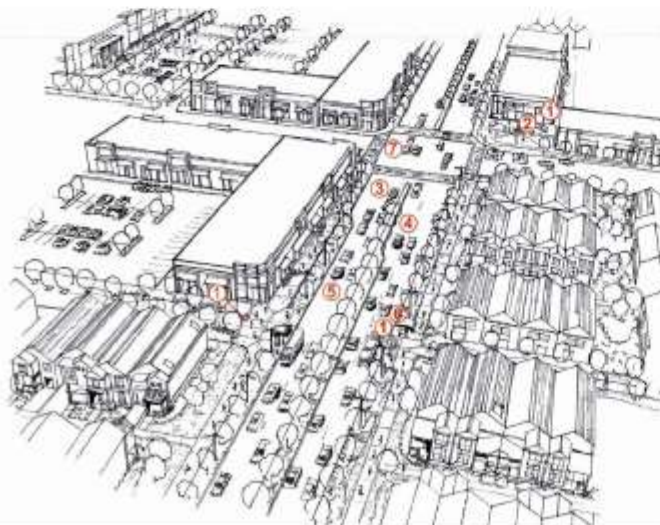
opportunity to cross. Future analysis and review of this sixth location will be needed to determine signal warrants for a safer and friendlier crossing.

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

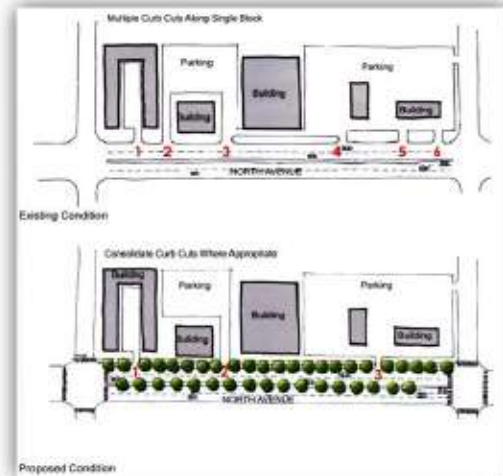
There are many tools that can be used in design of a streetscape that improves the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. Street furniture such as benches, art sculptures, plantings and trash cans dispersed within pedestrian ways 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



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.

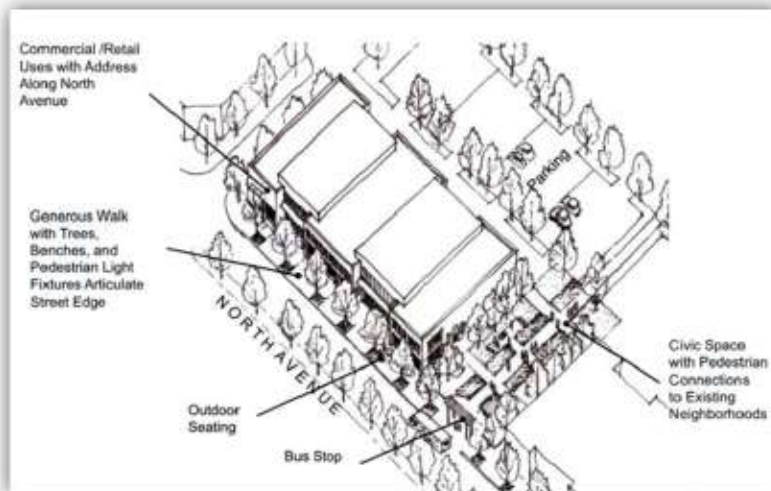
In all cases, each project should provide connectivity to the pedestrian network and include public open space.

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

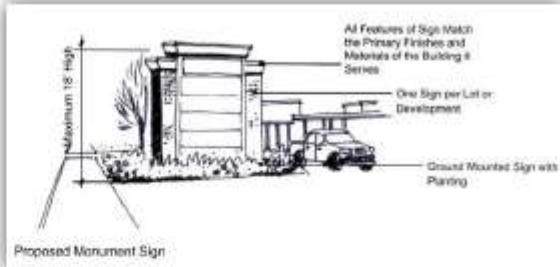
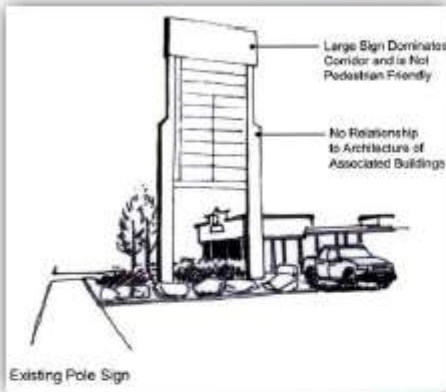
East of 8th Street
East of 9th Street
West of 11th Street



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)
Lyn Benoit
Ebe Eslami
Mark Abbott

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

Technical Advisory Committee

Dan Roussin, Colorado Department of Transportation (CDOT)
Debbie Kovalik, Economic, Convention & Visitor Services
Irene Carlow, Economic, Convention & Visitor Services
Eric Hahn, Public Works and Planning
Jody Kliska, Public Works and Planning
Kristin Winn, Public Works and Planning
Lori Bowers, Public Works and Planning
Rick Dorris, Public Works and Planning
Scott Peterson, Public Works and Planning
Kristen Ashbeck, Public Works and Planning
Trent Prall, Public Works and Planning
Lisa Cox, Public Works and Planning
Steve Smith, Geographical Information Systems
Derek Wagner, Colorado Mesa University

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

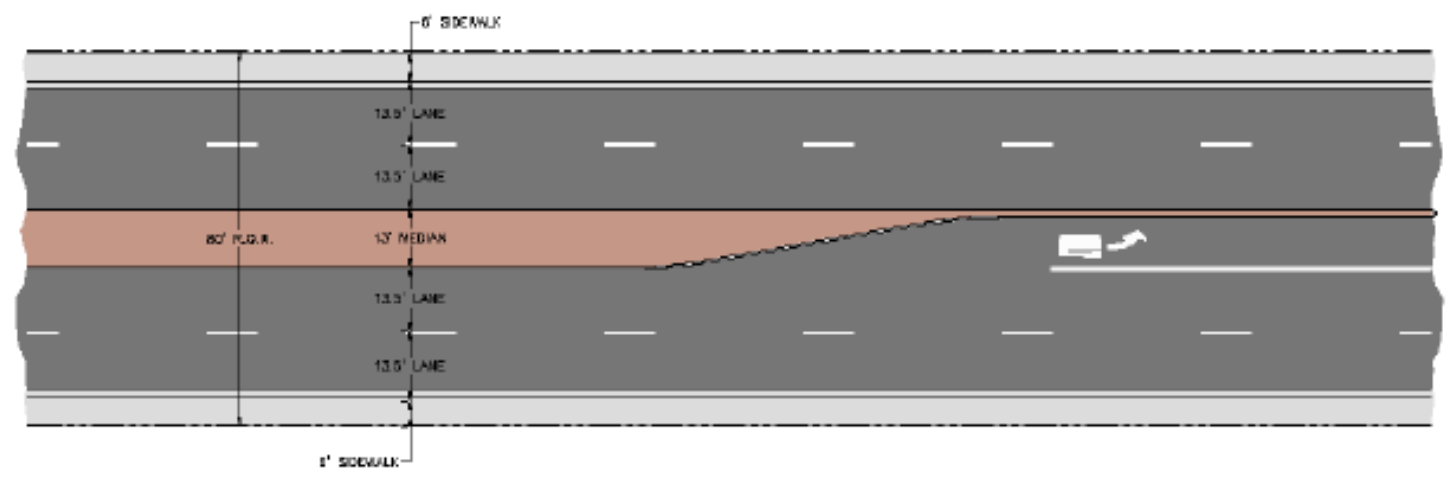
Map of Corridor Plan Area

District Maps

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



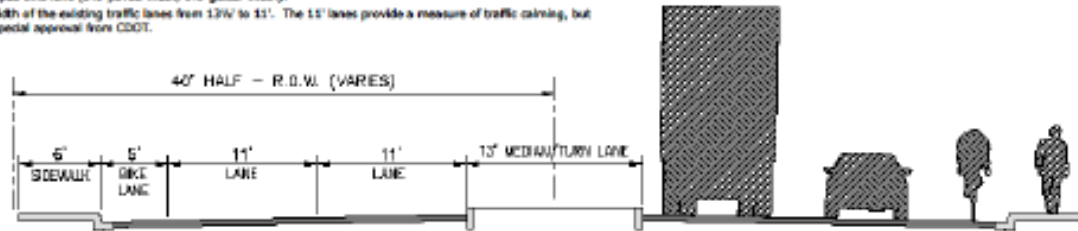
NORTH AVENUE EXISTING SECTION



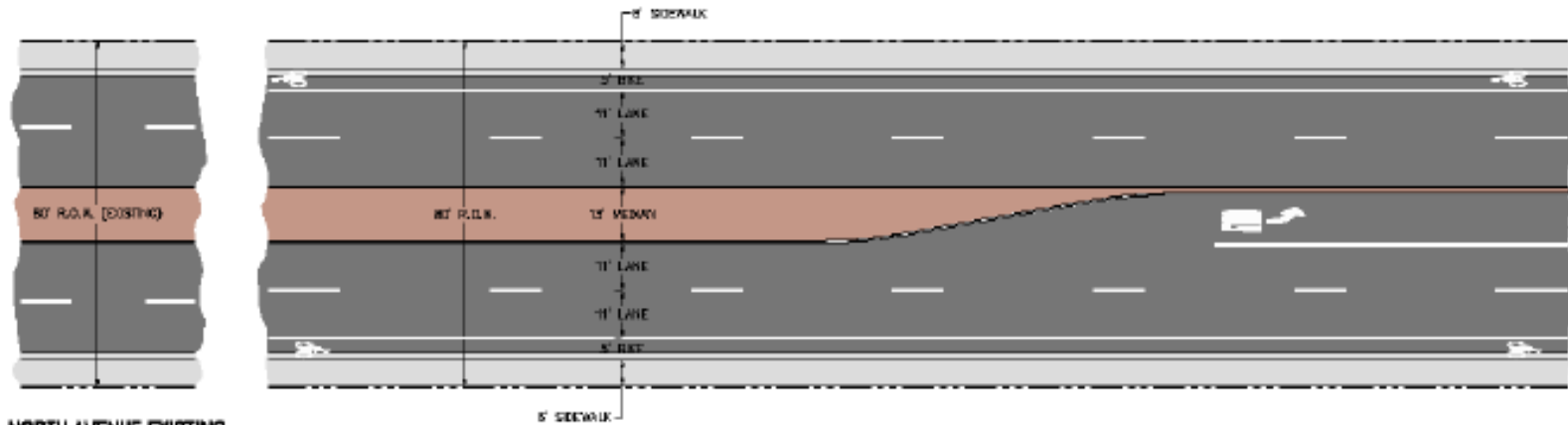
NORTH AVENUE EXISTING PLAN VIEW

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**

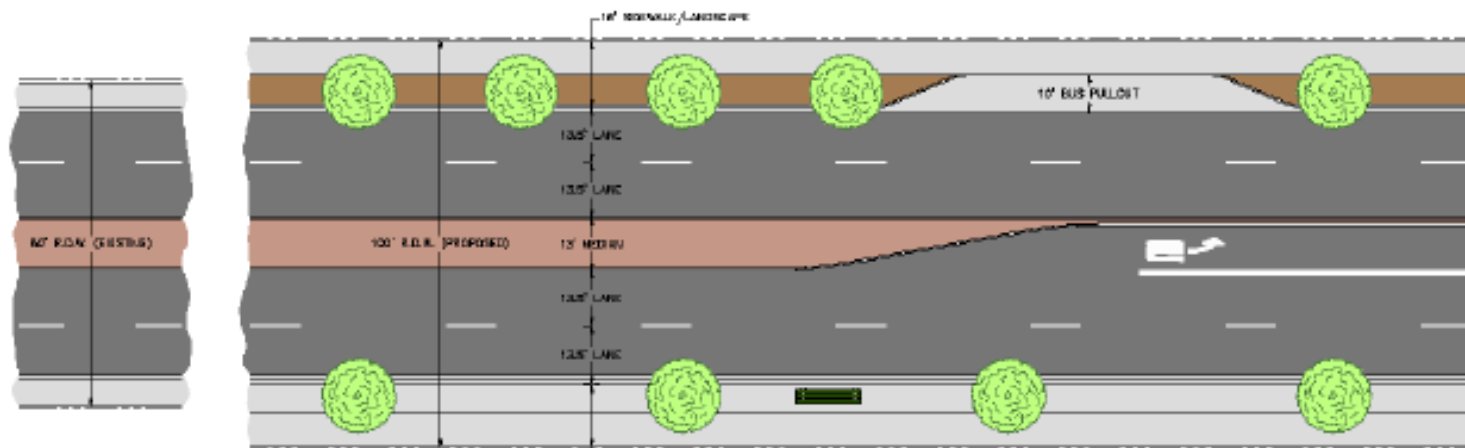
OPTION 1 PLAN VIEW

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.
- 22' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 66' to 110'.
- 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



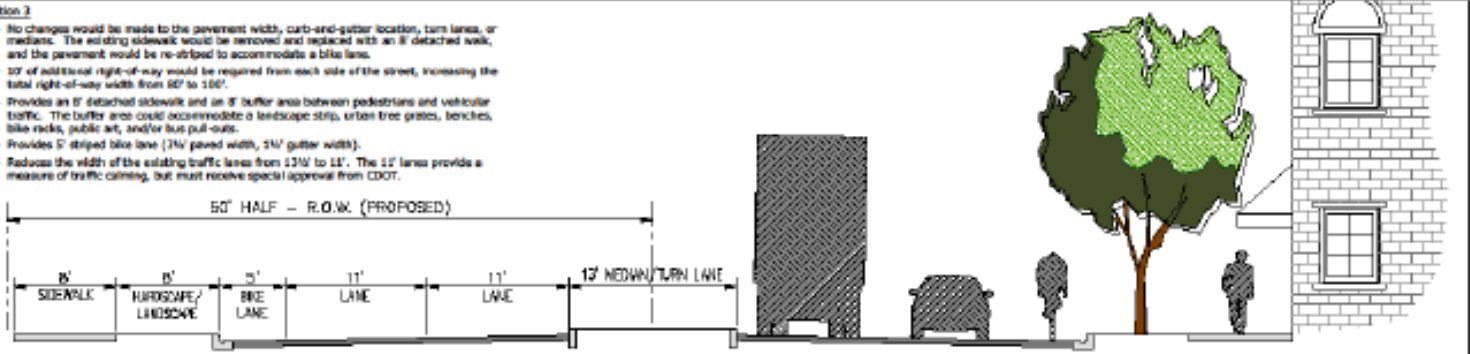
**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

OPTION 2 PLAN VIEW

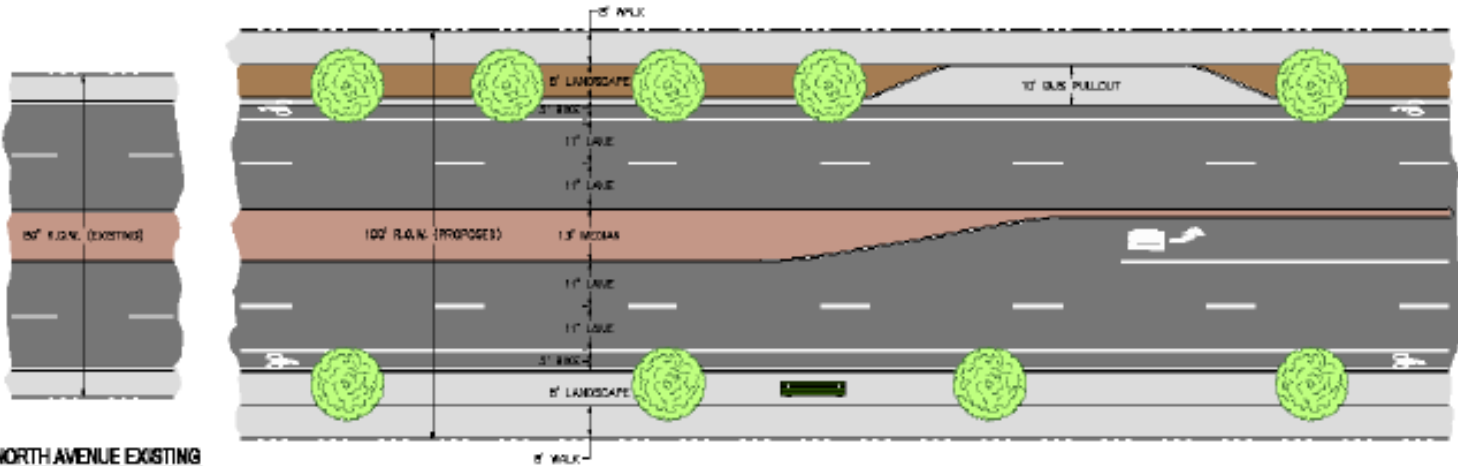
RECOMMENDED STREET CROSS SECTION

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

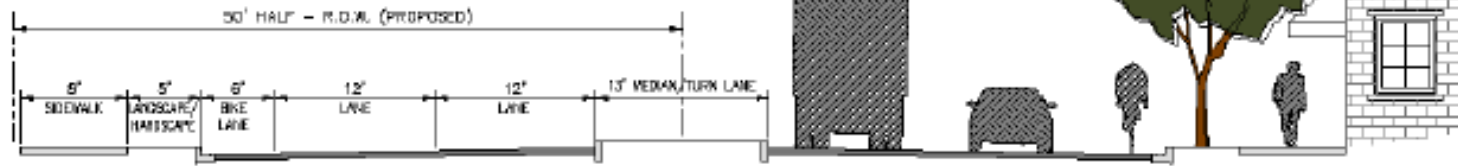


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

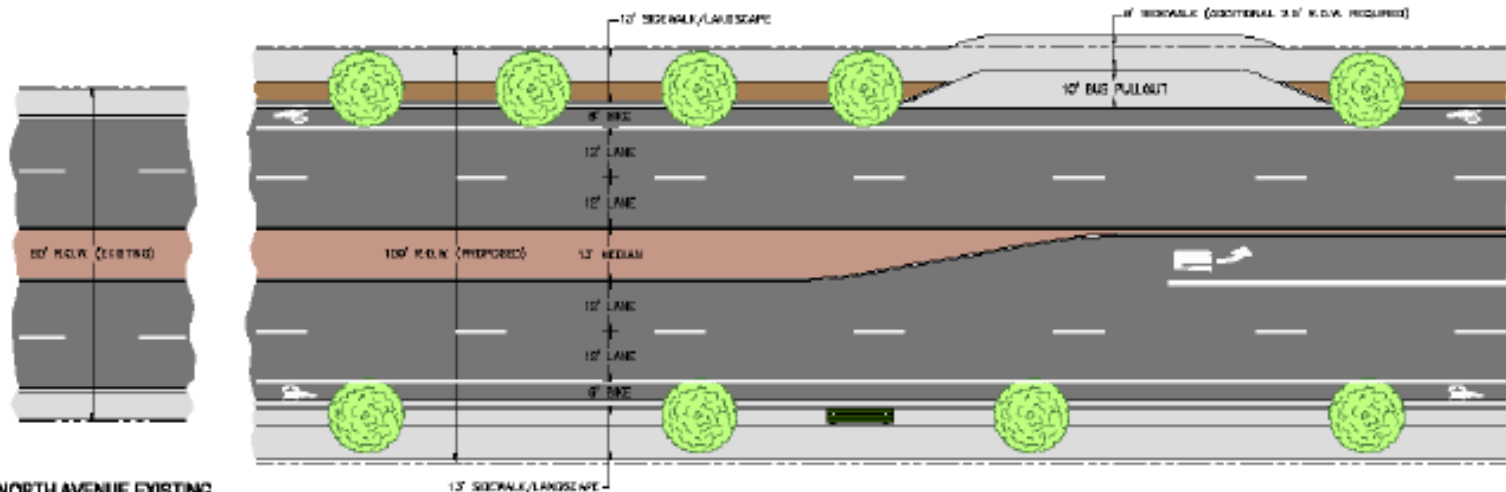
OPTION 3 PLAN VIEW

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

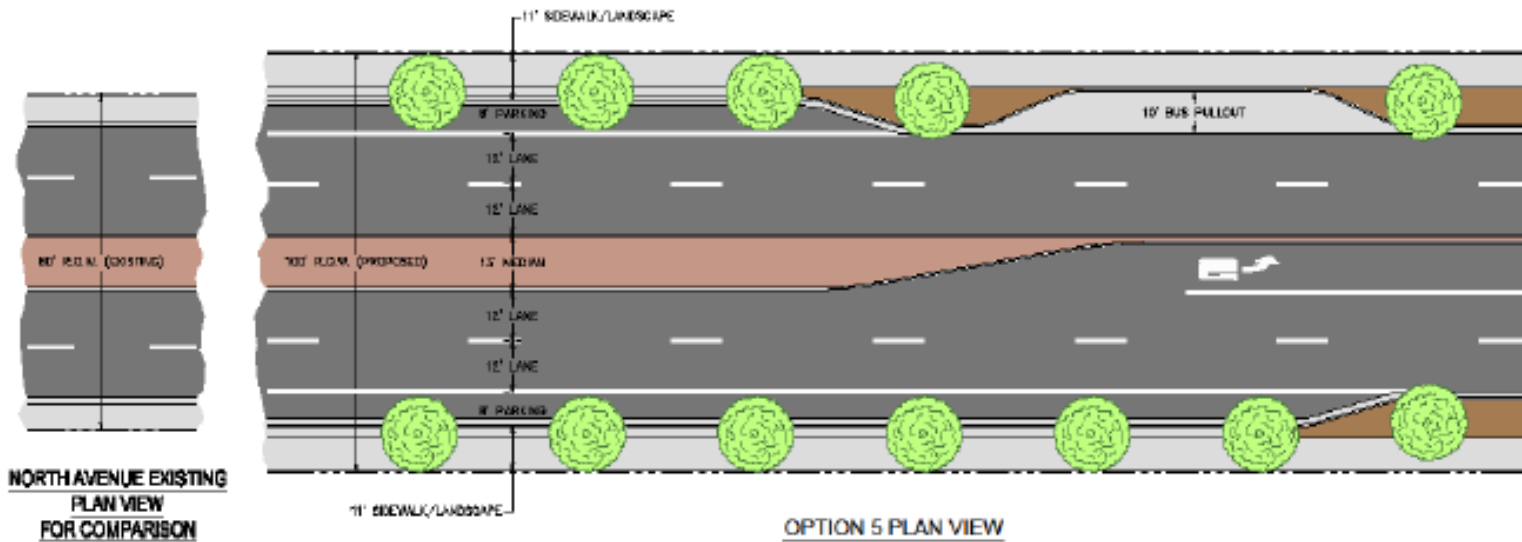
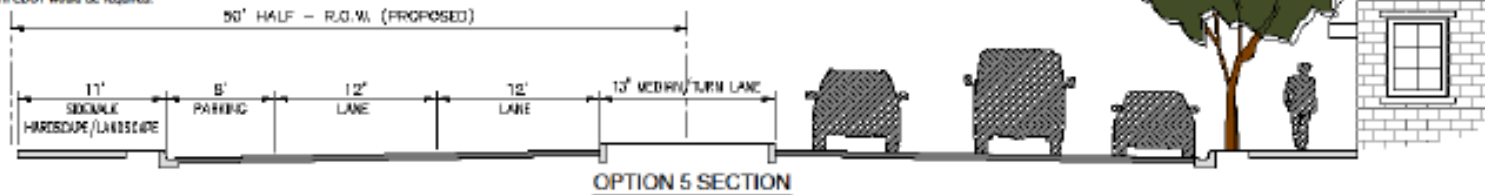


**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

OPTION 4 PLAN VIEW

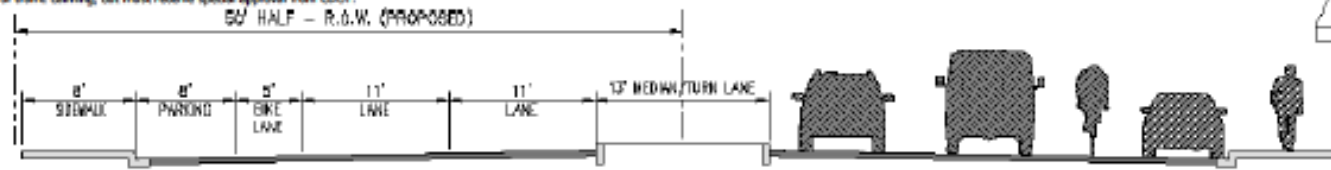
Option 5

- 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.

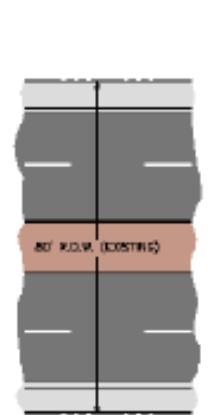


Option 6

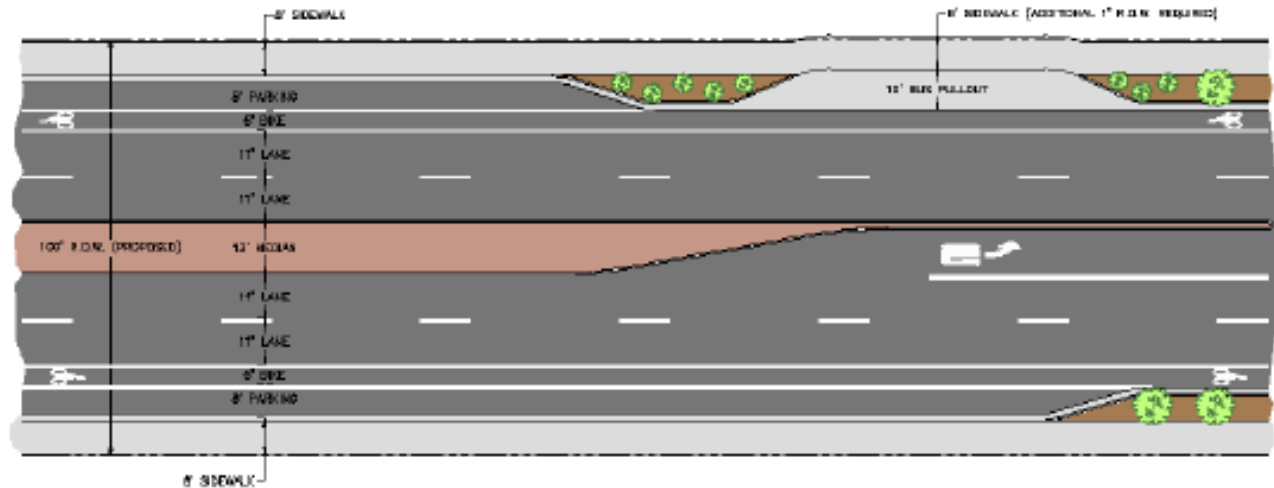
- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 8' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 8' sidewalk.
- 10' of additional right-of-way would be required from each 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

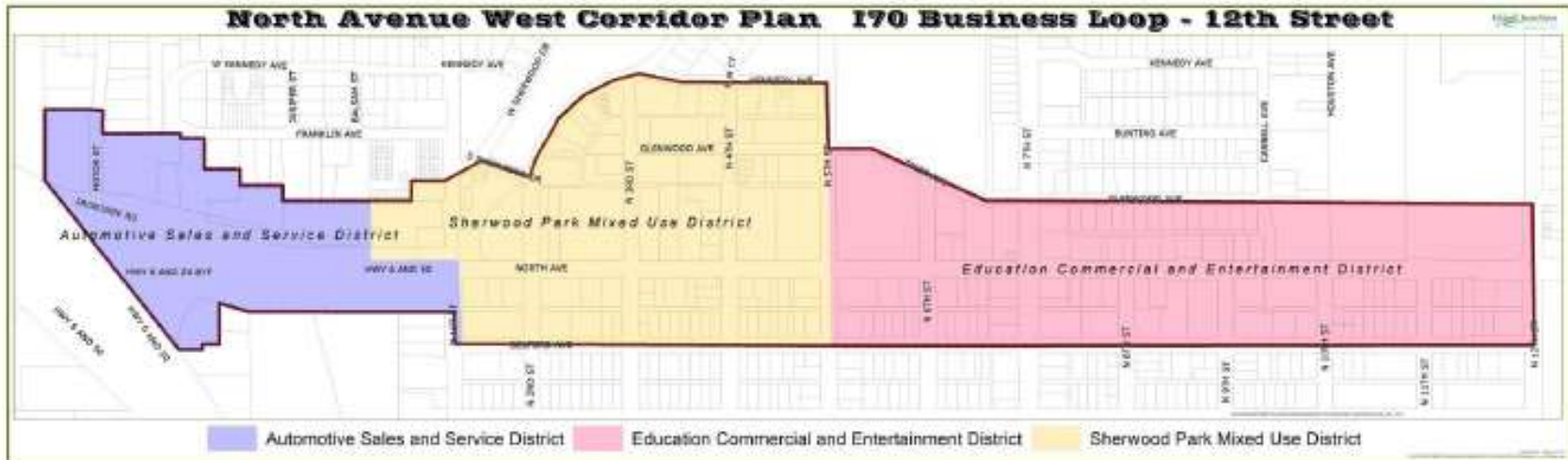


**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**




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.

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 exercise. 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 extremely 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.

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!
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.
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.
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).
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.
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
More people are using bikes for transportation
As an avid bike commuter, bike lanes along North Avenue would provide greater access to the college and businesses.
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.
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.
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.
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."
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.

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.

<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>

<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>

<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>

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.

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 routs 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 trafic 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.

<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</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>Cyclists are in danger on North Ave because of the heavy traffic flow and little room for riding.</p>
<p>with increased development of the areas around mesa state and rising fuel costs, more people are walking and biking in this area</p>
<p>safety</p>

<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>

<p>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.</p>
<p>both bikes and people using mobility devices can safely travel with cars.</p>
<p>Bicycles are quiet, they promote good health and a healthier environment, and they may help slow down traffic.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>they are a hazard to traffic and businesses</p>
<p>Provides an east-west corridor for bicycle transport and separates bicycles from pedestrians and faster moving cars.</p>
<p>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.</p>
<p>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.</p>
<p>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</p>
<p>Too major of an automotive route to consider bicycling on</p>
<p>bikers are becoming more and more around the grand valley and we need to meet their needs by proving bike lanes.</p>
<p>Bike lane is important for safety.</p>
<p>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.</p>
<p>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.</p>
<p>College area which is expanding would benefit from bike friendly roadway.</p>
<p>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.</p>
<p>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.</p>
<p>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</p>
<p>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.</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.
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.
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.
Bicycling is one of our community's biggest draws. Our city needs to continue its commitment to creating a bicycle-friendly community.
much safer for all concerned
Improved safety
people ride on the street now and are constantly in danger from the cars passing by
Encourage bike riding safely. Less gas, more exercise, but without a bike lane, it can be unsafe. /
Too much traffic
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!
Bikes are becoming more popular and this needs to be encouraged.
The college is on North Avenue and lots of students bike to school. / Biking is a good form of exercise.
There is very little room for bikers now and there are lots of bikers who use North Avenue
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.
People use bikes all the time, especially more so with the price of gasoline being so expensive.
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).
Adding bike lanes encourages residents to live healthier, more enviro-conscious lifestyles.
We have a lot of bikers in the area and it will be safer for bikers, pedestrians and traffic
If you get rid of driveway cuts--otherwise it's too dangerous.
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.
Safer for bike riders.
It would be a lot safer than trying to have them on the sidewalk, or weaving in and out of traffic.
because this is a city that attracts the kind of people who bike and this would encourage less car traffic.
Keep them out of traffic, and off the sidewalk
It's an important alternative form of transportation and this is a significant connection across town. It makes sense to connect the two.

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.

<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>

<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 bike 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?

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

5. Why or why not?

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.

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 BUINESSES 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.

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.

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 loosing a significant number of spaces by 'emminent 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

Yes, if you want to create a sense of place where pedestrians actually shop. If you don't want that, then no.
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."
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.
All the retailers already have designated parking along the cooridor.
It slows down traffic too much on this busy east-west road. There are massive amounts of vacant parking lots currently being under-utilized.
Dangerous and unnecessary
I can't think of any place I've ever gone on North Ave. that needed additional parking
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.
As a cyclist, I think on street parking would bbe a hazard to bikers in the bike lane.
too busy
There are enough parking lots attached to each business, parallel parking would be crazy and dangerous. DONT DO IT please!
I think there is plenty of room in the redevelopment process to create sufficient off-street parking.
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.
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.
Most businesses have parking areas.
On-street parking blocks the view of traffic turning onto the street.
Most businesses already have off street parking.
Most stores have parking lots already
Extra parking along north Avenue is unnecessary with businesses providing ample parking already.
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.
Fast-moving traffic, plenty of asphalt space behind and around building for parking. Safer, too.
Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.
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.
Maybe if a certain stretch of North were designated more of a walking, storefront, Main St type locale

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

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 develops, 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.

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.

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).

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.

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 hinderance.
Same with the bike 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.

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 parallel 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).

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?

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?

<p>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!</p>
<p>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.</p> <p>Thanks for all that you are doing to improve our quality of life!</p> <p>Chris</p>
<p>no</p>
<p>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!</p> <p>Tree plantings would be desirable.</p>
<p>What about a bus lane?</p>
<p>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 mix zoned 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.</p>
<p>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 line would help improve safety.</p> <p>It really sad to see all the empty buildings. Could any of them be used by the city for a recreation center?</p>
<p>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.</p>
<p>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!</p>
<p>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.</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.
The more that the east side is "forgotten" the less willingness to shop or commute, shop, or live there.
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.
Thank you!
All progress depends uon the unreasonable man - George Bernard Shaw
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
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.
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
Thanks for the opportunity to comment.
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".
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.
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.
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.
North Avenue is an eyesore... anything you do would be better than what's there now.
I like the pullout areas for the bus. Aesthetics are important.
Don't break the bank.
Bikes could use the sidewalk. There isn't that much pedestrian traffic or bike traffic. They could co-exist.
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>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>

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

<p>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.</p>
<p>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.</p>
<p>Glad to see there are bus pullouts planned, instead of holding up traffic, like they do now.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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?</p>
<p>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.</p> <p>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.</p> <p>Drainage during rainstorms is poor.</p> <p>Thanks for asking for input!</p>

<p>You would have more shopping if you provided safe access for bikes and pedestrians along north ave</p> <p>More landscaping!!!!</p>
<p>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.</p>
<p>don't screw it up like yu always tend to do</p>
<p>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".</p>
<p>I'm glad to see this is finally being addressed.</p>
<p>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.</p>
<p>--Jason Bittle</p>
<p>I gather from the designs that the center median areas that contain planters and light poles would no longer be there?</p>
<p>It's time to do something about the look of North Avenue, even if it just makes it a nicer place to "cruise".</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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?</p>
<p>no</p>
<p>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.</p>

<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>

<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 pedestrains 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>

<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 situioon 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>

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 to 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.

<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 deceased 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 a 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 restaraunts 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>

<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>N/A</p>
<p>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.</p> <p>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!</p> <p>Can't wait to see the revision!!</p>
<p>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.</p>
<p>The city needs to be concentrating on making North avenue a clean, inviting street that businessesss 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.</p>
<p>Thank you for requesting public comments.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>Hope you can find some funding! Thanks to Dave Thornton and the rest of the City and RTPO staff for all of their efforts. /</p>
<p>North Avenue is the hub and any improvements will be greatly appreciated!</p>

<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</p>	
<p>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

DRAFT

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 _____ day of _____, 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 12, 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): _____

CITY COUNCIL AGENDA ITEM

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

Subject: Setting a Hearing on an Ordinance Authorizing the Substitution of Collateral for the Sam Suplizio Field/Ralph Stocker Stadium Lease Purchase
Action Requested/Recommendation: Introduce a Proposed Ordinance and Set a Hearing for November 2, 2011
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 Suplizio 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 Suplizio 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:

This has not been previously presented to the City Council.

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. 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 8. 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 9. 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 10. 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 11. 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 ____ DAY OF _____, 2011.

CITY OF GRAND JUNCTION, COLORADO

[S E A L]

PRESIDENT OF THE CITY COUNCIL

Attest:

City Clerk

PASSED ON SECOND READING, APPROVED AND ORDERED PUBLISHED IN PAMPHLET FORM THIS ____ DAY OF _____, 2011.

CITY OF GRAND JUNCTION, COLORADO

[S E A L]

PRESIDENT OF THE CITY COUNCIL

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 Boeschenstein				
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 __, 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 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 __, 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 __, 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.

WITNESSETH:

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

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 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)



Date: October 3, 2011
 Author: Senta Costello
 Title/ Phone Ext: Senior Planner
x1442
 Proposed Schedule: October 17,
2011
 2nd Reading (if applicable): N/A
 File # (if applicable): VAC-2011-1099

CITY COUNCIL AGENDA ITEM

**Attach 6
 Vacation of 15' Waterline Easement, Fuoco
 Motors**

Subject: Vacation of 15' Waterline Easement, Fuoco Motors, Located at 2582 Highway 6 and 50
Action Requested/Recommendation: Adopt Resolution Vacating the 15' Waterline Easement
Presenter(s) Name & Title: Senta Costello, Senior Planner

Executive Summary:

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.

Background, Analysis and Options:

The eastern portion of the property has been used as a car dealership since the mid 60's. The eastern building was built in 1984 and the western buildings were constructed in 1991. A 15' waterline easement was dedicated in 1991 to give the City access to a waterline that crosses the property.

The applicant wants to tear down one of the smaller western buildings and build a new showroom in its place. The new building will sit atop the area containing the waterline and covered by the 15' easement mentioned above. As a part of the site plan for the new showroom, the applicant proposes to relocate the waterline, dedicate a new easement, abandon the old waterline and vacate the existing easement.

The vacation of this easement will be conditioned upon installation of a new waterline to the City's standards and granting of an easement for the waterline in a form acceptable to the City Attorney. As part of the site plan review, the City's utility engineer has reviewed the proposal to relocate the waterline and has indicated his approval for the plan based on the conditions stated above.

See attached staff report.

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

- **Goal 6:** Land use decisions will encourage preservation and appropriate reuse.

- **Goal 12:** Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy.
 - Policy B – The City and County will provided appropriate commercial and industrial development opportunities.

This vacation will facilitate the continued use of this property by the property owner and allow the owner's proposed upgrades to the site, so that the owner will not need to relocate.

Board or Committee Recommendation:

The Planning Commission recommended approval at its September 27, 1011 hearing

Financial Impact/Budget:

N/A.

Legal issues:

Legal has reviewed the attached staff report.

Other issues:

Vacation of the easement shall be conditioned upon the relocation of the waterline, its installation according to City standards, and acceptance of the waterline by the City; vacation of the easement shall also be conditioned upon the granting of a new waterline easement in a form approved by the City Attorney.

Previously presented or discussed:

N/A

Attachments:

Staff Report
Site Location Map / Aerial Photo Map
Comprehensive Plan Map / Existing City Zoning Map
Resolution

BACKGROUND INFORMATION					
Location:		2582 Hwy 6 & 50			
Applicants:		Owner/Applicant: Fuoco Investments LLC – Bob Fuoco Representative: River City Consultants – Tracy States			
Existing Land Use:		Car dealership			
Proposed Land Use:		Car dealership			
Surrounding Land Use:	North	Car dealership			
	South	Vacant retail			
	East	Retail/Office/Car dealership			
	West	Retail/Gym			
Existing Zoning:		C-1 (Light Commercial)			
Proposed Zoning:		C-1 (Light Commercial)			
Surrounding Zoning:	North	C-1 (Light Commercial)			
	South	C-1 (Light Commercial)			
	East	C-1 (Light Commercial)			
	West	C-1 (Light Commercial)			
Future Land Use Designation:		Commercial			
Zoning within density range?		X	Yes		No

1. Section 21.02.100 of the Grand Junction Municipal Code

The vacation of the easement shall conform to the following:

- a. The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City.
- Goal 6: Land use decisions will encourage preservation and appropriate reuse.
- Goal 12: Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy.
 - Policy B – The City and County will provided appropriate commercial and industrial development opportunities.

This vacation will facilitate the continued use of this property by the property owner and allow the owner’s proposed upgrades to the site, so that the owner will not need to relocate.

- b. No parcel shall be landlocked as a result of the vacation.

- No other parcels are affected by the relocation of the waterline or by the vacation of the water easement.
- c. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive or reduces or devalues any property affected by the proposed vacation.
- Access will not be affected by the relocation of the waterline or the vacation of the water easement.
- d. There shall be no adverse impacts on the health, safety, and/or welfare of the general community and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g. police/fire protection and utility services).

Vacation of the easement is conditioned upon relocation of the waterline and acceptance of the waterline by the City, and granting of a new easement in a form acceptable to the City Attorney.

- e. The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 of the Grand Junction Municipal Code.
- The provision of services to any property will not be inhibited. The waterline will be relocated by the applicant at the applicant's expense and installed in its new location in compliance with City standards. Water service will continue as before to all affected properties.
- f. The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.
- The vacation of the easement will allow the owner to continue to operate on this property using existing infrastructure rather than relocating which would potentially increasing demands on infrastructure or creating a need for new/additional infrastructure.

FINDINGS OF FACT/CONCLUSIONS

After reviewing the Fuoco waterline easement vacation application, VAC-2011-1099 for the vacation of a public waterline easement, I make the following findings of fact, conclusions and conditions:

3. The requested waterline easement vacation is consistent with the Comprehensive Plan.
4. The review criteria in Section 21.02.100 of the Grand Junction Municipal Code have all been met.

5. Vacation of the easement shall be conditioned upon the relocation of the waterline, its installation according to City standards, and acceptance of the waterline by the City; vacation of the easement shall also be conditioned upon the granting of a new waterline easement in a form approved by the City Attorney.

PLANNING COMMISSION RECOMMENDATION:

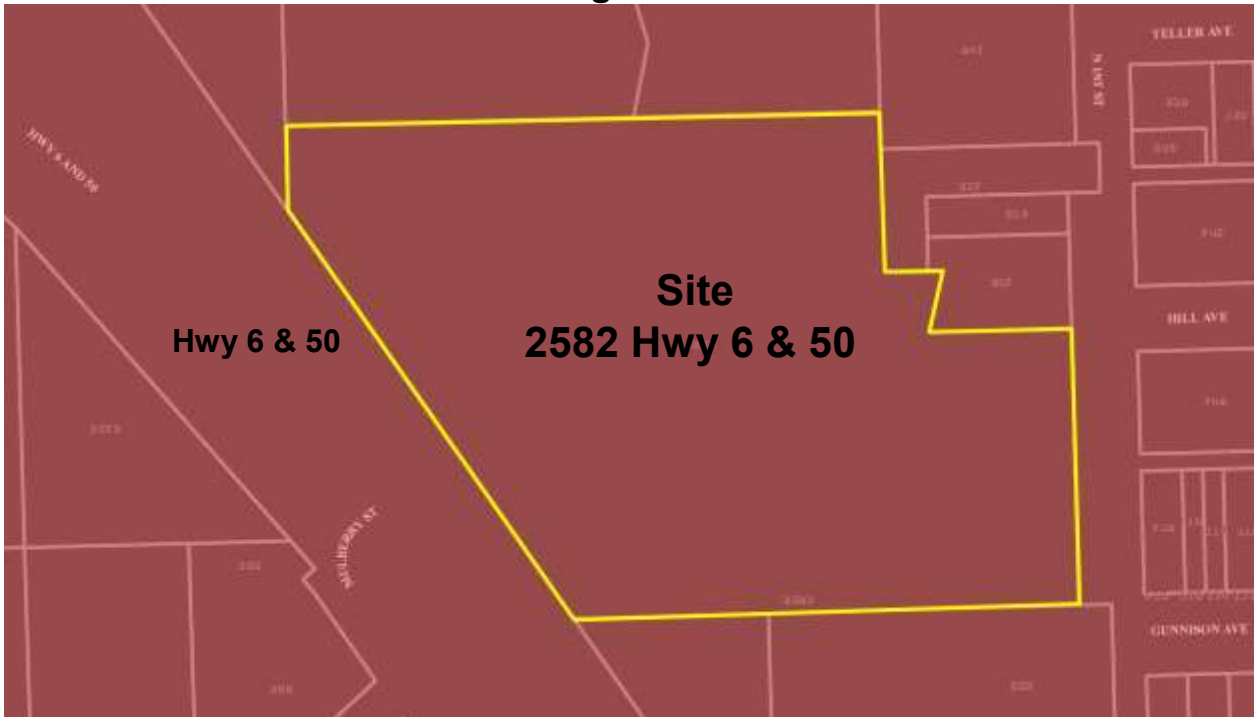
Planning Commission recommended approval of the requested waterline easement vacation, VAC-2011-1099 to the City Council with the findings, conclusions and conditions listed above.

Attachments:

Site Location Map / Aerial Photo Map
Comprehensive Plan Map / Existing City Zoning Map
Resolution

Site Location Map

Figure 1



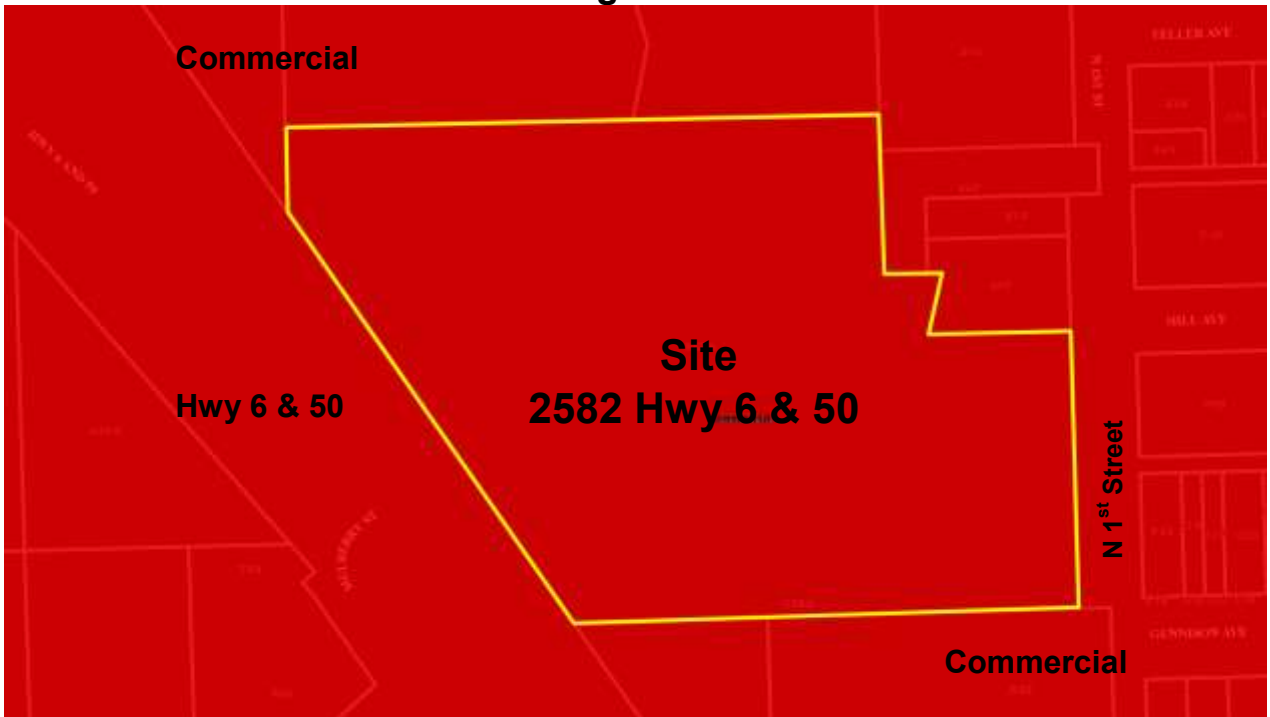
Aerial Photo Map

Figure 2



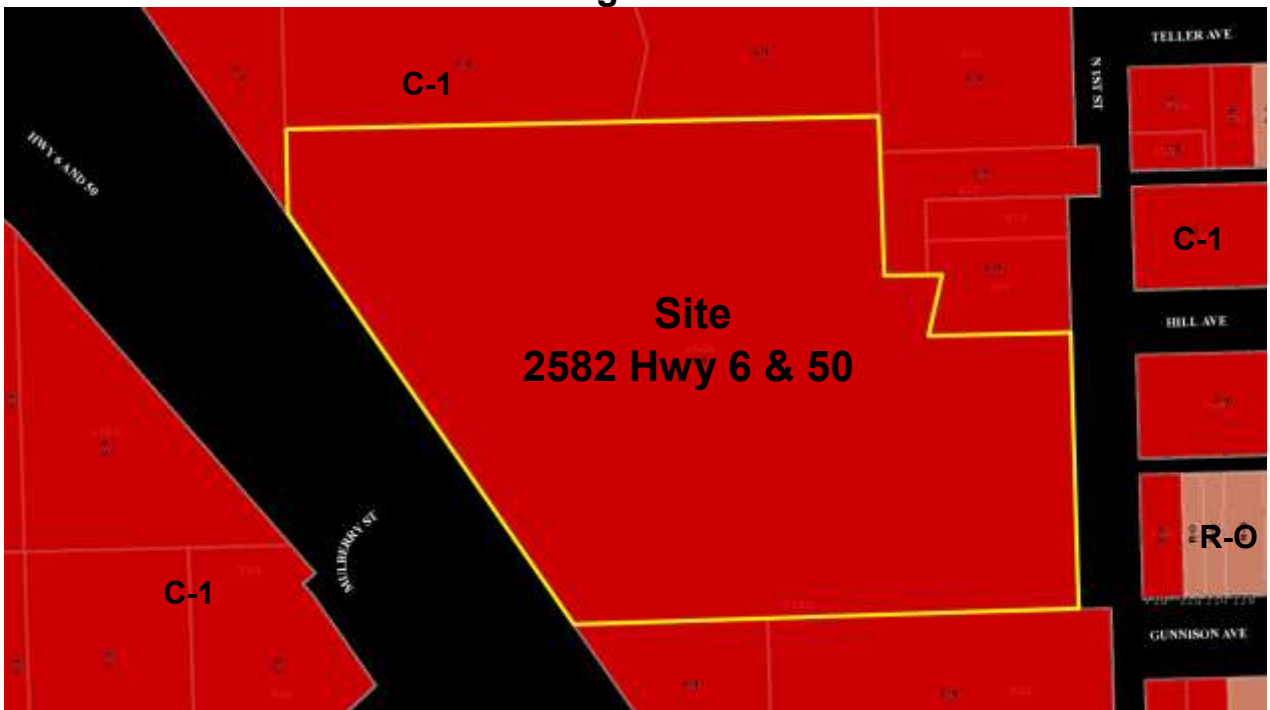
Comprehensive Plan Map

Figure 3



Existing City and County Zoning Map

Figure 4



CITY OF GRAND JUNCTION

RESOLUTION NO. _____

**A RESOLUTION VACATING A 15' WATERLINE EASEMENT
LOCATED AT 2582 HIGHWAY 6 AND 50 (FUOCO)**

RECITALS:

The applicant proposes to vacate a 15' waterline easement identified at Book 1838 Page 745 located at 2582 Highway 6 & 50.

The City Council finds that the request is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Zoning and Development Code.

The Planning Commission, having heard and considered the request, found the criteria of the Code to have been met, and recommends that the vacation be conditionally approved.

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

The following described dedicated waterline easement for is hereby vacated subject to the listed conditions:

1. Applicants shall pay all recording/documentary fees for the Vacation Ordinance, any easement documents and dedication documents.
2. Vacation of the easement shall be conditioned upon the relocation of the waterline, its installation according to City standards, and acceptance of the waterline by the City; vacation of the easement shall also be conditioned upon the granting of a new waterline easement in a form approved by the City Attorney.

The following right-of-way is shown on "Exhibit A" as part of this vacation of description.

Dedicated easement to be vacated:

A parcel of land situated in the southeast quarter of the northeast quarter of Section 15, Township 1 South, Range 1 West of the Ute Meridian, Mesa County, Colorado being more particularly described as follows:

Commencing at Mesa County Survey Marker #630 for the north sixteenth corner on the east line of said Section 15 whence a pin and cap "PLS 18480" in a monument box for the northeast corner of said Section 15 bears North 0°0 1 '22" East, a distance of 131 7.13 feet with all bearings herein relative thereto;

Thence North 59°03'35" West, a distance of 693.71 feet to the point of beginning on the north line of an existing easement recorded in Mesa County at Reception No.1571250;
Thence South 33°19'39" East, a distance of 17.82 feet to the south line of said existing easement;

Thence along said south line South 89°19'28" West, a distance of 248.05 feet;

Thence along the southwesterly line of said existing easement North 42°51 '22" West, a distance of 203.11 feet;

Thence South 89°47'0 1" East, a distance of 20.53 feet to the northeasterly line of said existing easement;

Thence along said northeasterly line South 42°51 '22" East, a distance of 182.44 feet;

Thence along the northerly line of said existing easement North 89°19'28" East, a distance of 231.79 feet to the Point of Beginning.

Containing 0.149 acres, more or less.

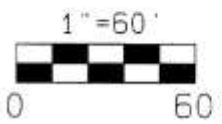
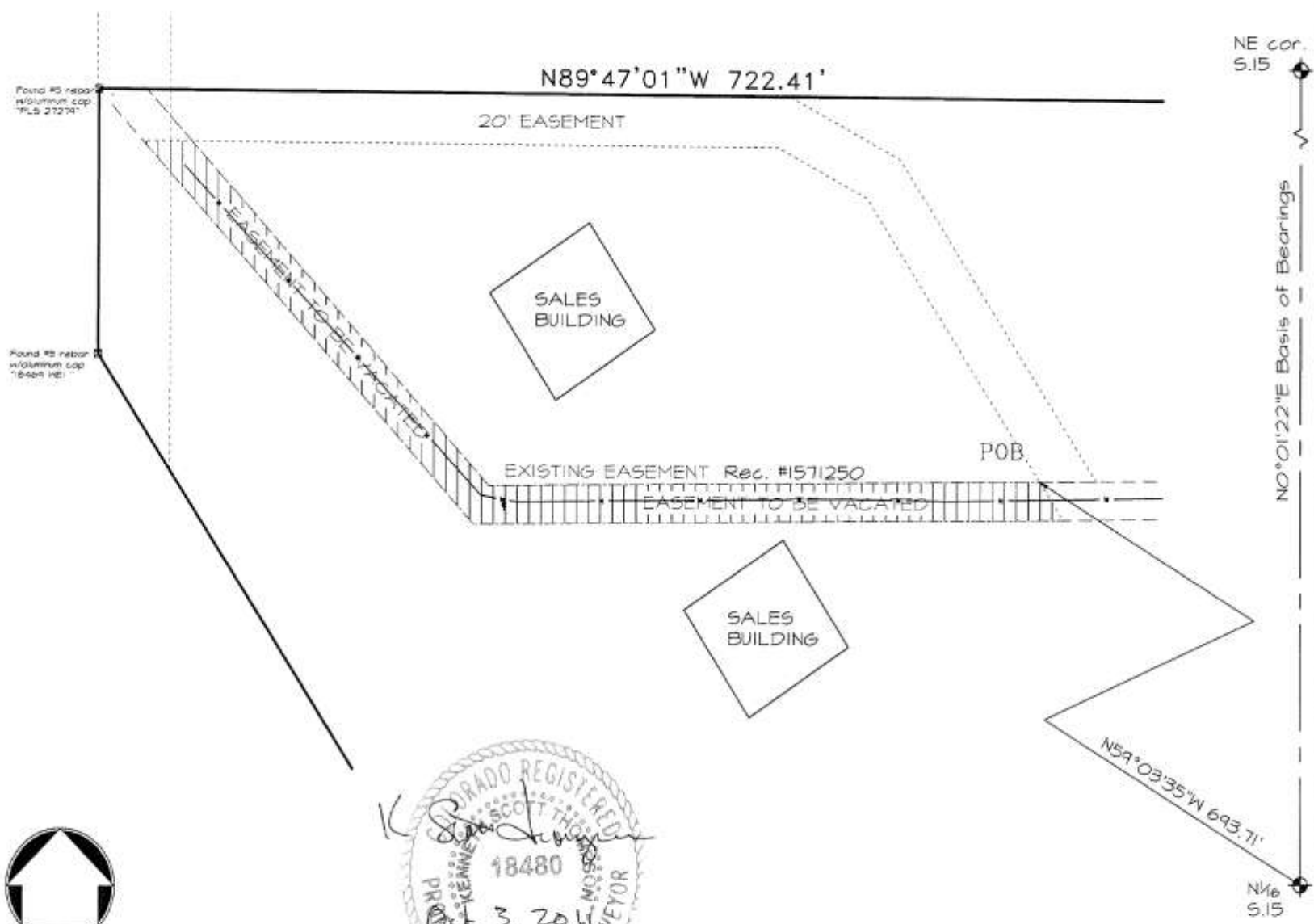
ADOPTED this _____ day of _____ , 2011.

ATTEST:

President of City Council

City Clerk

Exhibit A



THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION - IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

		744 Horizon Ct. Suite 110 Grand Junction CO 81506 970-241-4722
Drawn:kst	Checked:drs	Sep 30, 2011
S:\PROJECTS\Fuoco Nissan 1104-00211\Survey_1SP.pro		



Date: October 6, 2011
 Author: Scott D. Peterson
 Title/ Phone Ext: Senior
Planner/1447
 Proposed Schedule: October 17,
2011
 2nd Reading
 (if applicable): N/A
 File # (if applicable): FMP-2011-977

CITY COUNCIL AGENDA ITEM

**Attach 7
 Master Plan 2011 for St. Mary’s Hospital**

Subject: Master Plan 2011 for St. Mary’s Hospital
Action Requested/Recommendation: Adopt Resolution for Master Plan 2011 for St. Mary’s Hospital
Presenter(s) Name & Title: Scott D. Peterson, Senior Planner

Executive Summary:

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.

Background, Analysis and Options:

In an effort to avoid approving hospital expansions in a piecemeal fashion, and at the direction of the Grand Junction Planning Commission, St. Mary’s Hospital prepared a Master Plan in 1995. The purpose of the Plan was to set forth the vision for upgrades, improvements and expansions to St. Mary’s facilities and campus area over a 5-year period and to allow the Planning Commission an opportunity to consider the proposed improvements in a comprehensive manner.

In 2000, St. Mary’s submitted a second Master Plan. During that same year the Zoning and Development Code was revised to include a formal process for Institutional and Civic Master Plans giving final approval authority to the City Council. Since that time all new Master Plans for St. Mary’s and other institutions are required to go through the same process to be reviewed by the Planning Commission and approved by the City Council. Master Plan 2005/2006, which constitutes the current Master Plan for St. Mary’s Hospital, consisted of the following construction projects:

- * A 12-story, 440,000 sq. ft., building addition.
- * Remodel of the older hospital building of nearly 120,000 sq. ft.
- * New parking spaces located near the new lobby, emergency entrance at the corner of Bookcliff and Little Bookcliff.

- * Upgraded central utility plant with new boilers and chillers and emergency generators.
- * New entrances to the hospital, the emergency department and for ambulances.
- * Exterior patio spaces adjacent to the new cafeteria and new conference center.

Master Plan 2005/2006 was valid until 2011.

The Master Plan 2011 proposes no major changes to the hospital campus in the next few years. As funding becomes available, St. Mary's will complete the four (4) unfinished floors in the patient tower, remodel several departments in the older areas of the hospital, and make some landscaping changes. In addition, St. Mary's recently demolished a small building on Center Avenue between 6th and 7th Streets, which change is reflected in Master Plan 2011 ("the Plan").

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.

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

The proposed Master Plan 2011 for St. Mary's Hospital furthers **Goals 3, 4, 6 and 12** of the Comprehensive Plan by:

- * Facilitating ordered and balanced growth.
- * Supporting the continued development of the City Center into a vibrant and growing area with jobs.
- * Encouraging the preservation of existing buildings and their appropriate Reuse, and
- * Being a regional provider of goods and services the City will sustain, Develop and enhance a healthy, diverse economy.

Board or Committee Recommendation:

The Planning Commission recommended approval of Master Plan 2011 for St. Mary's Hospital at their September 13, 2011 meeting.

Financial Impact/Budget:

N/A.

Legal issues:

N/A.

Other issues:

None.

Previously presented or discussed:

N/A.

Attachments:

Master Plan 2011
Resolution

BACKGROUND INFORMATION					
Location:		2635 N. 7 th Street			
Applicant:		Dan Prinster, Vice President of Business Development, St. Mary's Hospital			
Existing Land Use:		Hospital/Clinic			
Proposed Land Use:		Same			
Surrounding Land Use:	North	Commercial			
	South	Commercial & Residential			
	East	Medical Office/Clinic			
	West	Residential			
Existing Zoning:		PD, (Planned Development) (B-1, Neighborhood Business default)			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	B-1, (Neighborhood Business); R-O, (Residential Office); R-4, (Residential – 4 du/ac)			
	South	R-O, (Residential Office); B-1, (Neighborhood Business); R-5, (Residential – 5 du/ac)			
	East	B-1, (Neighborhood Business)			
	West	R-4, (Residential – 4 du/ac)			
Future Land Use Designation:		Business Park Mixed Use			
Zoning within density range?		X	Yes		No

1. Section 21.020.190 of the Zoning and Development Code:

In reviewing a Master Plan, the decision-making body shall consider the following:

- a. Conformance with the Comprehensive Plan and other area, corridor or neighborhood plans.

The Plan complies with the goals and policies of the Comprehensive Plan, specifically, Goals 4 and 12 and other area, corridor and neighborhood plans through the use of supporting the continued development of the downtown area of the City Center into a vibrant area with jobs and by being a regional provider of goods and services.

- b. Conformance with the Grand Valley Circulation Plan and general transportation planning requirements.

The Plan complies with the Grand Valley Circulation Plan and Transportation Engineering Design Standards (TEDS). No major projects that would affect transportation planning requirements are proposed.

- c. Adequate parking, adequate stormwater and drainage improvements, minimization of water, air or noise pollution, limited nighttime lighting and adequate screening and buffering potential.

The Plan does not include any major projects affecting parking, stormwater or drainage improvements, water, air or noise pollution, as all development relating to these infrastructure improvements were completed and addressed as part of Master Plan 2005/2006 and the Century Project.

- d. Adequacy of public facilities and services.

Adequate public facilities and services have been provided to the site that accommodates the needs of the hospital and also the public.

- e. Community benefits from the proposal.

The Plan will provide numerous community benefits in the continued advancement of health care for the entire area as the Hospital continues to remodel and update their existing facilities when funds become available in the next five (5) years.

Master Plan 2011



Presented to the
City of Grand Junction

Prepared by
St. Mary's Hospital and Medical Center

October 2011



Executive Summary

St. Mary's Hospital has been an integral part of the Grand Junction community since 1896, and continues to serve as the focal point for sophisticated, quality health care on Colorado's Western Slope. The Hospital's 115 years of providing compassionate care for residents and visitors alike provide a solid foundation for continuing our role as a premier regional medical center.

This master plan also continues another tradition—working collaborative with the City of Grand Junction to develop site and facility plans that not only meet our forward-thinking goals but that also support the City's mandate to assure that residents have easy and safe access to our site and our services. Over the past 16 years, we've submitted and received approval for three master plans in 1995, 2000, and 2005 (amended in 2006). This plan, Master Plan 2011, is one that has been shared with our neighbors and approved by our Board of Directors.

As we began work on Master Plan 2011, we were mindful of the fact that we had just completed the major expansion that was the focus of our last master plan, an undertaking that we called the Century Project. That \$277 million investment was a culmination of many years of thinking about what the community needed and then crafting a plan that brought it to reality. As such, the hospital has no plans to make major changes to the campus in the next few years. As funds become available, we will complete the four unfinished floors in the patient tower and remodel several departments in older areas of the hospital. We will also be making some changes to the landscape, and we recently demolished a small building on Center Avenue between 6th and 7th Streets.

We have spoken with Bookcliff Baptist Church regarding potential plans that might impact our Life Center campus at 12th and Patterson. St. Mary's has a lease with the church that allows Life Center employees to park on their property; it expires in 2019. Recent discussions found that the church wants to expand the school to the east and the church to the front of the property, allowing the demolition of the existing church. While the church is contemplating these changes, there is neither a timeline nor funding for the project, making it unlikely that this situation will change this year.

We are also in communication with City Market about their proposed supermarket on the southeast corner of 12th and Patterson. Currently, there are several alternative plans being considered; one would reduce the number of St. Mary's parking spaces near the intersection of 12th and Patterson, but the City reportedly doesn't have the resources needed to



make this plan a reality. As a result, City Market plans to move forward with a plan that won't impact St. Mary's at all. City Market is waiting to see how its new store on 24 Road is performing before moving forward. We understand that while no formal approvals are needed to implement this plan, the City must agree with it.

While not a formal part of this master plan, St. Mary's has been working to consolidate various parcels on the hospital campus. This work is nearing completion.

We are pleased that Grand Valley Transit has added new stops at the Advanced Medicine Pavilion and at Lot F on the east campus. In addition, the hospital has allowed the bus to come into the Life Center parking lot which allows traffic on Patterson to proceed unimpeded.

Because the pedestrian traffic at the corner of 7th and Bookcliff has increased over the last several years, we would like to request that the City upgrade the sidewalk and install a handrail to enhance safety.

St. Mary's commitment to the Western Slope remains unchanged. As hospitals in outlying areas add programs to serve their growing communities, St. Mary's maintains its role as the area's premier regional medical center by adding the next higher level of service. The result is a diminishing number of service area residents who must travel great distances for health care. We will continue planning for that next level of care, and thank all of those with whom we collaborate to assure that our facilities support that future.



Introduction

This year marks St. Mary's 115th anniversary of meeting the health and medical needs of area residents and visitors. The hospital has undergone many changes during those years but has consistently focused on its role as Western Colorado's leading medical center. As medical technology grows increasingly complex, as consumers assume greater responsibility for their own health, and as the demand intensifies for highly skilled physicians and other caregivers, St. Mary's remains mindful of its role to provide facilities and services that support its mission and vision.

Our Mission

We will, in the spirit of the Sisters of Charity, reveal God's healing love by improving the health of the individuals and communities we serve, especially those who are poor or vulnerable.

Our Vision

We will serve as the premier regional medical center recognized for our compassion, integrity, and collaborative approach to meeting the unique needs of our patients.

Located just minutes off Interstate 70, St. Mary's extended campus consists of 53 acres, most of which is located east and west of the intersection formed by two major arterials—7th Street and Patterson Road. St. Mary's has been located at this site since 1949; the original 1949 building remains in operation today along with numerous additions and changes that began in 1959 and have continued to the present.

To continue our rich heritage and to advance our mission of improving the health of those we serve, St. Mary's is committed to developing thoughtful plans that encompass new services and programs as well as new facilities and a more efficient campus. These plans, which are submitted to and approved by the hospital's Board of Directors as well as by the Sisters of Charity of Leavenworth's Board of Directors, are also submitted to the City of Grand Junction when they involve new construction or changes to the campus.



History of Master Planning

Master Plan 1995

St. Mary's received approval from the City of Grand Junction for the hospital's first five-year master plan to accomplish the following:

- Integrated the newly purchased and remodeled Life Center and Family Practice Center at 12th and Patterson into St. Mary's extended campus.
- Expanded and remodeled select hospital services.
- Constructed the Grand Valley Surgical Center.
- Consolidated employee parking east of 7th Street.
- Enhanced campus safety by fencing sections of 7th Street to prevent pedestrians from crossing in the middle of the block.
- Modified the crosswalk marking and signal timing at 7th and Patterson in cooperation with the City's Transportation Engineering Section.
- Improved the landscaping along Patterson Road near the employee parking lots.
- Added storm water detention capabilities and landscaping along Wellington Avenue, east of 7th Street.
- Increased the number of surface parking spaces west of 7th Street.

Master Plan 2000

Five years later, St. Mary's gained approval for its second Master Plan which focused on decompressing the hospital campus west of 7th Street by:

- Relocating high-traffic outpatient services to the new Advanced Medicine Pavilion east of 7th Street. Included among these services were a broad range of imaging (x-ray) services, cancer treatment programs (chemotherapy and radiation therapy), and laboratory services (including St. Mary's regional blood bank). Medical office space, for use by physicians in private practice, was also included in the Advanced Medicine Pavilion.
- Reorienting the main vehicular entrance to both the east and west campuses to the corner of 7th and Wellington.
- Constructing a 404-space parking garage on the west campus. The multi-level parking garage was part of an overall campus plan to increase the number of parking spaces directly adjacent to the hospital to meet urgent, current demand as well as future needs.
- Adding parking spaces—for employees and outpatients—on the east campus to help reduce congestion on the west campus
- Completing a "ring road" on the west campus that would allow traffic to access the entire west campus without exiting onto either Patterson Road or 7th Street.
- Demolishing the former Department of Health building. Located on Patterson Road, west of 7th Street, the Department of Health building had long outlived its usefulness, and plans were being made to relocate its functions to North Avenue and 29½ Road. Its purchase by St. Mary's, and subsequent demolition would allow St. Mary's to complete the west campus ring road described above.

The first amendment to Master Plan 2000 sought approval for the following. Approval was granted on June 24, 2003.

- ❑ Adding surface parking north and east of the original Holy Family School Buildings. This amendment added 203 parking spaces, 167 of which were gated and are used by St. Mary's employees and 36 of which were not gated and are used by visitors to existing facilities on that site.
- ❑ Adding surface parking on the site to be vacated by Mesa County Health Department. Following the relocation of the Health Department, St. Mary's elected to raze the two-story building and put in its place a new parking lot with 93 spaces. The lot is used by patients and staff associated with St. Mary's medical office building (425 Patterson Road). In addition, some of the land was used to continue the ring road on the west side of the campus as proposed in Master Plan 2000.
- ❑ Relocating and reconfiguring the proposed parking garage southeast of the hospital building. As St. Mary's began to assess its future needs on the east campus, it became clear that the hospital expansion described in Master Plan 2000 would not meet future needs; it was simply too small. As planning progressed, the hospital found that the building addition (the primary focus of Master Plan 2005) should be located south—not west—of the existing hospital. This amendment allowed St. Mary's to build a 404-space parking garage following the removal of the information services building and the Saccomanno Education Center. This new plan allowed the helicopter hangar and landing pad to remain in its existing location.
- ❑ Constructing a new medical education center northwest of the hospital and northeast of the hospital's boiler plant. This amendment allowed St. Mary's to build a new medical education center on a site that had been occupied by four small buildings. The new center was constructed to serve the education needs of physicians and hospital staff. Public education programs were relocated to other education facilities in the Life Center and in the Madden Building Friendship Room, where adequate parking is available.

The second amendment to Master Plan 2000 sought review of the following single item, and was approved on November 9, 2004.

- ❑ Provide a new vehicular entrance on Patterson Road, 387 feet east of the Mira Vista subdivision. The entrance would function as a full movement intersection and would be constructed in place of the former entrance shown in Master Plan 2000, directly adjacent to Mira Vista.

The third amendment to Master Plan 2000 was submitted in December 2005 and sought approval of projects that St. Mary's initiated to prepare for the Century Project:

- ❑ Constructed a utility tunnel between the central plant and the new hospital addition.
- ❑ Relocated the west campus site irrigation pump house and installed a new underground helicopter fuel tank.
- ❑ Revised and extended the new Grand Valley Irrigation Company 36" irrigation main pipeline and made final connections.
- ❑ Revised the ring road at the north end of St. Mary's Park, southwest of the hospital.
- ❑ Constructed a temporary helicopter landing pad, storage facility, and crew quarters (mobile RV) on the east campus, directly east of the Madden Building. Removed the existing underground fuel tank. Demolished the existing landing pad and hangar.
- ❑ Constructed a new, permanent ambulance entrance and canopy on the west side of the hospital. Demolished the existing ambulance entrance canopy and closed the existing ambulance entrance.
- ❑ Constructed new underground storm water detention facilities in St. Mary's Park and prepared the park to serve as a construction staging area for the duration of construction. This project provided for permanent underground detention and dual use of the park area during construction. The park was later restored and improved.
- ❑ Demolished the existing outpatient and ambulatory emergency entrance (Entrance #2)
- ❑ Constructed temporary parking for construction personnel on the east campus. On completion of construction, Holy Family Park was restored and improved, and the east half of "temporary parking" maintained as permanent staff parking.
- ❑ Excavated and shored for the hospital addition (patient tower) construction.

Master Plan 2005 (Updated in October 2006)

St. Mary's 2005 Master Plan, updated in October 2006 when the space programming was completed for the Century Project, was consistent with the City's growth plan, conformed with the City's Major Street Plan, and was reviewed with hospital neighborhood residents to assure continued compatibility with the surrounding neighborhood. At each of the seven neighborhood meetings—and at subsequent focus groups—St. Mary's presented its most current plan and answered forthrightly all of the questions posed. At the conclusion, there were no unresolved or contentious issues.

The accomplishments of this Master Plan included:

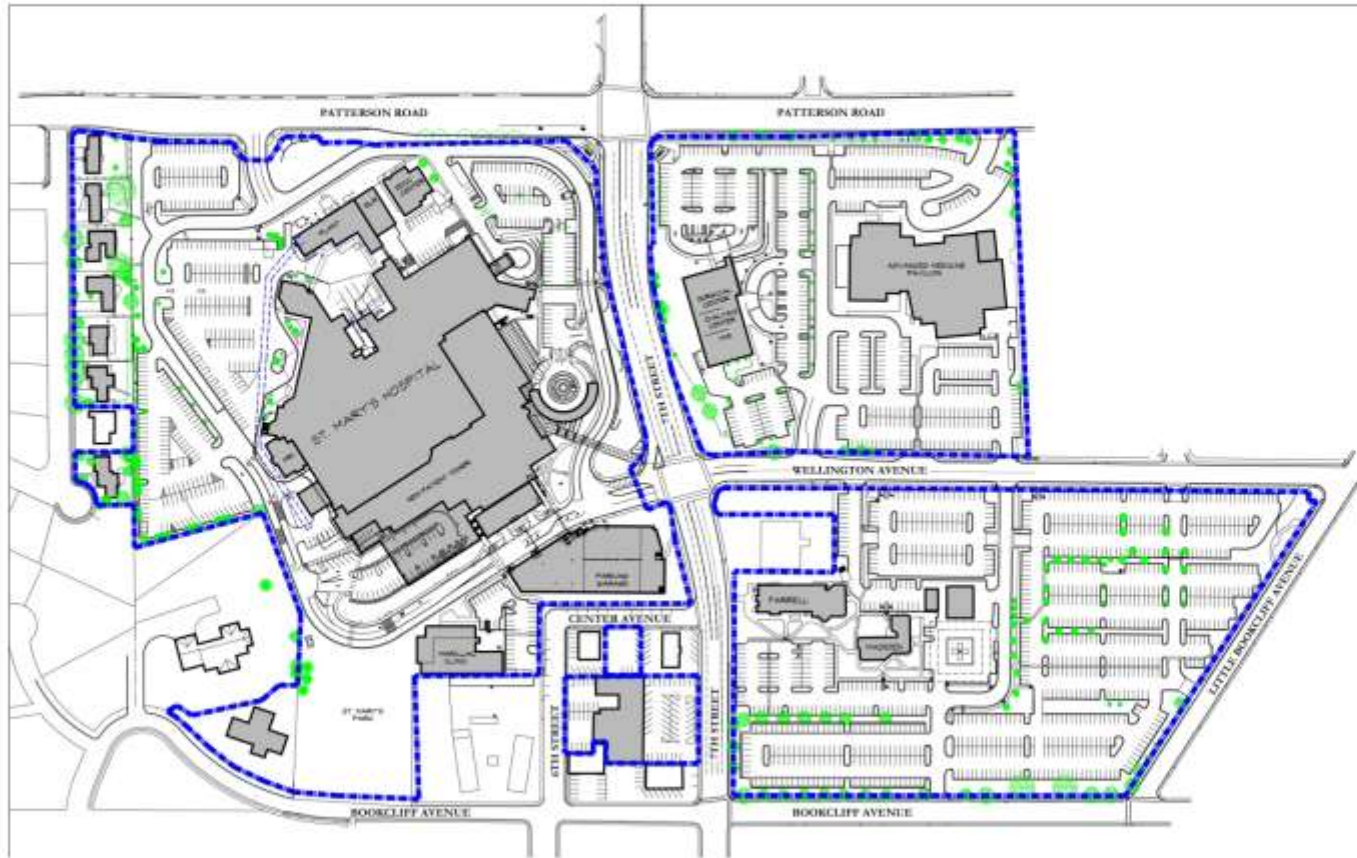
- ❑ A 12-story, 434,000 sf tower (the Century Project) on the west campus; the tower allowed a connection between the hospital and the 404-space parking garage that connects the parking garage to the main lobby of the hospital. An important aspect of the Century Project was the relocation of the Careflight heliport to the roof of the patient tower. The new location has all but eliminated the irritants of noise and ground disturbance common to its previous location adjacent to the hospital and its temporary location on the east campus.
- ❑ A small addition to the west side of the hospital to accommodate a new MRI.
- ❑ New parking spaces near the new lobby, the emergency entrance, at the corner of Bookcliff and Little Bookcliff, and in a single level, covered parking structure adjacent to the main entrance.
- ❑ An upgraded central utility plant with new boilers and chillers and emergency generators.
- ❑ New entrances to the hospital, to the emergency department, and for ambulances.
- ❑ The vacation of City Market Pharmacy, which was previously accessed at Entrance 5.
- ❑ Exterior patio spaces adjacent to the new cafeteria and to the conference center.

- ❑ The acquisition of an office building on Center Avenue, between 6th and 7th Streets, that was used by FCI/McCarthy as a contractor office. It was vacated in November 2010 and recently demolished.
- ❑ The acquisition of a building at 2323 N. 7th Street to house the hospital's business office. St. Mary's has no plans to enlarge the building or reconfigure anything on the exterior.
- ❑ The acquisition and demolition of an office building on the east campus, south of Wellington; the site will be landscaped by the hospital and will not be used for parking. The demolition of the building opens up the site and improves sight lines for turning vehicles at the intersection of 7th and Wellington.
- ❑ New public shelter in St. Mary's Park.
- ❑ Twenty new security call boxes, bringing the total to 26, on campus. The new security call boxes were added as we expanded parking capacity throughout the campus.

Subsequent to receiving approval for Master Plan 2005/06, some of the Century Project's internal floor plans changed. These changes had no impact on the Master Plan.

The culmination of this work was the Century Project—a major addition to St. Mary's that allows the hospital to be replaced on site in a thoughtful way. It was a project that builds on the significant capital investment that St. Mary's has made on the east and west campuses and that medical staff members have made near the campuses. The following aerial photograph depicts the completion of Master Plan 2005/06. Following the photograph is the main campus site plan that shows St. Mary's property line in blue.







The Current Situation and Inventory of Sites

St. Mary's 53-acre campus is located on both sides of the intersection formed by two major arterials—7th Street and Patterson Road. Access to the site east of 7th Street occurs primarily at the traffic signal at 7th and Wellington and secondarily on Patterson Road about one block east of 7th Street. Access to the west side of the campus is similar, occurring at 7th and Wellington as well as off Patterson Road about one block west of 7th Street. While vehicular traffic is significant on both 7th Street and on Patterson Road, the reduction of five curb cuts that St. Mary's initiated prior to 2005 has enhanced both pedestrian and vehicular safety.

Land use in the surrounding area continues to be varied, including single- and multiple-family residences, medical and commercial offices, and retail businesses. The site is in an urban setting and is well served by all major utilities, including sanitary sewer, storm sewer, water, natural gas, power, telephone, and cable TV. The hospital is a major user of all of these utilities and the Century Project addition will represent a significant impact on all of them. Steps have been taken over the past ten years on St. Mary's campuses for the proposed increases in utility use. These steps are most recognizable in the upgrading and underground placement of utilities in both 7th Street and in Patterson Road.

The following map depicts the 13 parcels or groups of parcels that comprise St. Mary's extended campus. Parcel 8 is a combination of Parcels 8 and 9 (as shown in the 2006 Master Plan Update) and Parcels 11, 12, and 13 have been added since the 2006 Master Plan Update. Descriptions of each parcel may be found on the following page.



#	Address	Description	Parcel #s	Site Area Acres
1	2636 N. 7th Street	The west hospital campus, southwest corner of the intersection formed by 7th Street and Patterson Road.	2945-112-26-972, 2945-112-00-971, 2945-112-00-070, 2945-112-10-975, 2945-112-10-998, 2945-112-00-978, 2945-112-00-999, 2945-111-00-979, 2945-112-01-971	20.53
2	700 and 760 Wellington Avenue	The east hospital campus, southeast corner of the 7th Street and Patterson Road intersection, houses the Grand Valley Surgical Center and the Advanced Medicine Pavilion.	2945-111-37-001, 2945-111-37-971, 2945-111-38-002, 2945-111-38-972	9.00
3	7th Street between Wellington and Bookcliff Avenues	Former Immaculate Heart of Mary church property. Farrell and Madden Buildings now house hospital support functions (e.g., public relations, planning, marketing). Site is also used for employee parking.	2945-111-02-971	11.60
4	Patterson and 26 3/4 Roads	Employee parking lot	2945-024-19-977	0.40
6	1100/1160 Patterson	St. Mary's Life Center and St. Mary's Family Practice and Family Medicine Residency Program.	2945-024-23-971, 2945-024-23-970	4.25
6	East of North 12th off Patterson	Parking lot owned by Bookcliff Baptist Church and leased by St. Mary's for weekday parking.	n/a	1.00
7	2440 N. 11th Street	Vacant lot southeast of the intersection.	2945-111-25-023	1.80
8	605 26 1/2 Road	Rose Hill Hospitality House (St. Mary's guest house for patients' families) and 20 new parking spaces.	2945-023-32-977	1.65
9	536 Bookcliff Drive	Former Schmidt property.	2945-112-01-017	0.54
10	2624, 2604, 2662, 2663, 2662, 2642, 2532, & 2512 Mira Vista Road	Residences owned by St. Mary's and permanently occupied by Sisters or temporarily occupied by new employees or contract professionals associated with the hospital.	2945-112-11-001, 2945-112-11-002, 2945-112-11-003, 2945-112-11-004, 2945-112-11-005, 2945-112-11-006, 2945-112-11-008	1.52
11	2323 N. 7th Street	EMH Business Office (formerly Primary Care Partners)	2945-111-00-107	0.79
12	2339 N. 7th Street	Vacant Lot	2945-111-01-002	0.15
13	2358 N. 7th Street	Vacant Lot	2945-111-01-004	0.14
Total				53.37



Note that Master Plan 2011 does not anticipate any change in **site coverage** for St. Mary's campuses. There is no building construction proposed for any of the 13 parcels.



#	Site Area Acres	Site Area SF	Existing Site Coverage	% of Existing Site
1	20.53	894,287	306,032	34%
2	9.00	392,040	59,766	15%
3	11.60	505,296	14,123	3%
4	0.40	17,424	120	1%
5	4.25	185,130	62,948	34%
6	1.00	43,560	41,075	94%
7	1.80	78,408	-	0%
8	1.65	71,874	8,149	11%
9	0.54	23,522	5,671	24%
10	1.52	66,211	14,214	21%
11	0.79	34,412	19,899	46%
12	0.15	6,534	-	0%
13	0.14	6,098	-	0%
Total	53.37	2,324,796	527,997	23%

The **Floor Area Ratio (FAR)**, which is used to illustrate density, is the ratio between building area and site area. Note that no changes in density are proposed as part of Master Plan 2011.

#	Site Area Acres	Site Area SF	Existing Bldg Fix Area (SF)	Floor Area Ratio as a %
1	20.53	894,287	1,019,254	114%
2	9.00	392,040	140,000	36%
3	11.60	505,296	16,777	3%
4	0.40	17,424	108	1%
5	4.25	185,130	87,731	47%
6	1.00	43,560	-	0%
7	1.80	78,408	-	0%
8	1.65	71,874	6,672	9%
9	0.54	23,522	3,092	13%
10	1.52	66,211	5,671	9%
11	0.79	34,412	19,899	58%
12	0.15	6,534	-	0%
13	0.14	6,098	-	0%
Total	53.37	2,324,796	1,299,203	56%

Existing campus buildings owned by St. Mary's are illustrated on the following map. Also shown are nearby, off-campus-based offices and office condominiums partially owned by St. Mary's.



- EXISTING CAMPUS BUILDINGS
-  ST. MARY'S OWNED
 -  ST. MARY'S LEASED OR OCCUPIED



Master Plan 2011

The Century Project was a major expansion to St. Mary's Hospital—a \$277 million investment in our community. As such, the hospital has no plans to make major changes to the campus in the next few years. As funds become available, we will complete the four unfinished floors in the patient tower and remodel several departments in older areas of the hospital. As noted earlier, we recently demolished a small building on Center Avenue between 6th and 7th and will be making some landscaping changes.

We have been in discussions with Bookcliff Baptist Church regarding potential plans that might impact our Life Center campus at 12th and Patterson. St. Mary's has a lease with the church that allows Life Center employees to park on their property; it expires in 2019. Recent discussions found that the church has plans to expand the school to the east and the church to the front of the property, allowing the demolition of the existing church. While the church has developed these plans, there is neither a timeline nor funding, and church members are anxious about the possibility of demolishing the original church building. It is unlikely that this situation will change this year.

We are also in communication with City Market about their proposed supermarket on the southeast corner of 12th and Patterson. Currently, there are several alternative plans being considered; one would reduce the number of St. Mary's parking spaces near the intersection of 12th and Patterson, but the City reportedly doesn't have the resources needed to make this plan a reality. As a result, City Market plans to move forward with a plan that won't impact St. Mary's at all. City Market is waiting to see how their new store on 24 Road is performing before moving forward. We understand that while no formal approvals are needed to implement this plan, the City must agree with it.

While not a formal part of this master plan, St. Mary's has been working to consolidate various parcels on the hospital campus. This work is nearing completion.

We are pleased that Grand Valley Transit has added new stops at the Advanced Medicine Pavilion and at Lot F on the east campus. In addition, the hospital has allowed the bus to come into the Life Center parking lot which allows traffic on Patterson to proceed unimpeded.

Because the pedestrian traffic at the corner of 7th and Bookcliff has increased over the last several years, we would like to request that the City upgrade the sidewalk and install a handrail to enhance safety.

To assure that area residents were updated as to our recent accomplishments and that they understand we have no plans for significant facility or site changes in the near term, St. Mary's held a neighborhood meeting on March 23, 2011. Attendance was surprisingly robust (35+ neighbors), given the absence of plans for change. The issues that the hospital's neighbors raised at that meeting included the following. St. Mary's responses are shown in italics.

- ❑ The hospital's plans for future property acquisitions along Mira Vista and for the Olsen property. Suggestions for future purchases were also offered. An owner from Villa Del Oro suggested that those condos be acquired as occupants are divided between aging owners and renters. *St. Mary's has offered to purchase the Olsen property and might consider making an offer on the house that abuts the hospital along Mira Vista but will not purchase the houses on the west side of Mira Vista. Property owners are frequently divided—some do not want the hospital to purchase nearby properties, while others are eager to sell.*
- ❑ Concern about traffic stacking issues for those turning right onto 7th from Wellington. *Despite the large volumes of traffic at this intersection, only one pedestrian-involved accident has occurred. The City altered the timing of the lights to reduce vehicular-pedestrian conflicts. The primary issue is that hospital employees want to turn north on 7th across the pedestrian walkway which causes traffic to back up. St. Mary's consistently urges those employees to use other routes, thus avoiding that turn.*
- ❑ Concern about the lighting outside of the hospital's emergency department, although the neighbors understood the need to balance visibility for those needing to access emergency services with the brightness of radiating light. *St. Mary's worked with the City to address this concern prior to the neighborhood meeting, and implemented the solution suggested by the City. The hospital has been told by the City's code enforcer that it now meets City code, even though the hospital continues to receive complaints. St. Mary's will continue to explore other solutions.*
- ❑ Concerns about the appearance of the Schmidt property. *St. Mary's will look into this matter.*

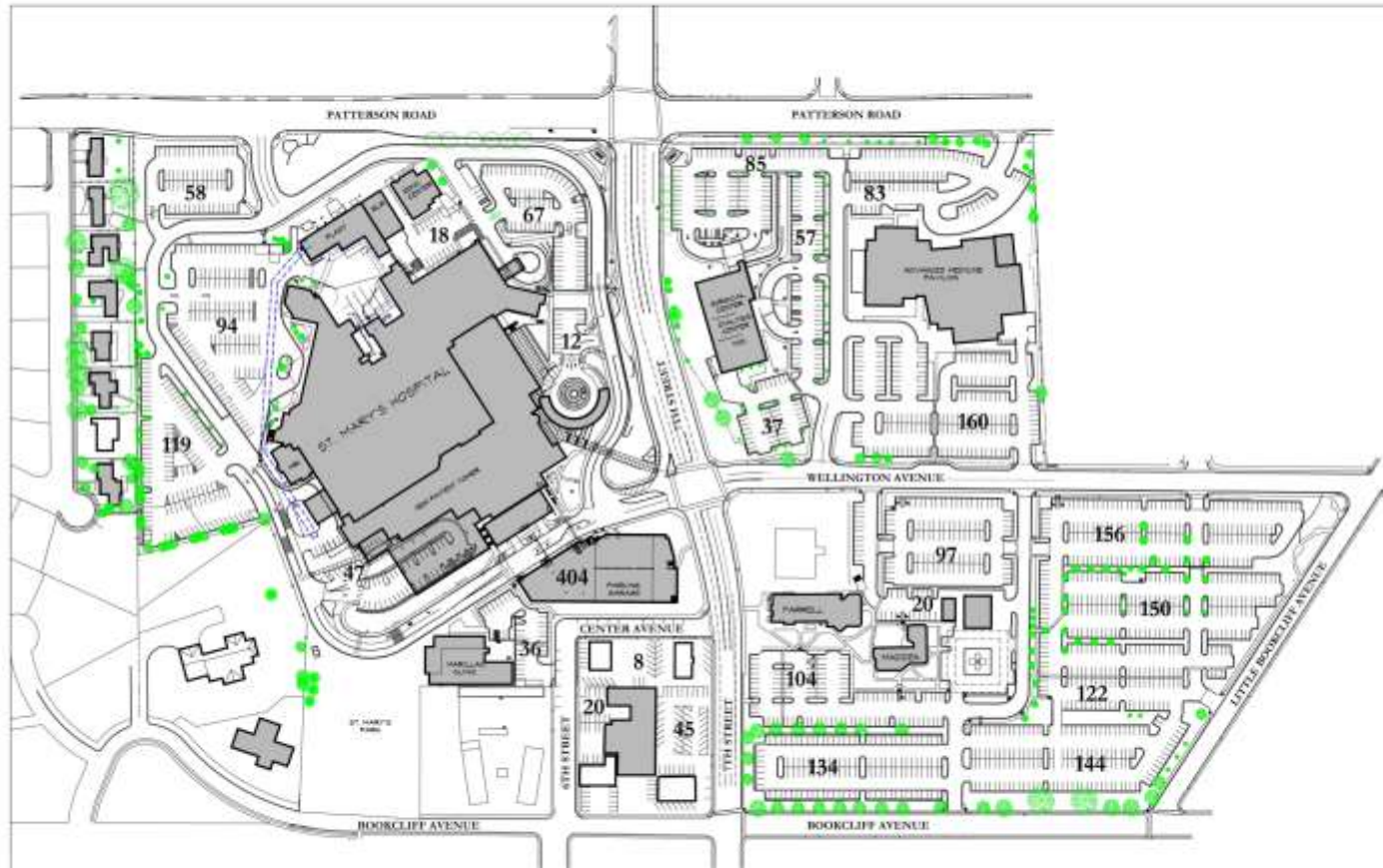
- ❑ Questions about when the park will be available to area residents. *The fences along the property are there to protect the grass during its growing season. Once the grass is stable, the hospital will remove the fences. The drainage system for the hospital campus and park has been buried under the park to make it more functional.*
- ❑ Concerns about helicopter noise and flight paths. *The landing pad is now 250 feet above ground level which has reduced the noise considerably over the days when it landed on the ground. The CareFlight pilots will be made aware of the concerns and information about flight paths will be made available to interested parties.*

A copy of the presentation that St. Mary's made at the neighborhood meeting is appended to this document.

Parking

Providing adequate parking was a major focus of Master Plans 2000 and 2005/06. In 2000, we identified an immediate shortage of 300 parking spaces that were forecast to worsen as the hospital served and employed more people. The proposed solution was multi-faceted and involved adding surface parking on the east campus and a 404-space parking garage on the west campus. Because the surface parking was designated primarily for employees, the hospital sought—and received—a variance to the City's requirement that employee parking spaces be within 1,000 feet of the entrance to the hospital. In total, St. Mary's has added nearly 900 parking spaces to accommodate employees, physicians, patients, visitors, vendors, and volunteers since 2000.

The map on the following page shows the location of 2,277 spaces on St. Mary's main campus. As Master Plan 2011 was being developed, St. Mary's elected to revisit parking demand to make sure that the new spaces would meet future demand. Following the map is a summary of our 2011 parking assessment. As the positive variance shows, St. Mary's will not need additional parking spaces through at least 2016. Excluded from this assessment are 20 new spaces north of the main campus that were added at Rose Hill Hospitality House and 80 employee spaces in the "ATM lot" at 12th and Patterson.



	2011		2012		2013		2014		2015		2016	
	<u>Total Demand</u>		<u>Total Demand</u>		<u>Total Demand</u>		<u>Total Demand</u>		<u>Total Demand</u>		<u>Total Demand</u>	
Hospital												
1 space per 2 beds ⁽¹⁾	299 beds	150	299 beds	150	299 beds	150	299 beds	150	299 beds	150	299 beds	150
1 space per 1 employee	710 ⁽²⁾	710	724 ⁽²⁾	724	738 ⁽²⁾	738	753 ⁽²⁾	753	768 ⁽²⁾	768	784 ⁽²⁾	784
Farrell												
1 space per 300 SF	9,128 SF	30	9,128 SF	30	9,128 SF	30	9,128 SF	30	9,128 SF	30	9,128 SF	30
Madden												
1 space per 300 SF	7,600 SF	25	7,600 SF	25	7,600 SF	25	7,600 SF	25	7,600 SF	25	7,600 SF	25
Marillac Clinic												
1 space per 200 SF	17,000 SF	85	17,000 SF	85	17,000 SF	85	17,000 SF	85	17,000 SF	85	17,000 SF	85
MOB												
Clinical Space												
1 space per 200 SF	41,146 SF	206	41,146 SF	206	41,146 SF	206	41,146 SF	206	41,146 SF	206	41,146 SF	206
Office Space												
1 space per 300 SF	3,854 SF	13	3,854 SF	13	3,854 SF	13	3,854 SF	13	3,854 SF	13	3,854 SF	13
Annex ⁽³⁾												
0 space per 200 SF	5,600 SF	-	5,600 SF	-	5,600 SF	-	5,600 SF	-	5,600 SF	-	5,600 SF	-
Advanced Medicine Pavilion ⁽⁴⁾												
Clinical Space												
1 space per 200 SF	92,741 SF	464	92,741 SF	464	92,741 SF	464	92,741 SF	464	92,741 SF	464	92,741 SF	464
Office Space												
1 space per 300 SF	15,259 SF	51	15,259 SF	51	15,259 SF	51	15,259 SF	51	15,259 SF	51	15,259 SF	51
Grand Valley Surgery Center and Dialysis												
1 space per 200 SF	32,000 SF	160	32,000 SF	160	32,000 SF	160	32,000 SF	160	32,000 SF	160	32,000 SF	160
Total Demand		1,894		1,908		1,922		1,937		1,952		1,968
Total Supply		2,277		2,277		2,277		2,277		2,277		2,277
Variance		383		369		355		340		325		309

Footnotes

(1) Reflects number of staffed beds

(2) Represents 95% of the average of clocked-in, day-shift employees minus those working in outlying buildings; assumes the other 5% use other forms of transportation; annual growth: **2.0%**

(3) Annex is for internal use only and therefore requires no additional parking spaces

(4) The Advanced Medicine Pavilion is 108,000 total SF



Open space and urban trails. St. Mary's has long supported the city's urban trails program. Master Plan 2000 accomplished a number of projects that improved safety for bike riders and for pedestrians in and around the hospital's campus. See previous list of specific projects. In addition, St. Mary's has continued to maintain St. Mary's Park at the southwest corner of the campus for the enjoyment of area residents and employees. Although it was be used for staging throughout Century Project construction, it was restored at the conclusion of the project to include a public shelter.

Drainage and storm water management. The increase in the amount of developed hard surface acreage on the east and west campuses that occurred as part of Master Plan 2000 required a substantial increase in storm water management capabilities. Those needs were met by a combination of an upgrade to the surface detention basin in St. Mary's Park and construction of two underground detention systems on the east campus. An amendment to Master Plan 2000 called for constructing new underground storm water detention facilities in St. Mary's Park which was completed in 2006.

The surface detention basin located in St. Mary's Park was determined to be inadequate to accommodate the needs of the west campus on completion of the Century Project. However, underground detention satisfied the requirements for detention, and at the same time, provided dual use of the site—initially, for contractor staging during construction as well as storm water detention, and finally, for an improved park surface for recreation in addition to underground detention. The engineering studies for the underground detention concluded that underground detention was the preferred solution.

Utilities. St. Mary's, together with the City of Grand Junction, reinstalled all major utilities underground along 7th Street, from Patterson Road to Center Avenue, and along Patterson Road, from Mira Vista Road to 7th Street. This resulted in new utility piping and conduit for water, sanitary sewer, storm sewer, power, cable TV and telephone. In addition, it created a cleaner, more attractive environment along Patterson Road and 7th Street, and it has provided for safer sites for both pedestrians and vehicles.

As part of Master Plan 2005, St. Mary's made significant upgrades to its central utility plant, adding new boilers and chillers and emergency generators. These upgrades allowed St. Mary's to increase its capacity as well as provide for necessary redundancy for critical hospital equipment. This upgrade also allowed for future expansion of the hospital's physical plant on the existing site.



The Century Project provided domestic water (both City and Ute), fire protection water (City) and power services from new distribution hubs in both the upgraded central plant and in the hospital. We looped the site with both domestic water piping and fire protection water piping and provided new fire hydrants as prescribed by the Grand Junction Fire Department. We installed a new underground storm water detention system beneath the surface of St. Mary's Park, providing for both increased storm water capacity and for a reconstructed, more people-friendly park. As part of the Century Project, St. Mary's also constructed a new utility tunnel on site, allowing underground transport for major utilities (steam, chilled water, normal and emergency power, and medical gases) from the central utility plant to the new addition.

No utility changes are anticipated as part of Master Plan 2011.

Traffic Analysis. We were required, as part of Master Plan 2005, to provide a traffic study to evaluate the impact of the new hospital addition on vehicular traffic surrounding the campus. That analysis was submitted and approved following the implementation of two new Patterson Road right-turn lanes in place—the right-turn lane to St. Mary's Patterson Road entrance, and the right-turn lane for Patterson eastbound to southbound 7th Street.

Because St. Mary's is not proposing any major changes to the campus in the next five years, the City did not require a new traffic analysis for Master Plan 2011.



Planning Approvals

Throughout Master Plan 2000, St. Mary's requested approval for each work element from the Planning Commission as a final plan. As a result, we submitted over ten Final Plans for review by the Planning Commission. For Master Plan 2005, however, we requested that individual elements of the Plan be submitted and reviewed by the Planning Commission as part of a Preliminary Plan, and that the Final Plan(s) for those individual work elements be administratively reviewed and approved by the Community Development Staff. This enabled St. Mary's to accomplish detailed planning for certain elements (for example, remodel design and construction) at the appropriate time, rather than all at once, at the outset of the project.

Summary

St. Mary's has occupied the completed portions of the Century Project tower for more than one year. That project was the culmination of the hospital's long-term commitment to Grand Junction and to the entire service area. As hospitals in outlying areas add programs to serve their growing communities, St. Mary's has maintained its role as the area's premier regional medical center by adding the next higher level of service. The result is a diminishing number of service area residents who must travel great distances for health care.

This master plan update was approved in May 2011 by the St. Mary's Board of Directors. Master Plan Update 2011 is a continuation of the five-year plans that were a collaborative process between the City and the hospital. In developing the plan, St. Mary's acknowledges the generous support of the community as well as the helpful input from the City's planning staff, and respectfully seeks approval of this updated plan.

CITY OF GRAND JUNCTION

RESOLUTION NO. _____

**A RESOLUTION APPROVING MASTER PLAN 2011 FOR ST. MARY'S HOSPITAL
AND ENVIRONS LOCATED AT 2635 NORTH 7TH STREET**

RECITALS:

St. Mary's Hospital has submitted to the City, Master Plan 2011 for the development of the hospital and the lands near to it that are dedicated to the provision of patient services.

Master Plan 2011 proposes no major changes to the hospital campus in the next few years. As funding becomes available, St. Mary's will complete the four (4) unfinished floors in the patient tower, remodel several departments in the older areas of the hospital, and make some landscaping changes. In addition, St. Mary's recently demolished a small building on Center Avenue between 6th and 7th Streets, which change is reflected in Master Plan 2011.

The Institutional and Civic Facility Master Plan process as defined in Section 21.020.190 of the Zoning and Development Code provides an opportunity for the early review of major institutional and civic facilities that provide needed service to the community. In accordance with this section of the Code, Master Plans such as that advanced by St. Mary's Hospital are now specifically encouraged and recognized as important planning tools. In this case the adopted plan as it is amended over time will be a guiding document on which both the community and the hospital can rely for many years to come.

In 2011, St. Mary's Hospital is celebrating 115 years of serving the health and medical needs of area residents and visitors. St. Mary's Hospital currently owns and consists of numerous properties that make up a total of 53 acres.

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 existing PD Ordinance. Therefore, Ordinance No. 3992, approved in 2006 with a default zoning district of B-1 (Neighborhood Business), is still valid.

On the 13th day of September, 2011, the Grand Junction Planning Commission, having heard and considered the request, found the criteria of the Code to have been met, and recommends that Master Plan 2011 for St. Mary's Hospital be approved.

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

Master Plan 2011 for St. Mary's Hospital is approved and more particularly described in Public Works and Planning Department file FMP-2011-977.

Master Plan 2011 will be valid for five (5) years until 2016.

ADOPTED this _____ day of _____, 2011.

ATTEST:

President of City Council

City Clerk



Date: 10-10-11

Author: Troy Smith

Title/ Phone Ext: Deputy Chief;
3563

Proposed Schedule: October 17,
2011

2nd Reading
(if applicable): _____

File # (if applicable): _____

CITY COUNCIL AGENDA ITEM

Attach 8 2011 Department of Justice, COPS Grant Award, for the Street Crimes Unit

Subject: 2011 Department of Justice, Community Oriented Policing Services (COPS) Grant Award, for the Street Crimes Unit
Action Requested/Recommendation: 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
Presenter(s) Name & Title: John Camper, Chief of Police Troy Smith, Deputy Police Chief

Executive Summary:

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. 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.

Background, Analysis and Options:

Because of declining revenues, the authorized number of sworn officers has declined. In 2009, the GJPD was authorized 112 sworn positions. The 2011 authorized sworn officer count is 103 positions. During the last 2 years, GJPD has also experienced attrition which adversely affected actual sworn officer numbers. As an example at the end of 2010, the GJPD had actual staffing of 97 sworn positions. It is not anticipated that revenues will go back to 2008 levels any time soon.

Due to these cuts, the Street Crimes Unit (SCU) was disbanded in order to backfill vacant patrol positions. This was necessary in order to maintain effective staffing levels to deliver services to the community and to ensure officer safety. The GJPD did not anticipate having the funding to reinstate the SCU, in the foreseeable future, with local budgeted funds. As a result, the Department applied for the COPS Office Hiring Grant to bring back this proactive policing function to the Department and the community. This grant application was made based upon the specific criteria of the grant and the Department's desire to return to problem solving, in partnership with community members, to reduce crime and the fear of crime.

The reinstatement of the SCU will allow GJPD to be more proactive. The SCU is designed to augment the efforts of patrol officers in solving more long term and resource intensive problems. Officers in this unit are not subject to calls for service and therefore are able to focus their efforts on “hotspots” to reduce crime and neighborhood disorder, based upon intelligence and crime analysis information. It is an integral component of the Department’s Community Policing Strategy. Since the SCU inception there was a marked decrease (23%) in property crimes.

This unit will be able to concentrate on crime prevention, hot spot policing, community problems and intelligence led policing. The reduced staffing numbers GJPD operates with today, has not allowed staff to apply as many hours to these efforts, as it did prior to the disbanding of the SCU. This unit operates on a flexible schedule allowing the officers to be deployed at times that are conducive to the crime activity.

In addition, this unit interfaces with the Drug Enforcement Administration, the Mesa County Sheriff’s SCU, the Mesa County Methamphetamine Task Force, and various community outreach organizations. It is the intent that this unit will also work with the Homeless Outreach Team and the Western Colorado Auto Theft Task Force.

The GJPD has been committed to utilizing Community Policing Strategies to provide professional policing services to its citizens for many years. The Department’s Mission Statement, as stated in policy, is; “Our daily mission is to embrace our community and enhance their quality of life through partnerships, problem solving, protecting life and property, preventing crime and reducing the fear of crime. We accomplish this mission by living our core values, providing exceptional customer service, maintaining technical excellence, and respecting individual liberties and personal dignity”. The Department’s stated Motto is “Your Police, Our Community”.

In an effort to fulfill this mission officers are encouraged to develop working partnerships with members of the community they serve. The ongoing relationship between the officer and the neighborhood helps them work together to create a response based on the officer’s informed analysis. By tailoring the solution to the particular needs of the neighborhood, the stakeholders significantly improve the chance of success. Within this delivery model each officer is the Department’s expert and primary problem solver for their particular neighborhood.

This grant award was approved to add four additional officers to the Department’s sworn officer count for the specific purpose of reinstating the street crimes unit to achieve the objectives outlined above.

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

Accepting this grant award will assist in supporting **Goal 4**, which states, “Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions”. The Street crimes unit will focus its crime reduction efforts based upon crime data and analysis. Because the downtown area has historically been an area of increased criminal activity, as it is at the City’s core, the Street Crimes Unit will be working in this geographic region in an effort to reduce crime and increase the quality of life for this community.

Accepting this grant award will assist in supporting **Goal 11**, which states, “Public safety facilities and services for our citizens will be a priority in planning for growth”. This proactive policing unit will engage community members in solving crime and neighborhood issues. These services are highly effective at reducing crime and enhancing the positive community/police relationship.

Accepting this grant award will assist in supporting **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”. Lower crime rates and the community’s perception of safety have an impact on the economy and its overall health. The Street Crimes Unit will specifically target outcomes that positively impact the quality of life in our community.

Board or Committee Recommendation:

N/A

Financial Impact/Budget:

\$998,368 in Revenue and Expenses over a three year period

Legal issues:

N/A

Other issues:

The Department is required to retain these four positions for a period of one year beyond the end of the grant cycle.

Previously presented or discussed:

N/A

Attachments:

N/A



Date: 10-10-11
 Author: Troy Smith
 Title/ Phone Ext: 3563
 Proposed Schedule: October 17, 2011
 2nd Reading
 (if applicable):
 File # (if applicable):

CITY COUNCIL AGENDA ITEM

**Attach 9
 2011 Department of Justice, JAG Award, to
 Support the HOT of the Police Department**

Subject: 2011 Department of Justice, Justice Assistance Grant (JAG) Award, to Support the Homeless Outreach Team (HOT) of the Police Department
Action Requested/Recommendation: 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
Presenter(s) Name & Title: John Camper, Chief of Police Troy Smith, Deputy Police Chief

Executive Summary:

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.

Background, Analysis and Options:

GJPD has initiated a program in an effort to reduce chronic homelessness issues in the City of Grand Junction. The Homeless Outreach Team (HOT) consists of three designated GJPD officers who are building relationships with the homeless and the service providers to coordinate necessary services. There are over 40 different organizations in Grand Junction that provide a variety of services to homeless individuals. It is not always easy to find these resources, or the one that would service an individual’s specific needs.

In the initial stage, HOT has created relationships with the target population as well as the service providers. This stage of development had a strong emphasis on understanding the population, service providers and the available services. HOT continues working to gain necessary trust of chronically homeless, as well as get acquainted with the service providers. The ultimate goal of the program is to reduce homeless-related complaints and incidents by securing long-term housing, employment, and placement, which ensures independence and self-sufficiency. To date, HOT has created relationships with more than 100 chronically homeless individuals, and two dozen service providers. Many individuals have already been referred to service

providers to obtain assistance in getting identification, housing, clothes, and bus passes.

HOT is working toward creating a coordinated plan between service providers to achieve a common goal and be able to assist one another accordingly. This goal has been achieved in the City of Colorado Springs, Colorado. The GJPD has networked with Colorado Springs Police Department and is adopting their model and methodology to create a similar program. Colorado Springs was chosen as the model to follow as they won the 2010 Center for Problem Oriented Policing Herman Goldstein Award from the Department of Justice. This award recognizes innovative and effective problem-oriented policing projects that have achieved measurable success in resolving recurring specific crime, disorder or public safety problems faced by police and the community. The Colorado Springs HOT has successfully worked with service providers in the community to shelter 574 families and have made it possible for 145 individuals to reunite with family and friends.

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

The Homeless Outreach Team will work towards reducing overall homelessness in the community and thereby will reduce crimes associated within this community, which often go unreported to police. This effort will contribute towards the following goals through the protection of citizens' property and enhancement of their safety:

Goal 4: Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.

Goal 11: Public safety facilities and services for our citizens will be a priority in planning for growth.

Board or Committee Recommendation:

N/A

Financial Impact/Budget:

\$23,663 in overtime

\$17,966 in Operating Expenditures

\$9,000 in Capital

\$50,629 Total Expense and Revenue

Legal issues:

N/A

Other issues:

N/A

Previously presented or discussed:

N/A

Attachments:

N/A



Date: October 7, 2011
 Author: Tim Moore, Public Works and Planning Director
 Title/ Phone Ext: X1557
 Proposed Schedule: Monday, October 17, 2011
 2nd Reading
 (if applicable): _____
 File # (if applicable): _____

CITY COUNCIL AGENDA ITEM

**Attach 10
 Mesa Land Trust – Three Sisters Request**

Subject: Mesa Land Trust – Three Sisters Request
Action Requested/Recommendation: Consider a Request from Mesa Land Trust 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
Presenter(s) Name & Title: Laurie Kadrach, City Manager

Executive Summary: 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. 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.

Background, Analysis and Options:

Mesa Land Trust is working to secure the property on the southeast side of Monument Road otherwise known as the Three Sisters property in order to expand the trail system in that area and connect the current Lunch Loop to the Riverfront Trail.

The balance of the purchase price, approximately \$900,000, will be raised by Mesa Land Trust through various fund raising activities and from private contributors. Mesa Land Trust applied for a \$675,000 grant from Great Outdoors Colorado and has received commitments from other organizations including the O’Brian Estate, the Colorado Riverfront Foundation, the Quimby Family Foundation and two individuals.

The Mesa Land Trust has a letter of Commitment from Conquest Developments, LLC setting forth the terms stated previously.

Once the transaction has been completed, Mesa Land Trust will place a conservation easement on the Three Sisters property that will protect it in perpetuity. The property will then be conveyed to the City of Grand Junction.

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.

B. Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.

C. The City and County support the efforts to expand the riverfront trail system along the Colorado River from Palisade to Fruita.

Board or Committee Recommendation:

N/A

Financial Impact/Budget:

If the City Council approves covering the transaction costs, then there will be an increase to the budget of no more than \$7,500.

Legal issues:

Any conveyance that is authorized by the City Council should be subject to and contingent on the completion and ratification of the necessary contracts and deeds. Those contracts will include but may not be limited to the contract for the acquisition of the Three Sisters property and the establishment of the conservation easement.

Other issues:

NA

Previously presented or discussed:

N/A

Attachments:

NA

Attach 11

Lease Agreement for Professional Baseball

RESOLUTION NO. __-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**

RECITALS:

On October 5, 2011 the City Council directed City Manager Laurie Kadrich to continue to negotiate with GJR LLC regarding the location of a Pioneer Baseball League team in Grand Junction. That direction affirms work that had previously taken place over the prior months and more importantly was the impetus to cause the parties to come to final terms on a Minor League Baseball Lease Agreement (the "Lease Agreement").

The City Manager has agreed to terms that will locate a Pioneer Baseball League team at Suplizio Field for up to 30 years. The team will be known as [TO BE ANNOUNCED].

The Lease Agreement, and the parties' respective rights and obligations thereunder, is expressly conditioned upon and subject to the formal ratification, confirmation and consent of the City Council.

On October ____, 2011 GJR LLC, the owner of the team, signed the Lease Agreement agreeing to the terms of the Lease Agreement.

The City, by and through the City Council and the signature of its President, does hereby ratify, confirm and consent to the terms, covenants, conditions, duties and obligations to be performed by the City in accordance with the Lease Agreement and allocates funds to pay the annual costs and expenses necessary to perform under the Lease Agreement.

DATED this ____ day of _____ 2011.

Mayor and President of the Council
City of Grand Junction, Colorado

Attest:

City Clerk



Date: Monday, Oct. 10, 2011

Author: Lisa Cox, AICP

Title/ Phone Ext: Planning Manager/
x:1448

Proposed Schedule: First reading Oct.
5, 2011

2nd Reading: Second Reading Oct. 17,
2011

File #: CPA-2011-994

CITY COUNCIL AGENDA ITEM

Attach 12 Grand Junction Comprehensive Plan Text Amendments

Subject: Grand Junction Comprehensive Plan Text Amendments
Action Requested/Recommendation: Hold a public hearing and consider final passage and final publication of a proposed ordinance
Presenter(s) Name & Title: Tim Moore, Public Works and Planning Director Lisa Cox, AICP, Planning Manager

Executive Summary:

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+".

Background, Analysis and Options:

The City of Grand Junction and Mesa County jointly adopted a Comprehensive Plan in February, 2010. Chapter One of the Comprehensive Plan entitled "Land Use Designations" identifies the City and County zone districts that serve to implement each of the land use designations of the Comprehensive Plan. The City Zoning and Development Code also identify the zone districts that serve to implement the Comprehensive Plan. In Mesa County this information is found in Chapter Four of the Mesa County Land Development Code.

Working with the Comprehensive Plan and the City Zoning Code, City Staff identified some inconsistencies between the two regarding which City zone districts implement each land use category in the Comprehensive Plan. These inconsistencies arose primarily due to changes made late in the City's legislative process with respect to adoption of the Form Based Districts and the Blended Residential Land Use Categories Map. The proposed changes to the Comprehensive Plan clarify which zone districts implement each of the land use designations of the Comprehensive Plan. Mesa

County recently adopted an amendment to the Mesa County Land Development Code that reconciled implementing zone districts with the Mesa County Master Plan.

The proposed 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 proposed text amendments are shown on the attached description of the Comprehensive Plan land use designations. The Public Hearing is set for October 17, 2011.

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

The proposed amendments are consistent with the following goals and policies of the Comprehensive Plan:

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and other service providers.

Policy 1A: City and County land use decisions will be consistent with the Future Land Use Map. Mesa County considers the Comprehensive Plan an advisory document.

Policy 1C: The City and Mesa County will make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Policy 3A: To create large and small "centers" throughout the community that provides services and commercial areas.

Policy 3B: Create opportunities to reduce the amount of trips generated for shopping and commuting and decrease vehicle miles traveled thus increasing air quality.

Goal 4: Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy 5A: In making land use and development decisions, the City and County will balance the needs of the community.

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

The proposed text amendments meet the vision, goals and policies of the Comprehensive Plan by clarifying which zone districts implement each of the land use designations of the Comprehensive Plan and by directing individuals to the Mesa County Land Development Code for information on which County zone districts implement each of the land use designations.

Board or Committee Recommendation:

Staff met with City Council at its July 18, 2011 workshop to explain the inconsistencies that were found between the text of the Comprehensive Plan and the Zoning and Development Code. Council agreed that it was appropriate to revise the text of the Comprehensive Plan document so that the two documents would contain the same information regarding zone districts that implement each of the land use designations of the Comprehensive Plan.

The Planning Commission voted to recommend approval of the proposed text amendments at its September 27, 2011 meeting with the following findings of fact and conclusions:

1. The proposed amendments are consistent with the goals and policies of the Comprehensive Plan.
2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

Financial Impact/Budget:

There are no anticipated financial or budget impacts.

Legal issues:

The proposed amendments have been reviewed and are supported by the Legal Division.

Other issues:

The Amendment Process and Criteria

The Grand Junction Comprehensive Plan is a joint collaboration between the City of Grand Junction and Mesa County to coordinate planning decisions in the immediate region around Grand Junction. The Comprehensive Plan was adopted jointly by the City and Mesa County, therefore changes to the text of the Comprehensive Plan document must also be adopted jointly. The Mesa County Planning Commission will consider adoption of Mesa County Resolution No. 2011-07 during its regular meeting on October 27, 2011.

City of Grand Junction Approval Criteria:

Chapter One, Amendments to the Comprehensive Plan (document), states that “An amendment is required when a requested change significantly alters the land use or the Comprehensive Plan document.”

The following Criteria for Plan Amendments are found in Chapter One of the Comprehensive Plan document:

(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.

Working with the Comprehensive Plan and the City Zoning Code, City Staff identified inconsistencies between the two regarding which zone districts implement each land use category in the Comprehensive Plan. The proposed changes to the Comprehensive Plan clarify which zone districts implement each of the land use designations of the Comprehensive Plan.

By creating consistency among the Comprehensive Plan and the development codes, the amendments express a clearer vision for the community. The community will benefit from the proposed amendments because the conflict between the language of the Comprehensive Plan and the City Zoning Code regarding land use designations and the implementing zone districts will be resolved; therefore the proposed amendments meet criterion (v) above.

Mesa County Approval Criteria:

Section 3.2.8, Approval Criteria, of the Mesa County Land Development Code states that the County Planning Commission may approve proposed Master Plan Amendments only if it is determined that the proposed amendment is consistent with the overall purpose and intent of the Mesa County Master Plan and with any intergovernmental agreements then in effect between the County and any other unit of government and only after consideration of each of the following criteria:

(Consistency with the overall purpose and intent of the Mesa County Master Plan is discussed in approval criteria D below and intergovernmental agreements are addressed in approval criteria 3.1.17.C below.)

A. *There was an error in the original Master Plan such that then-existing facts, projects, or trends (that were reasonably foreseeable) were not accounted for.*

Errors have been found within the Comprehensive Plan Future Land Use designation descriptions and it is recommended the Plan text be amended accordingly. This criterion **is met.**

B. *Events subsequent to the adoption of the Master Plan have invalidated the original premises and findings.*

There have been no events that invalidate original premises or findings. This criterion **is not applicable.**

C. *The character and/or condition of the area has changed enough that the amendment is acceptable.*

There have been no changes to the character or condition of the area. This criterion **is not applicable.**

D. *The change is consistent with the goals and policies of the Master Plan, including applicable special area, neighborhood, and corridor plans.*

The proposed changes are consistent with the goals and policies of the Grand Junction Comprehensive Plan, which is part of the Mesa County Master Plan, as described above. This criterion **is met.**

E. *Public and community facilities are adequate to serve the type and scope of land use proposed.*

The proposed amendments have no effect on public and community facilities. This criterion **is not applicable.**

F. *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use.*

The proposed amendments have no direct effect on the designation of future land uses.

This criterion **is not applicable.**

G. *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*

The amendments will benefit users of the Plan by ensuring the Plan and the Land Development Code are consistent with respect to implementing zoning districts. This criterion **is met.**

The Planning Commission must also consider the general approval criteria of Section 3.1.17:

A. *Complies with the standards, provisions and purposes of the Land Development Code.*

The proposed amendments recognize changes that have been made to the Land Development Code to implement the Plan, and generally support the Code or resolve differences that have occurred as the Code has been revised to implement the Plan. This criterion **is met.**

B. *Is consistent with review agency comments.*

No substantive review comments were received. Review comments are attached. This criterion **is met.**

C. *Is consistent with applicable intergovernmental agreements (IGAs) between the County and other entities.*

All agencies with which Mesa County has IGAs and MOUs were provided the opportunity to comment on the proposed amendments. The proposed amendments are consistent with all applicable IGAs and MOUs. This criterion **is met.**

The Mesa County Planning Commission met jointly with the City of Grand Junction Planning Commission on September 27, 2011 to consider adoption of the proposed text amendments. The Mesa County Planning Commission will vote on Resolution 2011-07 on October 27, 2011 to adopt the proposed amendments after the public hearing and adoption of the proposed amendments by City Council on October 17, 2011.

Review and Comment Process:

The proposed amendments were distributed to the Mesa County Planning Division and various external review agencies for their review and comment. The City did not receive any comments for or against the proposed amendments during the review period from external review agencies.

An Open House was held on August 31, 2011 to allow property owners and interested citizens an opportunity to review the proposed amendments, to make comments and to meet with staff to discuss any concerns that they might have. A display ad noticing the Open House was run in the Daily Sentinel newspaper to encourage public review and comment. The proposed amendments were also posted on the City and Mesa County websites with information about how to submit comments or concerns. Public review and comments were accepted from August 22, 2011 through September 2, 2011.

A joint meeting between the City and Mesa County Planning Commissions was held on September 27, 2011 to consider the proposed amendments. The City Planning Commission voted to recommend approval of the proposed amendments to the Grand Junction City Council. The Mesa County Planning Commission is responsible for adopting a resolution to adopt the proposed amendments. The Mesa County Planning Commission voted to continue the item until after the October 17, 2011 public hearing by City Council. If the proposed amendments are adopted by City Council, the Mesa

County Planning Commission will adopt Resolution #2011-07 at its regular meeting on October 27, 2011.

Previously presented or discussed:

Staff met with City Council at its July 18, 2011 workshop to explain the inconsistencies between the text of the Comprehensive Plan and the Zoning and Development Code.

Attachments:

Proposed Ordinance

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

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

Recitals:

On February 17, 2010 the Grand Junction City Council and Mesa County adopted the Grand Junction Comprehensive Plan, also known as Title 31 of the Grand Junction Municipal Code of Ordinances.

Chapter One of the Comprehensive Plan entitled "Land Use Designations" identifies the City and County zone districts that serve to implement each of the land use designations of the Comprehensive Plan.

The City Zoning and Development Code also identify the zone districts that serve to implement the Comprehensive Plan. In Mesa County this information is found in Chapter Four of the Mesa County Land Development Code.

Working with the Comprehensive Plan and the City Zoning Code, City Staff identified inconsistencies between the two regarding which City zone districts implement each land use category of the Comprehensive Plan.

These inconsistencies arose primarily due to changes made late in the City's legislative process with respect to adoption of the Form Based Districts and the Blended Residential Land Use Categories Map.

The proposed changes to the Comprehensive Plan clarify which zone districts implement each of the land use designations of the Comprehensive Plan and to rename the "Agriculture" land use designation "Large Lot 35+".

The proposed text amendments were distributed to the Mesa County Planning Division and various external review agencies for their review and comment. The City did not receive any comments for or against the proposed text amendments during the review period from external review agencies.

An Open House was held on August 31, 2011 to allow property owners and interested citizens an opportunity to review the proposed amendments, to make comments and to meet with staff to discuss any concerns that they might have. A display ad noticing the Open House was run in the Daily Sentinel newspaper to encourage public review and comment. The proposed amendments were also posted on the City and Mesa County websites with information about how to submit comments or concerns.

A joint meeting between the City Planning Commission and the Mesa County Planning Commission was held on September 27, 2011 to consider the proposed text amendments. The City Planning Commission voted to recommend approval of the proposed amendments to the Grand Junction City Council. The Mesa County Planning Commission is responsible for adopting a resolution to adopt the proposed amendments.

After public notice and a public hearing as required by the Charter and Ordinances of the City, the Grand Junction Planning Commission recommended approval of the proposed amendments for the following reasons:

1. The proposed amendments are consistent with the goals and policies of the Comprehensive Plan.
2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

After public notice and a public hearing before the Grand Junction City Council, the City Council hereby finds and determines that the proposed amendments will implement the vision, goals and policies of the Comprehensive Plan and should be adopted.

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

Chapter One of the Comprehensive Plan entitled "Land Use Designations" is hereby amended with the following text amendments as shown on the attached descriptions of land use designations.

INTRODUCED on first reading the 5th 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.

ATTEST:

President of the Council














City Clerk

The following paragraphs describe each of the use designations in detail. Zoning districts will be used to establish the conditions for the use and development of land in each of the designations. The zone districts listed under each description of a land use designation below are those zone districts which presumptively are consistent with, comply with and implement that land use designation. In addition to the following, the development codes will may identify which district or districts are appropriate for each land use designation. See Note*

<p>Parks and Open Space Active park and recreation sites with significant public access, whether publicly or privately owned.</p> <p><u>Applicable Zones</u> CSR All Zone Districts</p> 	<p>Agriculture-Large Lot 35+ 1 du/35 acres or greater Private lands with homes on approximately 35 acres or more. Typical uses would consist of the farms, orchards, pastures, and other agriculture operations or open areas. Agricultural-Large Lot 35+ parcels will not receive urban level services. This designation does not include industrial farms or livestock feedlots.</p> <p><u>Applicable Zones</u> AFF² AF-35² See Note *</p> 	<p>Rural 1 du/5-10 acre lots Private land that will remain in parcels of 5 to 10 acres on average. The uses will vary among low density residential lots, low intensity agricultural operations, orchards and other small scale farm operations. Rural land use areas serve as a transition between urban and agricultural uses. Clustering techniques are required to achieve maximum density. No urban level services are supplied.</p> <p><u>Applicable Zones</u> AFF² R-4 R-B R-5 R-E CSR R-1 R-2</p> 	<p>Conservation/Mineral Extraction Public or private lands reserved for open space, wildlife habitat, sensitive or hazardous land protection, and other environmental or conservation purposes. Mining and sand/gravel operations may be permitted as a temporary use.</p> <p><u>Applicable Zones</u> CSR RR I-1 I-2</p> 	<p>Cooperative Planning Area 5 to 35 acre parcels Land uses will be in accordance with the Cooperative Planning Agreements between Mesa County and the Municipalities.</p> <p><u>Applicable Zones</u> AFF² AF-35² See Note *</p> 	<p>Urban/Residential Reserve 5 (URR) URR is intended to accommodate single family residential densities of up to one unit per two acre. Subdivided lots are grouped together with a larger building lot "reserved" for future urban development when public sewer and other urban infrastructure/services are available to serve that subdivision in the reasonable foreseeable future.</p> <p><u>Applicable Zones</u> URR² See Note *</p> 
<p>Estate 1 - 3 acre lots Typical "estate" style single family homes on large lots of 1 to 3 acres. Centralized services might be needed depending on site conditions and proximity to existing services. Uses are residential.</p> <p><u>Applicable Zones</u> R-B R-E R-1 R-2 R-4 R-5</p> 	<p>Residential Low Density (RL) Density: 0.5-2 du/acre Single family detached residences with typically 0.5 to 2 units per acre. These homes are served by a public water and wastewater system.</p> <p><u>Applicable Zones</u> R-B R-E R-1 R-2 R-4 R-5</p> 	<p>Residential Medium Low Density (RML) 2-4 du/acre Detached single family residences with typically 2 to 4 units per acre that receive full urban services. Alternative residential development types, including single family attached, townhomes, and multi-family units may be permitted in these areas.</p> <p><u>Applicable Zones</u> R-B R-E R-1 R-2 R-4 R-5</p> 	<p>Residential Medium Density (RM) 4 - 8 du/acre A mix of residential development types with gross densities of 4 to 8 dwelling units per acre are anticipated in areas with this designation. Single family development will be integrated with other dwelling types, including duplexes, and low intensity attached residential development. Some low intensity multi-family development may be permitted.</p> <p><u>Applicable Zones</u> R-4 R-16 R-5 R-O R-8 R-12</p> 	<p>Residential Medium High (RMH) Density: 8 - 16 du/acre A mix of residential development types with gross densities of 8 to 16 dwelling units per acre. Duplexes, manufactured home subdivisions and low intensity attached residential development will be integrated with townhomes and low-intensity, multi-family development. Larger multi-family developments and/or small (less than 5,000 square feet) neighborhood retail/service centers may be permitted.</p> <p><u>Applicable Zones</u> R-4 R-O R-5 MU-C² R-8 MU-R² R-12 MU-OTC² R-16 R-24 MXR MXG</p> 	
<p>Residential High Mixed-Use (RHMU) Density: 16 - 24 du/acre All types of residential development may be permitted in these areas provided that gross densities are at least 16 and up to 24 du/acre. Modest amounts (dependant on zoning applied but not intended for more than 10% of a development) of service-oriented and retail commercial are allowed in the Residential High Density Mixed Use Land Use Classification. Higher density residential (and neighborhood retail/service center development) may be permitted.</p> <p><u>Applicable Zones</u> R-16 MXG R-24 MXR² R-O MUOTC² B-1 MUC² MU MXR</p> 	<p>Urban Residential Mixed Use (URMU) Density: 24+ du/acre Residential development with minor amounts of service-oriented and retail commercial are allowed (depending on zoning applied, non-residential not intended for more than 10% of a development).</p> <p><u>Applicable Zones</u> R-16 R-24 R-O B-1 MU-C² MU-R² MU-OTC²</p> 	<p>Neighborhood Center Mixed Use (NCMU) Limited employment, residential, open space and limited retail focused on uses that provide convenience items to immediate neighborhood. Residential uses are encouraged to integrate with commercial uses.</p> <p><u>Applicable Zones</u> R-8 MXR -3 R-12 MXG -3 R-16 MXS -3 R-24 MU-C² MU MU-R² R-O MU-OTC² B-1 C-1</p> 	<p>Village Center Mixed Use (VCMU) Employment, residential, service, park and retail allowed. The Village Center is intended to be at a smaller scale (1-5 stories and smaller land area) than Downtown Mixed Use. A mix of uses, either horizontal or vertical is expected unless otherwise designated in an adopted Area or Neighborhood Plan.</p> <p><u>Applicable Zones</u> R-8 MXR -3,5 R-12 MXG -3,5 R-16 MXS -3,5 R-24 MU R-O MU-C² B-1 MU-R² C-1 MU-OTC²</p> 	<p>Downtown Mixed Use (DMU) Density: 24+ du/acre Employment, residential, retail, office/business park uses allowed. A mix of uses (2 to 8 stories), either horizontal or vertical is expected. Residential densities may exceed 24 du/acre.</p> <p><u>Applicable Zones</u> R-16 R-24 B-2 C-1 MU MXG - 3,5,8 MXR - 3,5,8 MXS - 3,5,8 MU-C² MU-OTC²</p> 	
<p>Mixed Use Opportunity Corridors (MUOC) Service, retail and office commercial uses that service the immediate surrounding area with no outdoor storage may be allowed at various locations along the identified corridors</p> <p><u>Applicable Zones</u> MXG - 3,5 MXR - 3,5 MXS - 3,5 R-O R-1</p> 	<p>Business Park Mixed Use (BPMU) Business, light industrial, employment-oriented areas with the allowance of multi-family development.</p> <p><u>Applicable Zones</u> R-B R-12 R-16 R-24 R-O CSR BP-MU B-1 C-1 C-2 I-O</p> 	<p>Commercial (C) Permits a wide range of commercial development (office, retail, service, lodging, entertainment) with outdoor storage or operations allowed in some locations. Mixed commercial and residential developments may be encouraged in some areas.</p> <p><u>Applicable Zones</u> R-O B-1 C-1 C-2 I-O MU</p> 	<p>Commercial Industrial (CI) Heavy Commercial, offices and light industrial uses with outdoor storage, with some outdoor operations (e.g., office/warehouse uses, auto sales, auto repair shops, lumber yards, light manufacturing, oil and gas businesses). Yard operations may be permitted where adequate screening and buffering can be provided to ensure compatibility with existing and planned development in the vicinity of the proposed use. Residential uses are limited to the business park mixed-use development.</p> <p><u>Applicable Zones</u> C-2 MU BP-MU I-O I-1</p> 	<p>Industrial (I) Heavy commercial and industrial operations are predominant in industrial areas. Batch plants and manufacturing uses with outdoor operations are appropriate if developed consistently with zoning regulations. Residential uses are not appropriate.</p> <p><u>Applicable Zones</u> MU I-O I-1 I-2</p> 	<p>Airport Land owned or managed by the Airport Authority are included in the Grand Junction Regional Airport Master Plan. These lands as they are annexed into the City of Grand Junction are zoned Planned Airport Development.</p> <p><u>Applicable Zones</u> PAD</p> 

*See Mesa County Land Development Code for zoning districts that implement Future Land Use designations.

The following paragraphs describe each of the use designations in detail. Zoning districts will be used to establish the conditions for the use and development of land in each of the designations. The zone districts listed under each description of a land use designation below are those zone districts which presumptively are consistent with, comply with and implement that land use designation. In addition to the following, the development codes may identify which district or districts are appropriate for each land use designation. See Note*

<p>Parks and Open Space Active park and recreation sites with significant public access, whether publicly or privately owned.</p> <p><u>Applicable Zones</u> All Zone Districts</p> 	<p>Large Lot 35+ 1 du/35 acres or greater Private lands with homes on approximately 35 acres or more. Typical uses would consist of the farms, orchards, pastures, and other agriculture operations or open areas. Large Lot 35+ parcels will not receive urban level services. This designation does not include industrial farms or livestock feedlots.</p> <p><u>Applicable Zones</u> See Note *</p> 	<p>Rural 1 du/5-10 acre lots Private land that will remain in parcels of 5 to 10 acres on average. The uses will vary among low density residential lots, low intensity agricultural operations, orchards and other small scale farm operations. Rural land use areas serve as a transition between urban and agricultural uses. Clustering techniques are required to achieve maximum density. No urban level services are supplied.</p> <p><u>Applicable Zones</u> CSR R-4 RR R-5 R-E R-1 R-2</p> 	<p>Conservation/Mineral Extraction Public or private lands reserved for open space, wildlife habitat, sensitive or hazardous land protection, and other environmental or conservation purposes. Mining and sand/gravel operations may be permitted as a temporary use.</p> <p><u>Applicable Zones</u> CSR</p> 	<p>Cooperative Planning Area 5 to 35 acre parcels Land uses will be in accordance with the Cooperative Planning Agreements between Mesa County and the Municipalities.</p> <p><u>Applicable Zones</u> See Note *</p> 	<p>Urban/Residential Reserve 5 (URR) URR is intended to accommodate single family residential densities of up to one unit per two acre. Subdivided lots are grouped together with a larger building lot "reserved" for future urban development when public sewer and other urban infrastructure/services are available to serve that subdivision in the reasonable foreseeable future.</p> <p><u>Applicable Zones</u> See Note *</p> 
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*See Mesa County Land Development Code for zoning districts that implement Future Land Use designations.



Date: Sept. 26, 2011
 Author: Lisa Cox, AICP
 Title/ Phone Ext: Planning
 Manager/x: 1448
 Proposed Schedule: First reading Oct. 5, 2011
 2nd Reading: Oct. 17, 2011
 File #: CPA-2011-1064

CITY COUNCIL AGENDA ITEM

**Attach 13
 Grand Junction Comprehensive Plan Future
 Land Use Map Amendments**

Subject: Grand Junction Comprehensive Plan Future Land Use Map Amendments
Action Requested/Recommendation: Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet For of the Proposed Amendments to the Grand Junction Comprehensive Plan Future Land Use Map, Title 31 of the Grand Junction Municipal Code (GJMC)
Presenter(s) Name & Title: Tim Moore, Public Works and Planning Director Lisa Cox, AICP, Planning Manager

Executive Summary:

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.

Background, Analysis and Options:

The City of Grand Junction and Mesa County jointly adopted a Comprehensive Plan in February, 2010. The Plan established or assigned new land use designations to implement the vision of the Plan and guide how development should occur. In many cases the new land use designation encouraged higher density or more intense development in some urban areas of the City.

When the City adopted the Comprehensive Plan, it did not rezone property to be consistent with the new land use designations. As a result, certain urban areas now carry a land use designation that calls for more density or more intense development than the current zoning of the property. Staff has identified twenty-four areas of the City with a conflict between the land use designation and the current zoning.

Upon analysis of each area, Staff has determined that the current zoning is appropriate and consistent with the vision of the Comprehensive Plan. In order to create consistency between the Comprehensive Plan’s Future Land Use Map and the zoning of these properties (which support the vision of the Comprehensive Plan), Staff recommends amending the Comprehensive Plan Future Land Use Map to be

consistent with the existing zoning. The attached maps and descriptions show the changes proposed for each of the affected areas.

The proposed amendments to the Future Land Use Map will resolve the conflicts between the land use designations and the current zoning. The proposed amendments will not change the zoning of any parcel. Where a rezone is recommended for a specific area, there will be a separate process with formal notice to property owners and opportunity for input and participation.

If approved, the proposed amendments will result in changes to the Comprehensive Plan's Blended Residential Land Use Categories Map for certain areas. For example, an area with a land use designation of Residential Medium High that is proposed to change to a Commercial land use designation would no longer be shown on the Blended Map. If the proposed amendments to the Future Land Use Map are approved, the corresponding change to the Blended Map will also be made.

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

The proposed amendments are consistent with the following goals and policies of the Comprehensive Plan:

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and other service providers.

Policy 1A: City and County land use decisions will be consistent with the Future Land Use Map. Mesa County considers the Comprehensive Plan an advisory document.

Policy 1C: The City and Mesa County will make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Policy 3A: To create large and small "centers" throughout the community that provides services and commercial areas.

Policy 3B: Create opportunities to reduce the amount of trips generated for shopping and commuting and decrease vehicle miles traveled thus increasing air quality.

Goal 4: Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy 5A: In making land use and development decisions, the City and County will balance the needs of the community.

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

The proposed map amendments meet the vision, goals and policies of the Comprehensive Plan by resolving the conflict between the land use designation and the current zoning of certain properties. Resolving the conflict will facilitate development of the properties when the market is ready because an amendment to the Future Land Use Map will not be required. Resolving the conflict between the land use designation and the zoning will allow the property to develop under the current zoning which supports the vision, goals and policies of the Comprehensive Plan.

Board or Committee Recommendation:

Staff met with City Council at its July 18, 2011 and August 1, 2011 workshops to review the conflicts that were found between the Comprehensive Plan land use designations and the current zoning of certain properties within the urban areas of the city. Staff received direction to proceed with proposed amendments to change the land use designations of certain properties where the current zoning was consistent with the vision and the goals of the Comprehensive Plan.

The Planning Commission voted to recommend approval of the proposed Future Land Use Map amendments at its September 27, 2011 meeting with the following findings of fact and conclusions:

1. The proposed amendments are consistent with the goals and policies of the Comprehensive Plan.
2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

Financial Impact/Budget:

There are no anticipated financial or budget impacts.

Legal issues:

The proposed amendments have been reviewed and are supported by the Legal Division.

Other issues:

The Amendment Process and Criteria

The Grand Junction Comprehensive Plan is a joint collaboration between the City of Grand Junction and Mesa County to coordinate planning decisions in the immediate region around Grand Junction. When deciding changes to the Plan, the City has jurisdiction inside the Persigo 201 Boundary. The County may, if it deems appropriate, provide comments on the change prior to adoption.

Approval Criteria

Chapter One, Amendments to the Comprehensive Plan (document), states that “An amendment is required when a requested change significantly alters the land use or the Comprehensive Plan document.”

The following Criteria for Plan Amendments are found in Chapter One of the Comprehensive Plan document:

(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.

When the City adopted the Comprehensive Plan, property in the urban areas was not rezoned to be consistent with the new land use designations. As a result, certain urban areas now carry a land use designation that calls for more density or more intense development than the current zoning of the property. Twenty-four areas of the City have been identified with a conflict between the land use designation and the current zoning.

The proposed amendments to the Future Land Use Map will resolve the conflicts between the land use designations and the current zoning and facilitate development of the property when the market is ready. The community will benefit from the proposed amendments because the conflicts between the land use designation and zoning will be resolved; therefore the proposed amendments met criterion (v) above.

Review and Comment Process

The proposed amendments were distributed to the Mesa County Planning Division and various external review agencies for their review and comment. The City did not receive any comments from Mesa County during the review period regarding the proposed amendments.

Because the City is proposing to amend the Comprehensive Plan Future Land Use Map, written notice was provided to each property owner to inform them of the City’s intention to change the land use designation of property that they owned. Individual letters were mailed to each property owner which informed them of the proposed Future Land Use Map amendments and how they could review the proposed amendments and provide comments.

An Open House was held on August 31, 2011 to allow property owners and interested citizens to review the proposed amendments, to make comments and to meet with staff to discuss any concerns that they might have. A display ad noticing the Open House was run in the Daily Sentinel newspaper to encourage public review and comment. The proposed amendments were also posted on the City and Mesa County websites with information about how to submit comments or concerns. Public review and comments were accepted from August 22, 2011 through September 2, 2011. Citizen comments were received by phone, email and written comments made during the Open House. Comments received are attached to this staff report.

Previously presented or discussed:

Staff met with City Council at its July 18, 2011 and August 1, 2011 workshops to review the conflicts between the land use designations of the Comprehensive Plan and the current zoning of certain properties within the urban areas of the city.

Attachments:

1. Citizen Comments
2. Master map showing proposed amendments to Future Land Use Map by area
3. Proposed Ordinance with maps of areas with proposed changes to the Future Land Use Map

Citizen Comments

From: "Keith Ehlers" <keith@ciavonne.com>
To: "Brian Rusche" <brian@ci.grandjct.co.us>, "Lisa Cox" <lisac@ci.grandjct.co.us>, "Greg Moberg" <gregm@ci.grandjct.co.us>
Date: 8/11/2011 1:54 PM
Subject: Comp Plan adjustment
Staff,

In a recent General Meeting for a property that exists along Patterson within a Mixed Use Opportunity Corridor designation per the Comp Plan I was informed that the Mixed Use Form Zones was an applicable Zone within the MUOC. This email is intended as a suggestion/request to update the Comp Plan, specifically page 34, to reflect the Form districts as an applicable zone. There may be other areas that disclose this information, but the graphics found on page 34 are a helpful tool we use when working with clients that could reflect the information as well. Thanks for your time.

Keith Ehlers Ciavonne, Roberts, & Assoc.

PS - I spoke with Brian Rusche regarding this and he indicated there is possibly an amendment coming down the pipe that will address this, but I thought I would still pass this along for 'the record'.

From: David Thornton
To: JPVLEFTY@aol.com
CC: Cox, Lisa
Date: 8/19/2011 4:53 PM
Subject: Re: Rezoning

Jeff,

Come on in anytime into City Hall and we can walk through the plan amendment for your property. We are also having an open house on August 31st to talk with affected property owners of this proposal. We encourage you to attend that as well.

For the High Fashion Fabric property the proposal is to change the Comprehensive Plan designation of Residential Medium, and include the property into the Neighborhood Center land use designation which includes Corner Square across the street and the out patient facility across from you. See left side of map below, the Neighborhood Center designation would wrap to include your property, the building to the west of you and the Redstone Vet Clinic. The 8 properties to the north of you that are single family residential are not included in this proposal. Their situation is different and the proposal is to reduce the density to conform to existing conditions and zoning.

The Neighborhood Center land use designation allows business zoning which allows the existing zoning to remain. Business uses are not allowed in the Residential Medium land use category as currently represented by the Comprehensive Plan. Our desire and proposal is to change the Comprehensive Plan and leave the current business zoning intact which will remove the conflict between the zoning and the long range plan, the Comprehensive Pan.

Thanks for your inquiry. Have a great weekend.

Dave
Dave Thornton, AICP
Principal Planner
(970)244-1450
davidt@gjcity.org

Hi Dave,

Just received the notice of proposed comprehensive plan amendment. It does not state where the Public review and comment can be made. I would like to review it before I comment, where do I do this? Aug 22 thru Sept 2???? Or do I just wait till Sept 27th?

Jeff Vogel
Hi Fashion Fabrics Inc.
BERNINA and Handi Quilter dealer
2586 Patterson (F) Rd
Grand Junction, CO 81505
970-242-1890
www.hifashinfabrics.com

**

From: Clare Boulanger <clareboulanger@gmail.com>
To: Lisa Cox <lisac@ci.grandjct.co.us>
CC: David Thornton <davidt@ci.grandjct.co.us>
Date: 8/23/2011 11:50 PM
Subject: Re: Notice of Proposed Comprehensive Plan Amendment

Thank you for your response. I apologize for being rude. It has not been easy to live around here, with the college – excuse me,

university – creeping down the street.
Clare Boulanger

On Tue, Aug 23, 2011 at 11:48 AM, Lisa Cox <lisac@ci.grandjct.co.us> wrote:

Good morning Ms. Boulanger,

I apologize if you found my letter cryptic because that was not my intention. What I hoped to say in the letter was that the City has reviewed it's Comprehensive and found errors in certain areas between the kind of development that the Plan anticipates in the future and the current development or zoning of properties.

The property that you own at 820 Elm Avenue is located in one of the areas where we feel that the Comprehensive Plan anticipated too much density or development. Your property is zoned Residential-8 (which allows 8 dwelling units per acre). The Comprehensive Plan anticipates development between 16-24 dwelling units per acre for your neighborhood. Although the City would like to encourage more residential development, we feel that 16-24 dwelling units per acre is too much for your neighborhood at this time.

The City is proposing a change to the Comprehensive Plan that would reduce the future development potential to 8-16 dwelling units per acre for your neighborhood. This would allow property owners to add an accessory dwelling unit on their property or to redevelop their property in a way that would preserve the general character that exists now, but still allow additional growth or density. The zoning of your property will not change.

I hope that I've clarified the City's proposed change to the Comprehensive Plan for property in your neighborhood, but if you have questions that I haven't addressed then please call me at 244-1448 and I would be happy to answer any questions that you have. You are also welcome to attend the Open House on August 31, 2011 from 4:00-6:00 pm at City Hall (250 N. 5th Street). There will be several people there that can answer questions as well. Thank you.

Lisa Cox, AICP
Planning Manager
Public Works & Planning Dept
970.244.1448

>>> Clare Boulanger <clareboulanger@gmail.com> 8/19/2011 10:06

> PM >>>

OK, so I receive this notice, and it's incredibly cryptic regarding what's happening and/or what's going to happen. I quote in full the paragraph that would appear to be key: "This notice is to advise you that the City is proposing a Comprehensive Plan amendment that will change the land use designation of your property to support the current zoning or the future development potential. There will be no cost to you. Changing the land use designation on your property will not change the current zoning or impact your current land use." Could you please explain to me how changing the land use designation to support "future development potential" is NOT essentially a "change [of] the current zoning"? And what's this really all about, anyway, outside of the fact that Tim Foster wants to plow our neighborhood into parking lots prior to setting up dorms, new sporting facilities, and an events center?

Clare Boulanger

820 Elm Av

From: David Thornton
To: IKE
CC: Cox, Lisa
Date: 8/29/2011 10:29 AM
Subject: Re: re zoning and implications

Lauren,

Thanks for your inquiry. The City has reviewed it's Comprehensive and found errors in certain areas between the kind of development that the Plan anticipates in the future and the current development or zoning of properties.

The property that you own at 1416 N. 7th Street is located in one of the areas where we feel that the Comprehensive Plan anticipated too much density or development. Your property is zoned Residential-8 (which allows 8 dwelling units per acre). The Comprehensive Plan anticipates development between 16-24 dwelling units per acre for your neighborhood. Although the City would like to encourage more residential development, we feel that 16-24 dwelling units per acre is too much for your neighborhood at this time.

The City is proposing a change to the Comprehensive Plan that would reduce the future development potential to 8-16 dwelling units per acre for your neighborhood. This would allow property owners to add an accessory dwelling unit on their property or to redevelop their property in a way that would preserve the general character that exists now, but still allow additional growth or density. The zoning of your property of R-8 will not change as part of this proposed Plan amendment. There is no change to the current use of your property which means that there is no affect on city water, utilities,

taxes, or tenants rights as you have asked about in your email.

I hope that I've clarified the City's proposed change to the Comprehensive Plan for property in your neighborhood, but if you have questions that I haven't addressed then please call me at 244-1450 and I would be happy to answer any questions that you have.

Have a great day! Thank you.

Dave Thornton, AICP
Principal Planner
(970)244-1450
davidt@gjcity.org

>>> IKE <laurenannino@aol.com> 8/24/2011 4:30 PM >>>
Dear Lisa and David,

Please let me know how this affects me as an owner of investment property at 1416 N 7th St. I now live in Boulder and have no way of making meetings but can send my attorney if need be.

Please address issues such as city water, utilities, taxes, tenants rights, or anything that will be considered infringing on the current and future development. please.
Thank you .

Lauren Annino, CEO
The Freedom Walker Co
303 499 2634

**

From: Greg Moberg
To: Lisa Cox; abunting4755@yahoo.com
Date: 8/25/2011 3:28 PM
Subject: Re: Fwd: Comp Plan question

Ms. Bunting,

Lisa needed to be out of the office this afternoon and asked me to respond to your email.

You are correct in your assertion that the current Comprehensive Plan designation for your property is Residential High Mixed Use and that the City is proposing to change that designation to Residential Medium High. Under the current designation your R-8 zoning is inconsistent with the Comprehensive Plan and the single family use would be nonconforming if zoned to a consistent zone. Because of this, the City is moving forward with a Comprehensive Plan amendment that, if approved, will remove any existing Comprehensive Plan inconsistencies.

The Residential Medium High would still allow your property to be rezoned to a higher density (R-12 and R-16) and to commercial (R-O).

If you have further questions, please do not hesitate to contact me.

Greg Moberg
Planning Services Supervisor
City of Grand Junction
Public Works and Planning Department
250 North 5th Street
Grand Junction, CO 81501
(970) 256-4023

>>> Ann Bunting <abunting4755@yahoo.com> 8/24/2011 1:53 PM >>>
Hi Lisa,

I'm Ann Bunting and I own the property at 1730 N 7th. From looking at the GJ city website, it looks as if my property is in Area 13a, with proposed change from Residential High Mixed Use to Residential Medium High. Does that mean that the few commercial applications would be phased out? And would that affect my R-8 zoning? Also, it looks like Area 13b is being opened up to the possibility of a neighborhood center. It seems contradictory that the city would reduce density in the neighborhood where new amenities were being planned. Am I understanding that correctly? I live in a different part of the state and will be unable to attend the meeting, so please accept my questions by email.

Many thanks for any clarification you can offer,
Best,
Ann Bunting
abunting4755@yahoo.com

**

From: David Thornton

To: L, Jeanne
CC: Cox, Lisa
Date: 8/31/2011 2:24 PM
Subject: Re: comprehensive plan and zoning changes for north 18th Street
Jeanne,

The zoning east of you is the same as you have and that is R-8 or residential up to 8 units per acre. As far as the Comprehensive Plan is concerned for both your street and the area east of you, it all has the ability to ask for a zone change to higher density up to 16 units per acre. That doesn't mean that any proposed change or any proposed development would be approved. There are many things that go into a new development that the Code requires to be looked at and mitigated that protects existing neighborhoods and helps that new development fit into the neighborhood.

Regarding giving feedback, the current schedule is for Planning Commission to review and make a recommendation to City Council on September 27th at 6 PM here in City Hall on the proposed amendment to reduce the density from Residential High to Residential Medium High for your area. Your feedback is encouraged in that meeting.

Thanks again for your email.

Dave Thornton, AICP
Principal Planner
(970)244-1450
davidt@gjcity.org

>> Jeanne L <jeannejml@yahoo.com> 8/31/2011 9:53 AM >>>

Dave,
Thanks for your timely response as well as the clarification. I am glad that the density would be lower than the comp plan indicates, however, I would feel even better if the density remained at the level it was at when I purchased my property of up to 8 units. 16 units is a lot and would greatly change the character of the neighborhood.

I do have a few more questions: What is the zoning for the next streets over (19th, 20th...) and is it the same density as my street or lower? And how do I give input/feedback about the increase in density up to 16 units (even though it is not as much of an increase as I thought)?

Thanks much,
Jeanne

From: David Thornton <davidt@ci.grandjct.co.us>
To: Jeanne L <jeannejml@yahoo.com>
Cc: Lisa Cox <lisac@ci.grandjct.co.us>
Sent: Wednesday, August 31, 2011 9:38 AM
Subject: Re: comprehensive plan and zoning changes for north 18th Street

Ms. Lelonek,

Thanks for your email. Perhaps I can clarify what the City is proposing. The City has reviewed its Comprehensive and found errors in certain areas between the kind of development that the Plan anticipates in the future and the current development or zoning of properties.

The property that you own on North 18th Street is located in one of the areas where we feel that the Comprehensive Plan anticipated too much density or development. Your property is zoned Residential-8 (which allows 8 dwelling units per acre). The Comprehensive Plan anticipates development between 16-24 dwelling units per acre for your neighborhood. Although the City would like to encourage more residential development, we feel that 16-24 dwelling units per acre is too much for your neighborhood at this time.

The City is proposing a change to the Comprehensive Plan that would reduce the future development potential to 8-16 dwelling units per acre for your neighborhood. This would allow property owners to add an accessory dwelling unit on their property or to redevelop their property in a way that would preserve the general character that exists now, but still allow additional growth or density. Changing the Comprehensive Plan to Residential Medium High removes the conflict between the Plan and the current zoning.

I hope that I've clarified the City's proposed change to the Comprehensive Plan for property in your neighborhood, but if you have questions that I haven't addressed then please call me at 244-1450 and I would be happy to answer any questions that you have.

Thanks and have a great day.

Dave Thornton, AICP
Principal Planner
(970)244-1450
davidt@gjcity.org

>>> Jeanne L <jeannejml@yahoo.com> 8/30/2011 9:35 PM >>>

Hi,
I was just reviewing the comp plan on-line and I am quite concerned about the re-zoning of my street to high mixed use. I live on North 18th street, just south of the elementary school. Our street is all single family homes and I walk my son to school daily. The next street over, North 19th street is planned as medium residential.

I am wondering why our street was chosen to have higher density? If I understand that zoning, and perhaps you could clarify, this means that my neighbor could change their house to an apartment building! This would totally ruin the character of our little street. The letter you sent is confusing---that you are not changing anything and yet this change in zoning would change a lot! This has already happened at 15th street and it looks terrible there; houses surrounded by apartments. It starts to look like a slum. I have lived here about 15 years and our street has been on an upswing. I think this kind of change will lead to more of us fleeing for the suburbs...starting more of a decline in the area.

Please let me know if I'm misunderstanding.... my address is 1850 North 18th Street. I feel like the high density should stay between 12th and 15th as it is already set up now. Is there a way to comment or let city council members know our concerns?

Thanks for any information on this.

Jeanne Lelonek

From: "Ron Abeloe" <ron@cwihomes.com>
To: <lisac@gjcity.org>
Date: 9/10/2011 12:08 PM
Subject: comp plan amndmnt

Hi Lisa,

I got a notice that one or more of the parcels I own will be affected, I own property under my name as well as 3 entities, The Greedy Group LLC, Legend Partners LLC and Chaparral West Inc. IO would be very interested in speaking to you about which parcels will be affected and what that affect will mean to future development. I can be reached at 970-234-5681.

Thanks,
Ron

Citizen Contacts by Phone:

Mr. Chuck Richardson
Elm Avenue Baptist Church
1510 N. 7th Street
243-5636

Cheryl Wilcox
2445 Hill Avenue
523-2185 or 589-2355

James Younger
East side of 25 Road, south of Patterson Road
245-8956

Johnny Schneider
(No further information provided)



OPEN HOUSE
August 21, 2011
4-6:00 p.m.

Grand Junction City Hall

Comprehensive Plan Comment Sheet

May we hear any comments or any concerns you have about proposed changes to the Comprehensive Plan?

Comprehensive Plan development was a major undertaking so can see that there were inconsistencies. It's okay to fix that but I still generally have the attitude that density levels should stay consistent with existing neighborhoods.

For example, properties in the Redlands built under R-1 density shouldn't have an R-5 approved next door. And that is what the Comp Plan did. 😞

Name _____
Address _____
Phone _____
Email _____

Please turn your comments in tonight or mail them to:

Dave Thornton, Principal Planner
Public Works & Planning
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81506



OPEN HOUSE

August 21, 2011

4-6:00 p.m.

Grand Junction City Hall

Comprehensive Plan Comment Sheet

May we hear any comments or any concerns you have about proposed changes to the Comprehensive Plan?

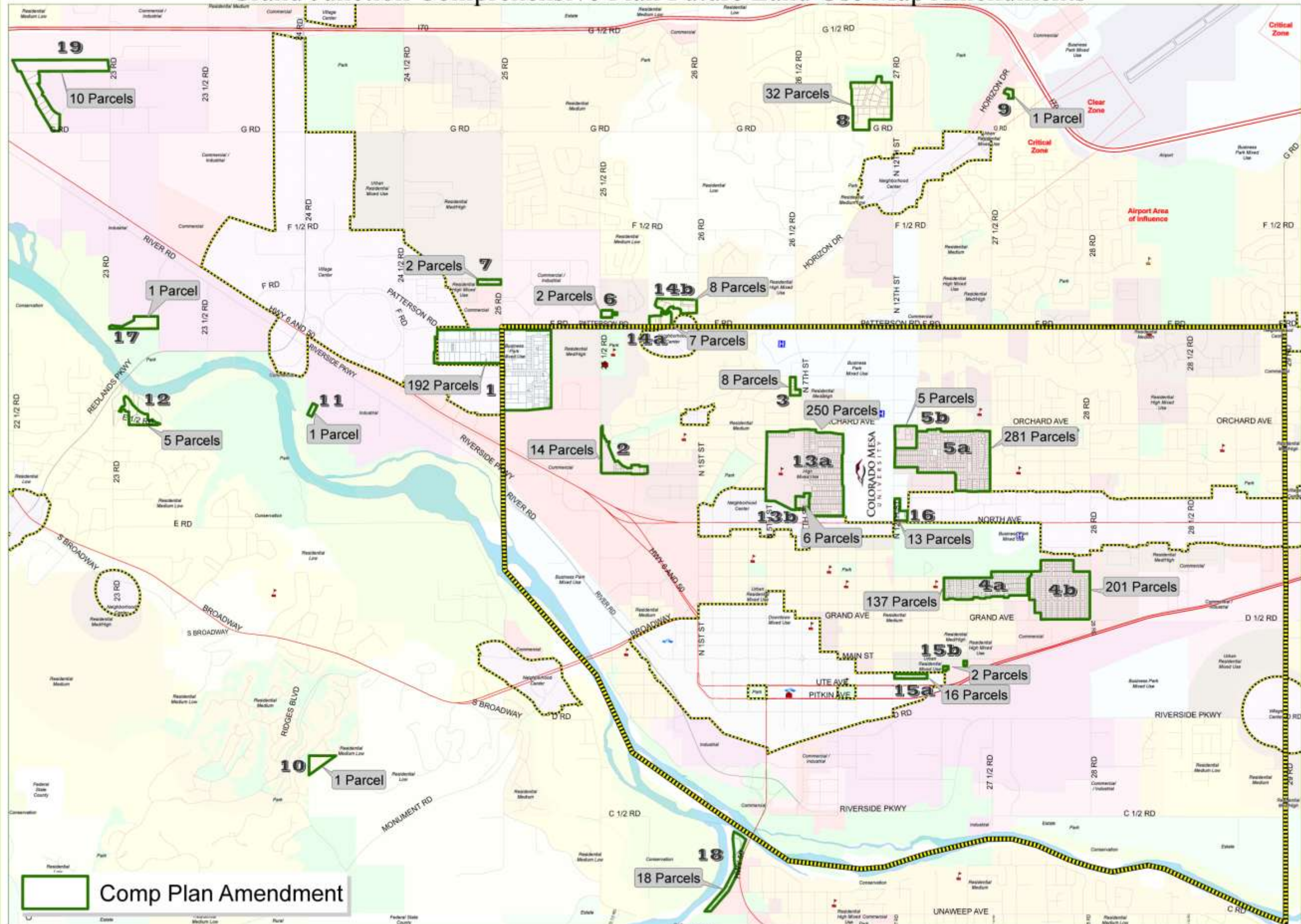
No comments or concerns because nothing will change for the properties that interest me.

Name Sandra N. Brown for Homer T. Hurst
Address 866 Texas, 745 Bunting, 139 Bunting
Phone 361-1225
Email thurst461@earthlink.com

Please turn your comments in tonight or mail them to:

Dave Thornton, Principal Planner
Public Works & Planning
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81506

Grand Junction Comprehensive Plan Future Land Use Map Amendments



Comp Plan Amendment

HOSPITAL
 FIRE
 POLICE
 SCHOOL
 FUTURE SCHOOL
 City Center
 Mixed Use Centers

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE AMENDING THE GRAND JUNCTION COMPREHENSIVE PLAN
FUTURE LAND USE MAP**

Recitals:

On February 17, 2010 the Grand Junction City Council adopted the Grand Junction Comprehensive Plan which includes the Future Land Use Map, also known as Title 31 of the Grand Junction Municipal Code of Ordinances.

The Comprehensive Plan established or assigned new land use designations to implement the vision of the Plan and guide how development should occur. In many cases the new land use designation encouraged higher density or more intense development in some urban areas of the City.

When the City adopted the Comprehensive Plan, it did not rezone property to be consistent with the new land use designations. As a result, certain urban areas now carry a land use designation that calls for a different type of development than the current zoning of the property. Twenty-four areas of the City have been identified with a conflict of this nature. Staff analyzed these areas to consider whether the land use designation was appropriate, or if the zoning was more appropriate, to implement the vision, goals and policies of the Comprehensive Plan.

Upon analysis of each area, Staff has determined that the current zoning is appropriate and consistent with the vision of the Comprehensive Plan. In certain areas, the current land use designation calls for too much density or intensity and in other areas the land use designation does not require enough density or intensity.

In order to create consistency between the Comprehensive Plan's Future Land Use Map and the zoning of these properties, Staff recommends amending the Comprehensive Plan Future Land Use Map to be consistent with the existing zoning.

The proposed amendments to the Future Land Use Map will result in changes to the Comprehensive Plan's Blended Residential Land Use Categories Map for certain areas. For example, an area with a land use designation of Residential Medium High that is proposed to change to a Commercial land use designation would no longer be shown on the Blended Map. Changes to the Blended Residential Land Use Categories Map will be made when corresponding amendments to the Future Land Use Map are adopted.

The proposed Future Land Use Map amendments were distributed to the Mesa County Planning Division and various external review agencies for their review and comment. The City did not receive any comments from Mesa County or external review agencies regarding the proposed Future Land Use Map amendments.

An Open House was held on August 31, 2011 to allow property owners and interested citizens an opportunity to review the proposed map amendments, to make comments and to meet with staff to discuss any concerns that they might have. A display ad noticing the Open House was run in the Daily Sentinel newspaper to encourage public review and comment. The proposed amendments were also posted on the City and Mesa County websites with information about how to submit comments or concerns. Several citizen comments were received during the review process.

After public notice and a public hearing as required by the Charter and Ordinances of the City, the Grand Junction Planning Commission recommended approval of the proposed amendment for the following reasons:

1. The proposed amendments to the Comprehensive Plan Future Land Use Map are consistent with the goals and policies of the Comprehensive Plan.
2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

After public notice and a public hearing before the Grand Junction City Council, the City Council hereby finds and determines that the proposed amendment will implement the vision, goals and policies of the Comprehensive Plan and should be adopted.

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

The Grand Junction Comprehensive Plan Future Land Use Map and Blended Residential Land Use Categories Map are hereby amended as shown on the attached area maps.

INTRODUCED on first reading the 5th 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.

ATTEST:

President of the Council

City Clerk

Area 1:

Parcels: 192

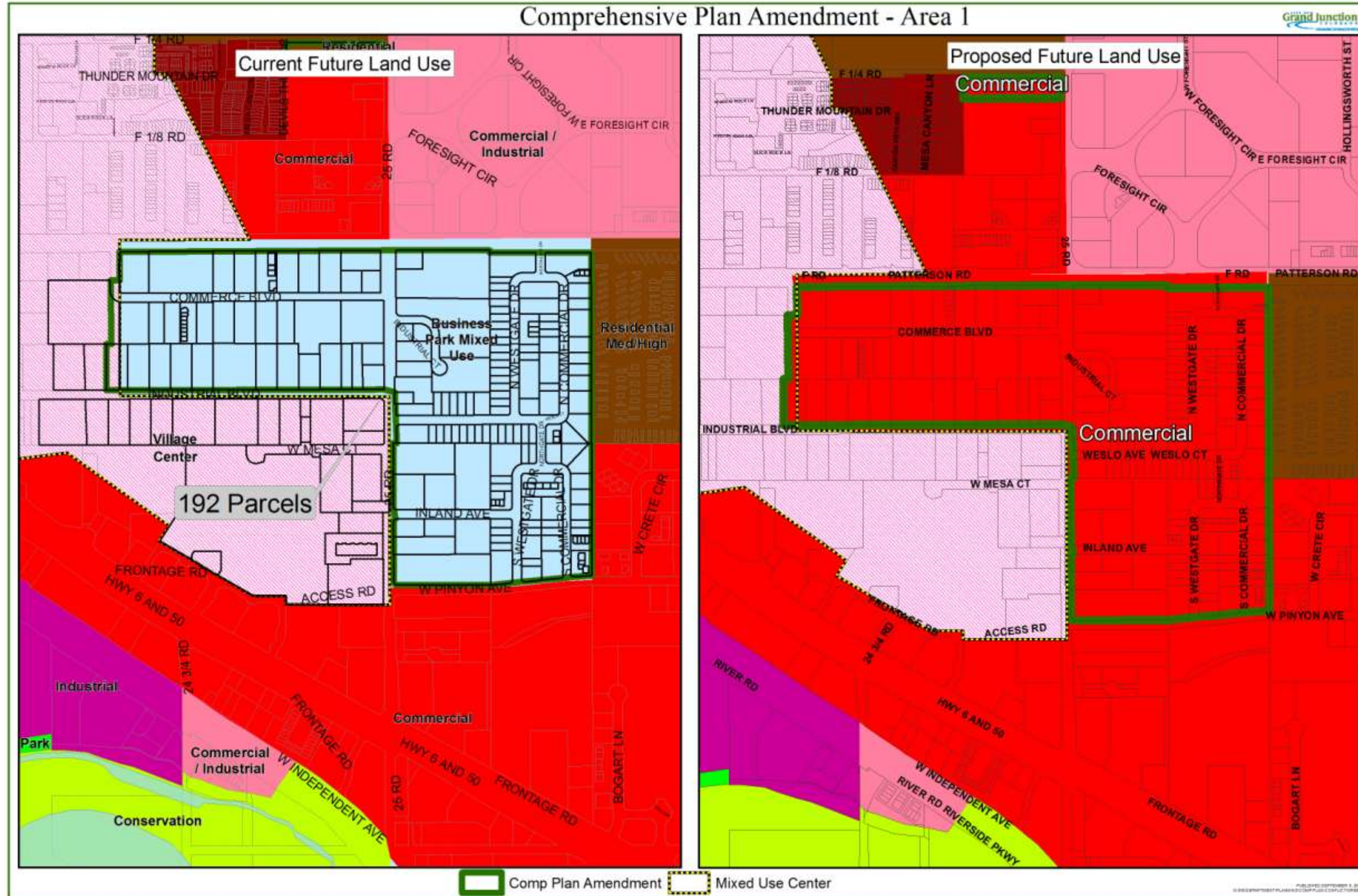
Current zoning: C-1 and C-2

Location: Generally located west of 25 Road on Commerce Boulevard and the north side of Industrial Boulevard and east of 25 Road over to North and South Commercial Drive.

Recommended change to future land use designation:

From: Business Park Mixed Use

To: Commercial



Area 2:

Parcels: 14

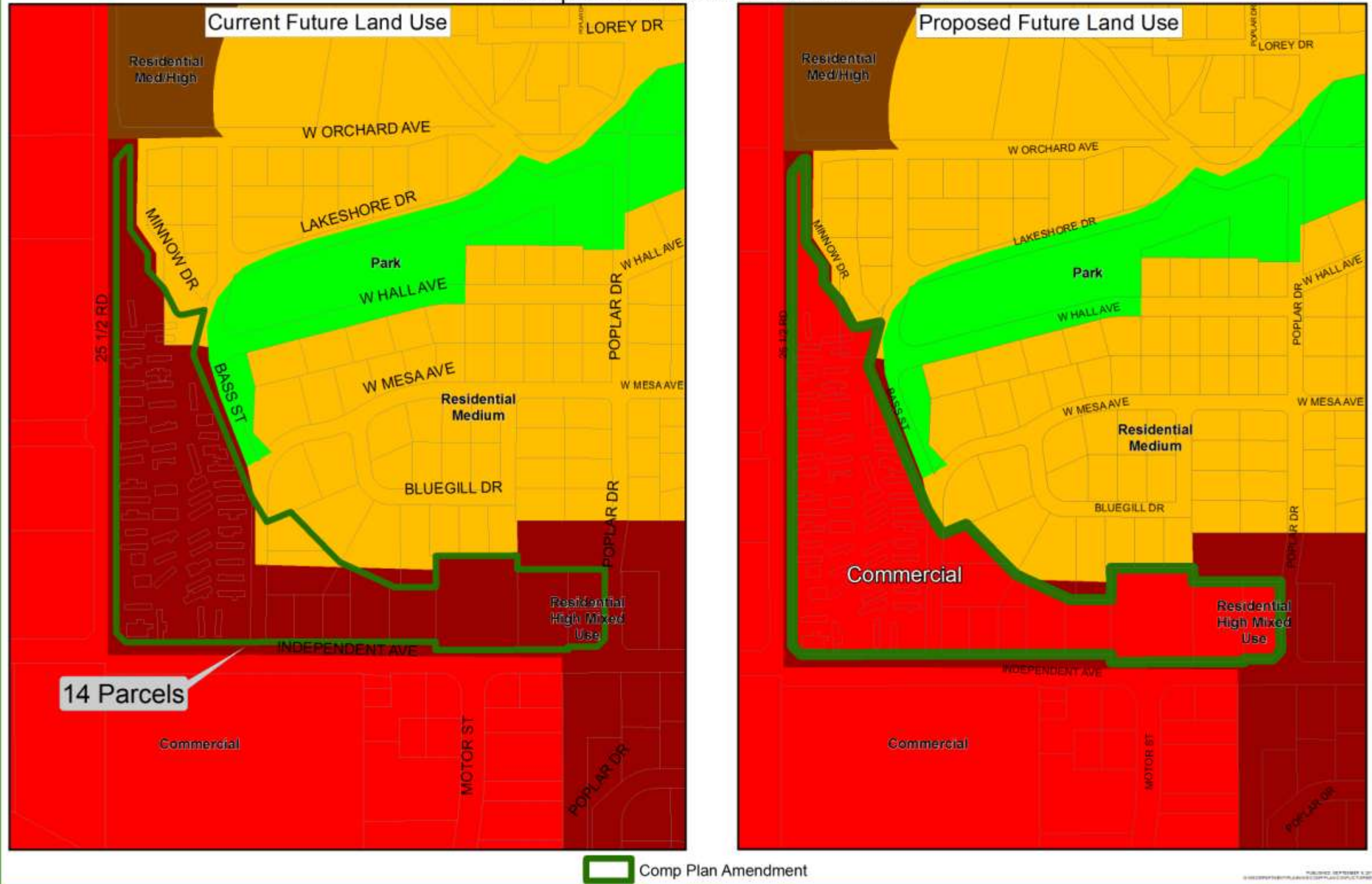
Current zoning: C-1 and C-2

Location: Generally located along the east side of 25 1/2 Road and the north side of Independent Avenue.

Recommended change to future land use designation:

From: Residential Medium High Mixed Use To: Commercial

Comprehensive Plan Amendment - Area 2



Area 3:

Parcels: 8

Current zoning: R-24 and B-1

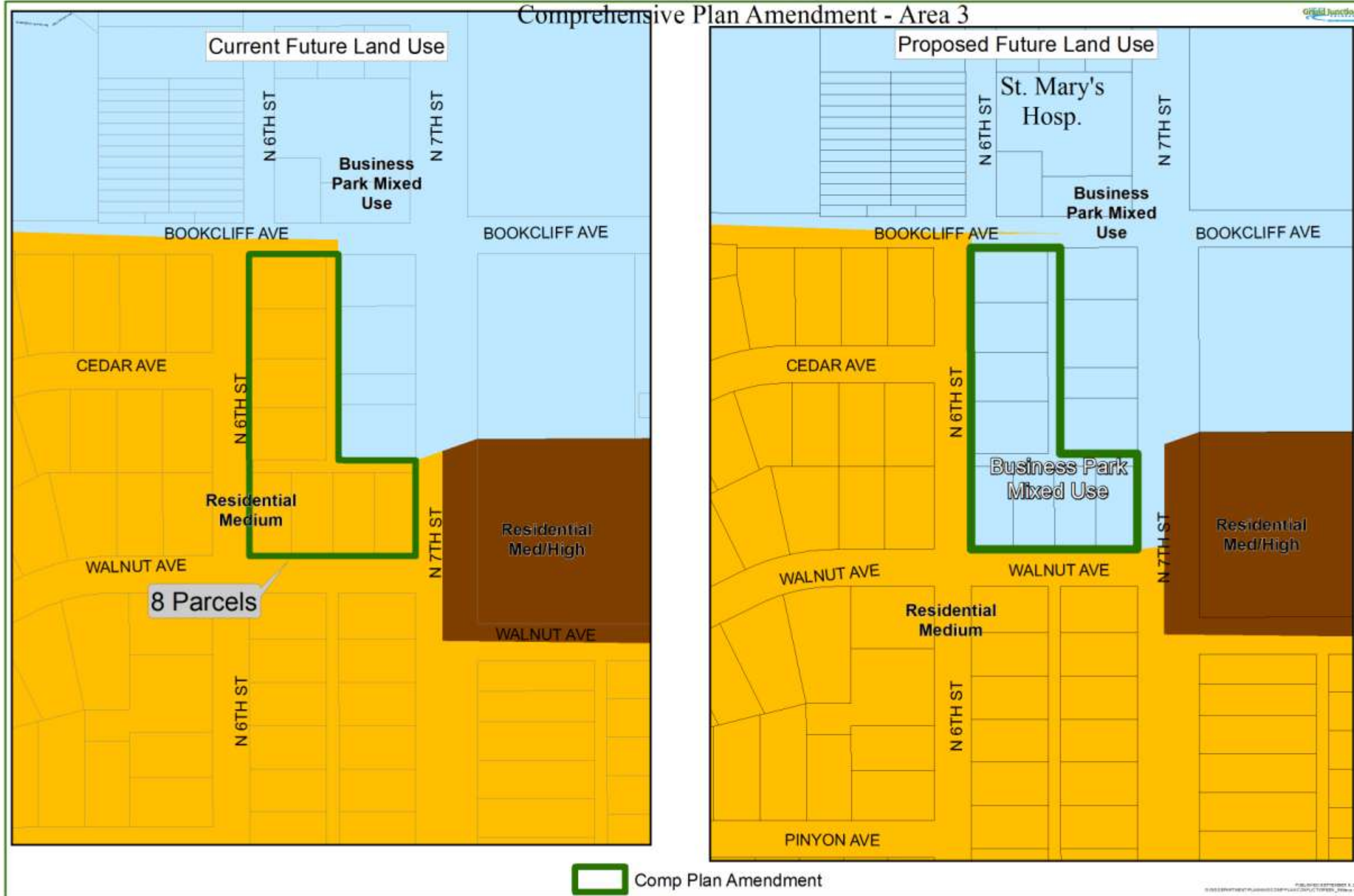
Location: Generally located on the east side of N. 6th Street and the north side of Walnut Avenue.

Recommended change to future land use designation:

From: Residential Medium

To: Business Park Mixed Use

Comprehensive Plan Amendment - Area 3



Area 4a:

Parcels: 137

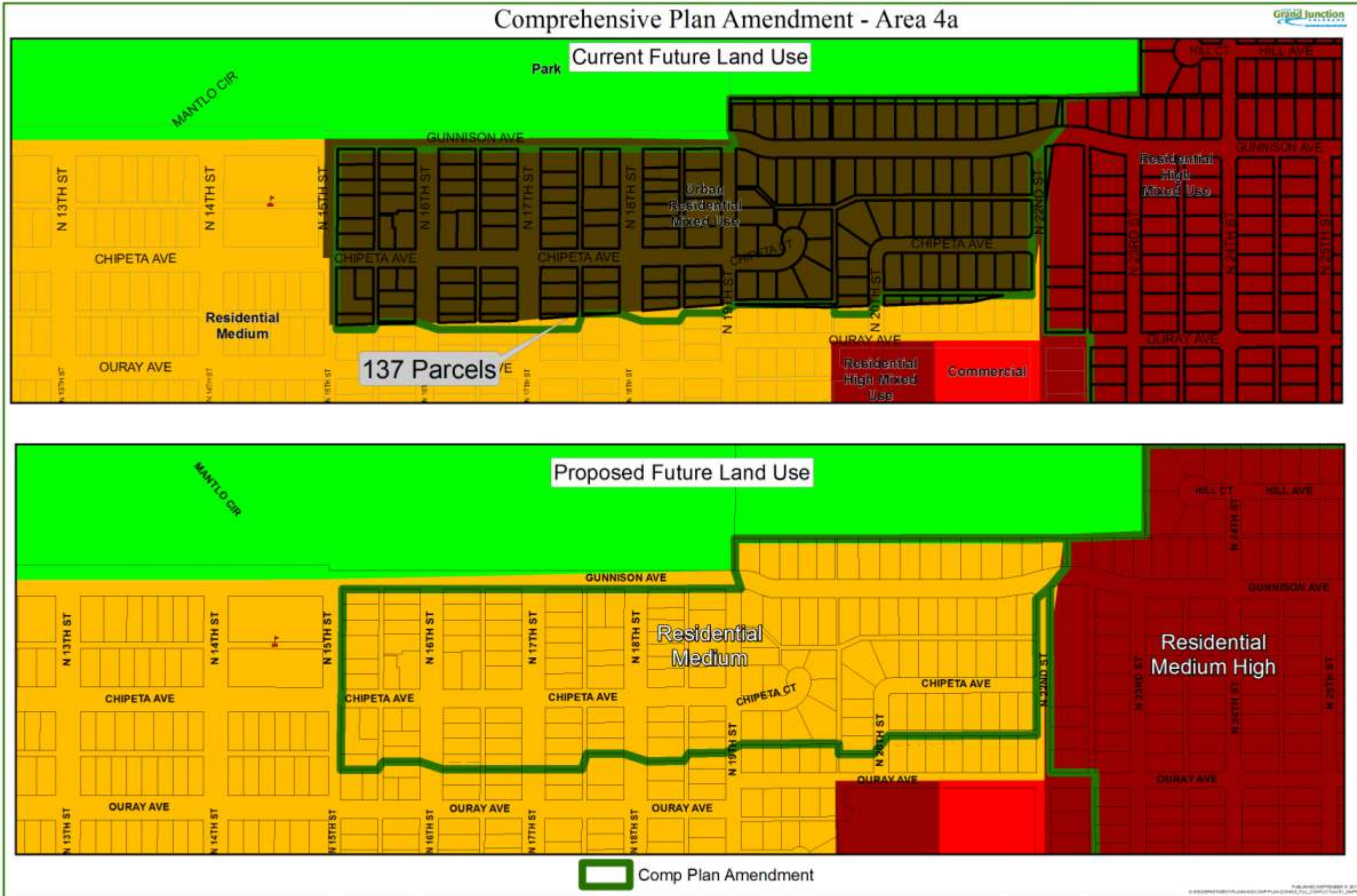
Current zoning: R-8

Location: Generally located on the east side of N. 15th Street to the west side of N. 22nd Street and from the north side of Gunnison Avenue to the south side of Chipeta Avenue.

Recommended change to future land use designation:

From: Urban Residential Mixed Use

To: Residential Medium



Area 4b:

Parcels: 201

Current zoning: R-8

Location: Generally located on the east side of N. 22nd Street to the west side of 28 Road, and from the north side of Hill Avenue to the north side of Grand Avenue.

Recommended change to future land use designation:

From: Residential High Mixed Use

To: Residential Medium High

Comprehensive Plan Amendment - Area 4b



 Comp Plan Amendment

Area 5a:

Parcels: 281

Current zoning: R-8 and C-1

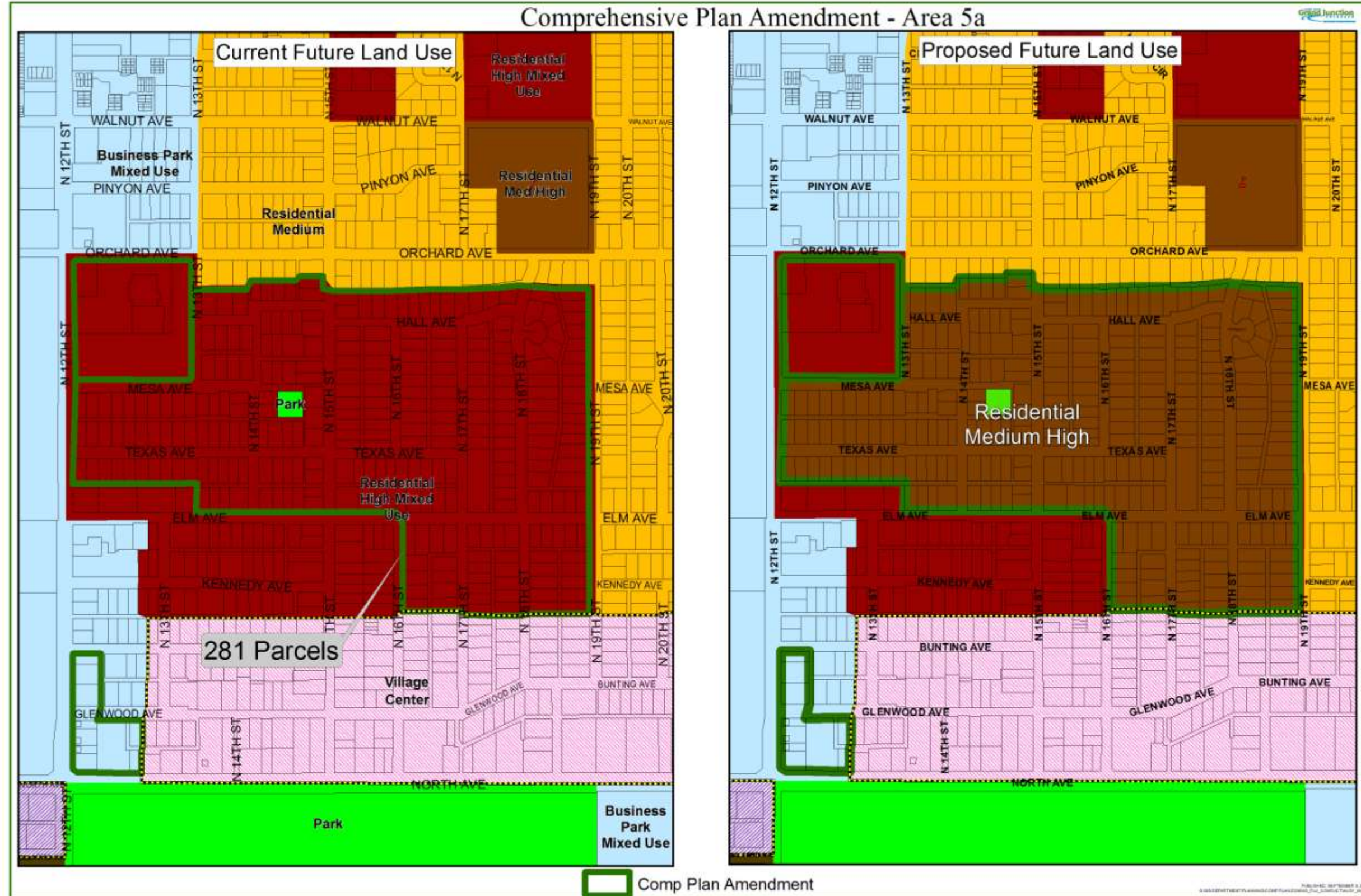
Location: Generally located east of N. 12th Street to the west side of N. 19th Street, and from the north side of Hall Avenue to the middle block south of Elm Avenue. Located east of Colorado Mesa University.

Recommended change to future land use designation:

From: Residential High Mixed Use

To: Residential Medium High

Comprehensive Plan Amendment - Area 5a



Area 5b:

Parcels: 5

Current zoning: C-1

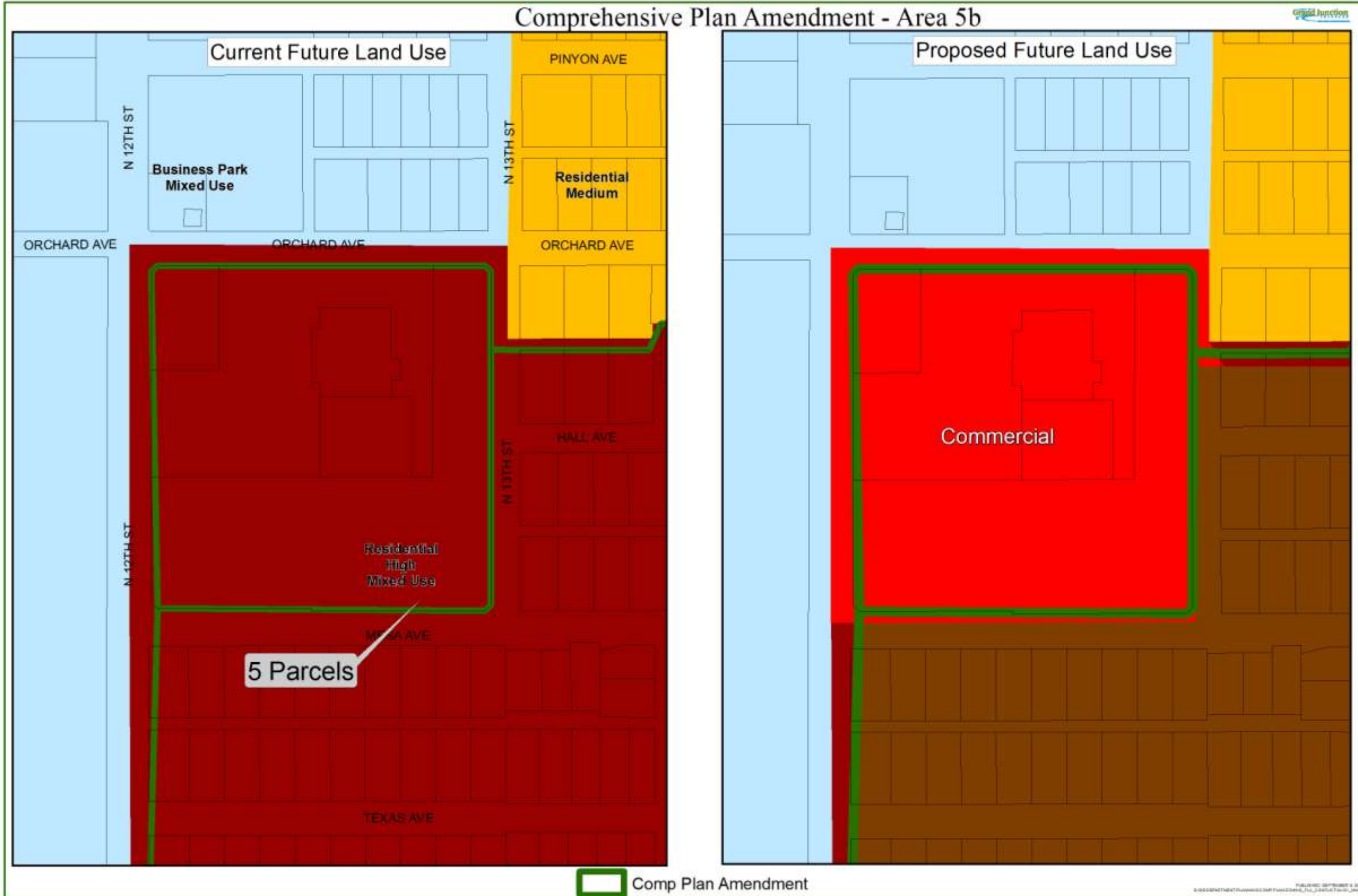
Location: Generally located on N. 12th Street between Mesa Avenue and Orchard Avenue just east of Colorado Mesa University.

Recommended change to future land use designation:

From: Residential High Mixed use

To: Commercial

Comprehensive Plan Amendment - Area 5b



Area 6:

Parcels: 2

Current zoning: R-24

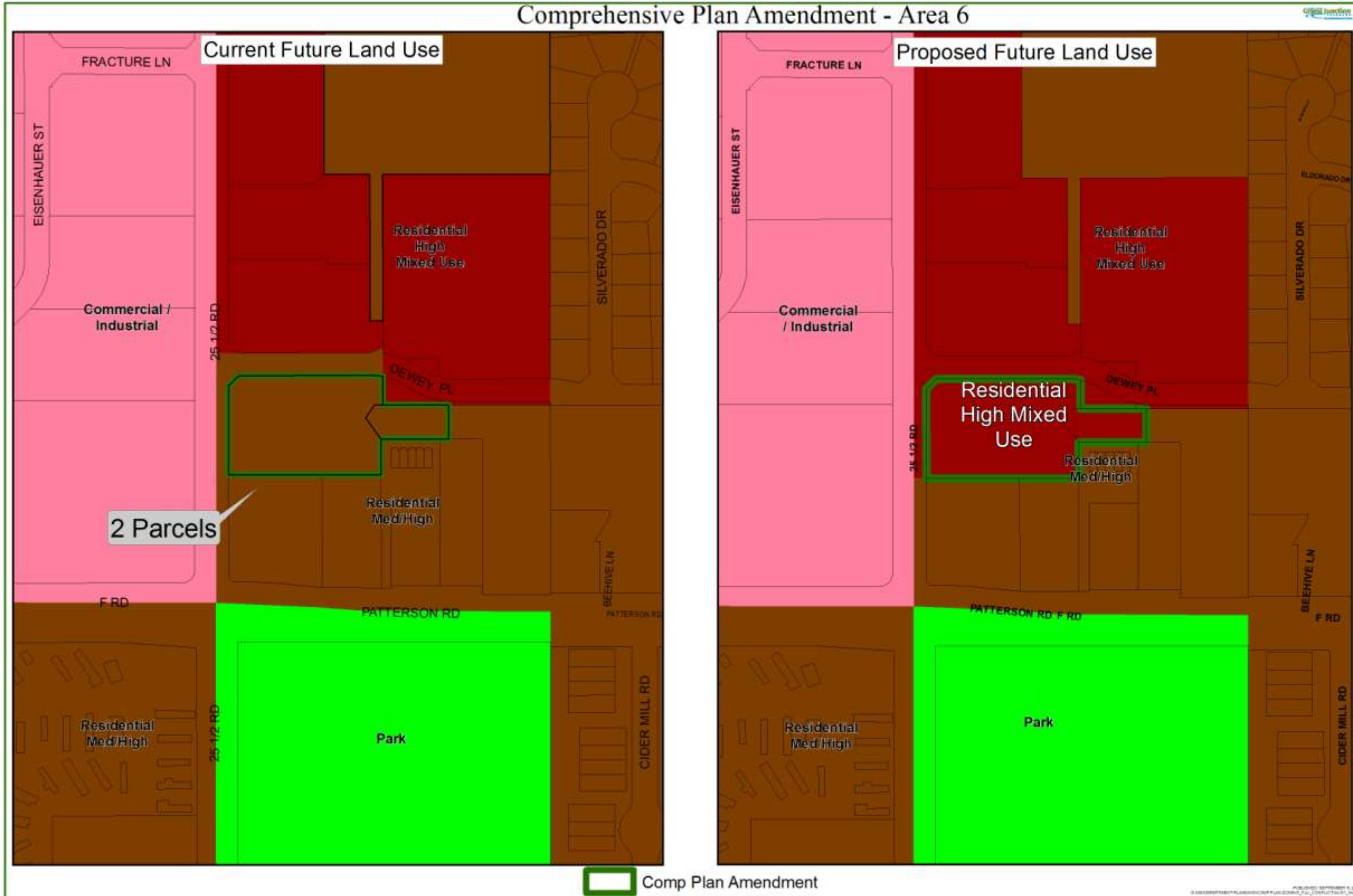
Location: Generally located on the east side of 25 1/2 Road at the Foresight Village Apartments.

Recommended change to future land use designation:

From: Residential Medium High

To: Residential High Mixed Use

Comprehensive Plan Amendment - Area 6



Area 7:

Parcels: 2

Current zoning: C-1

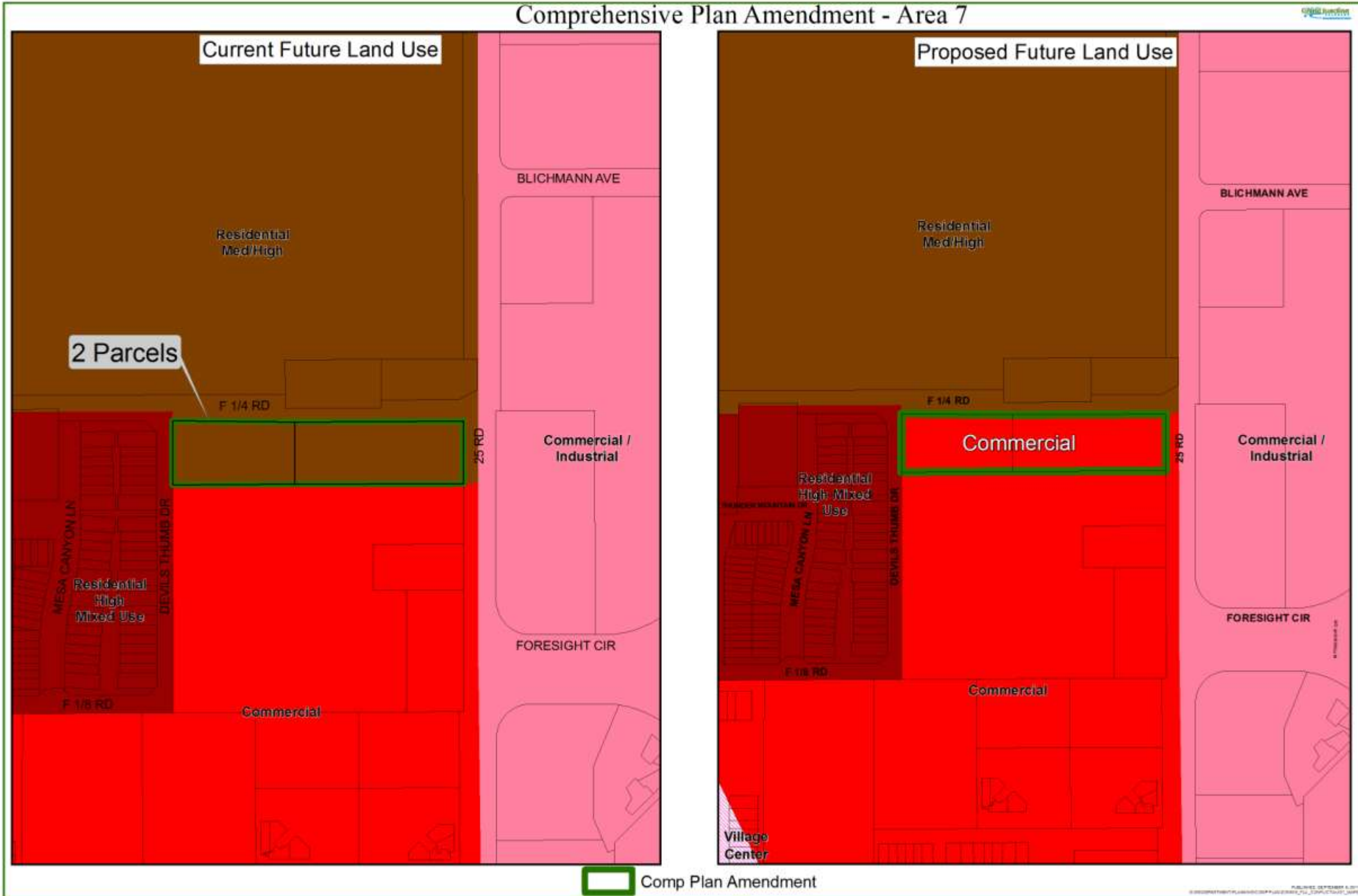
Location: Generally located on the south side of F 1/4 Road and 25 Road.

Recommended change to future land use designation:

From: Residential Medium High

To: Commercial

Comprehensive Plan Amendment - Area 7



Area 8:

Parcels: 32

Current zoning: R-2

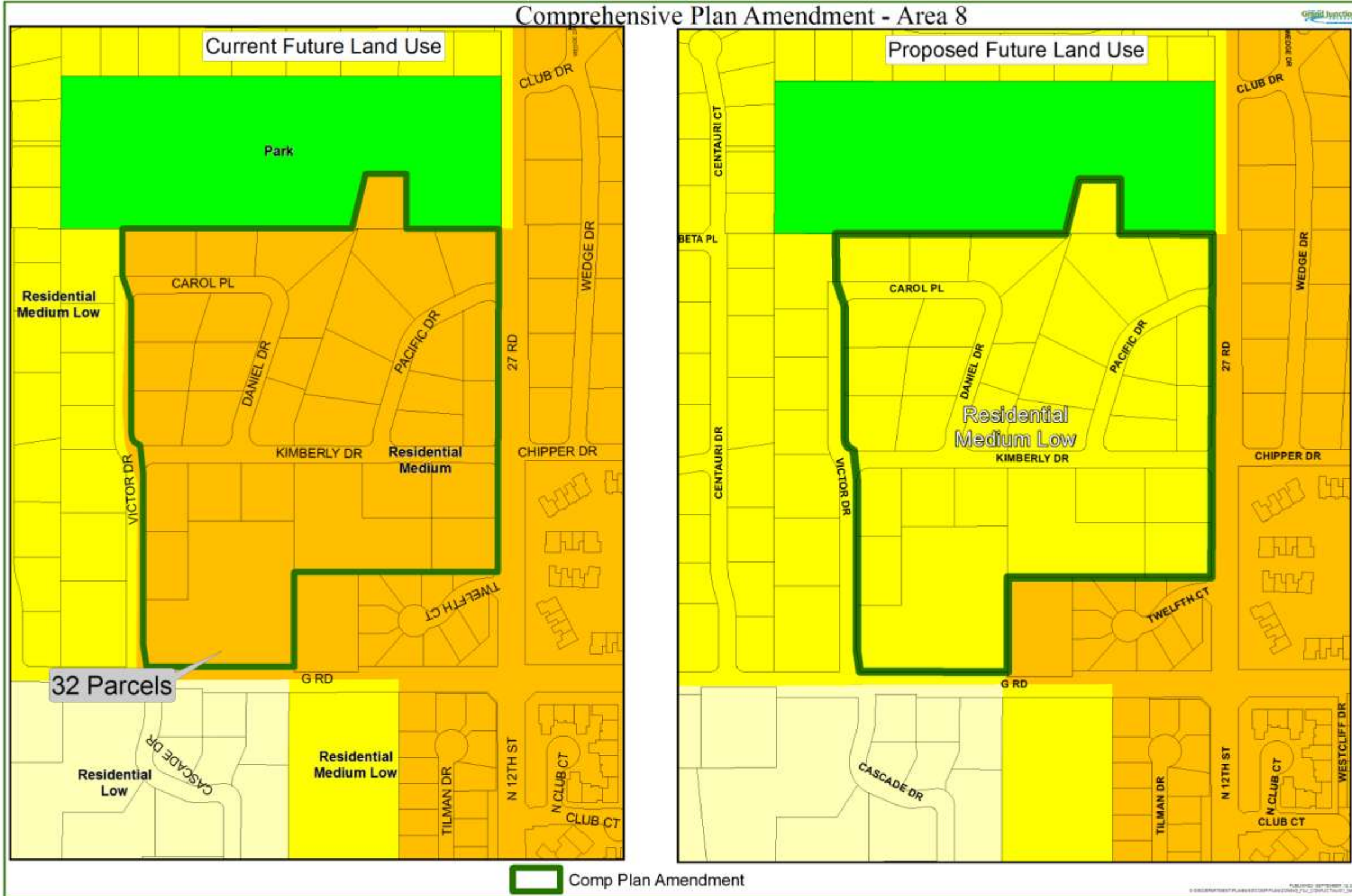
Location: Generally located north of G Road and west of 27 Road.

Recommended change to future land use designation:

From: Residential Medium

To: Residential Medium Low

Comprehensive Plan Amendment - Area 8



Area 9:

Parcels: 1

Location: Located on Niblic Drive

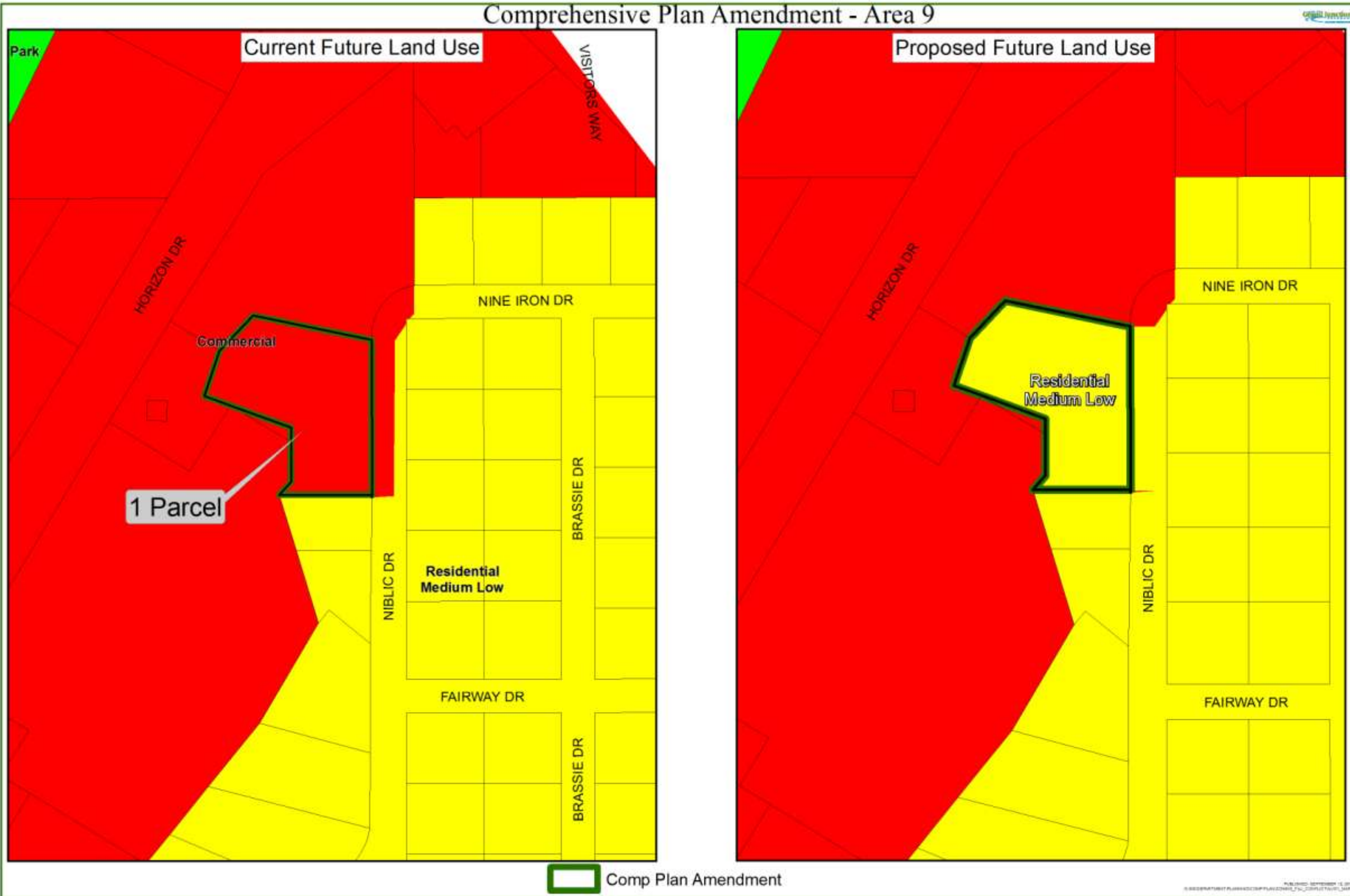
Recommended change to future land use designation:

From: Commercial

To: Residential Medium Low

Current zoning: R-5

Comprehensive Plan Amendment - Area 9



Area 10:

Parcels: 1

Current zoning: R-2

Location: Generally located in the Pinnacle Ridge area, south of Ridgeway Drive and Hidden Valley Drive.

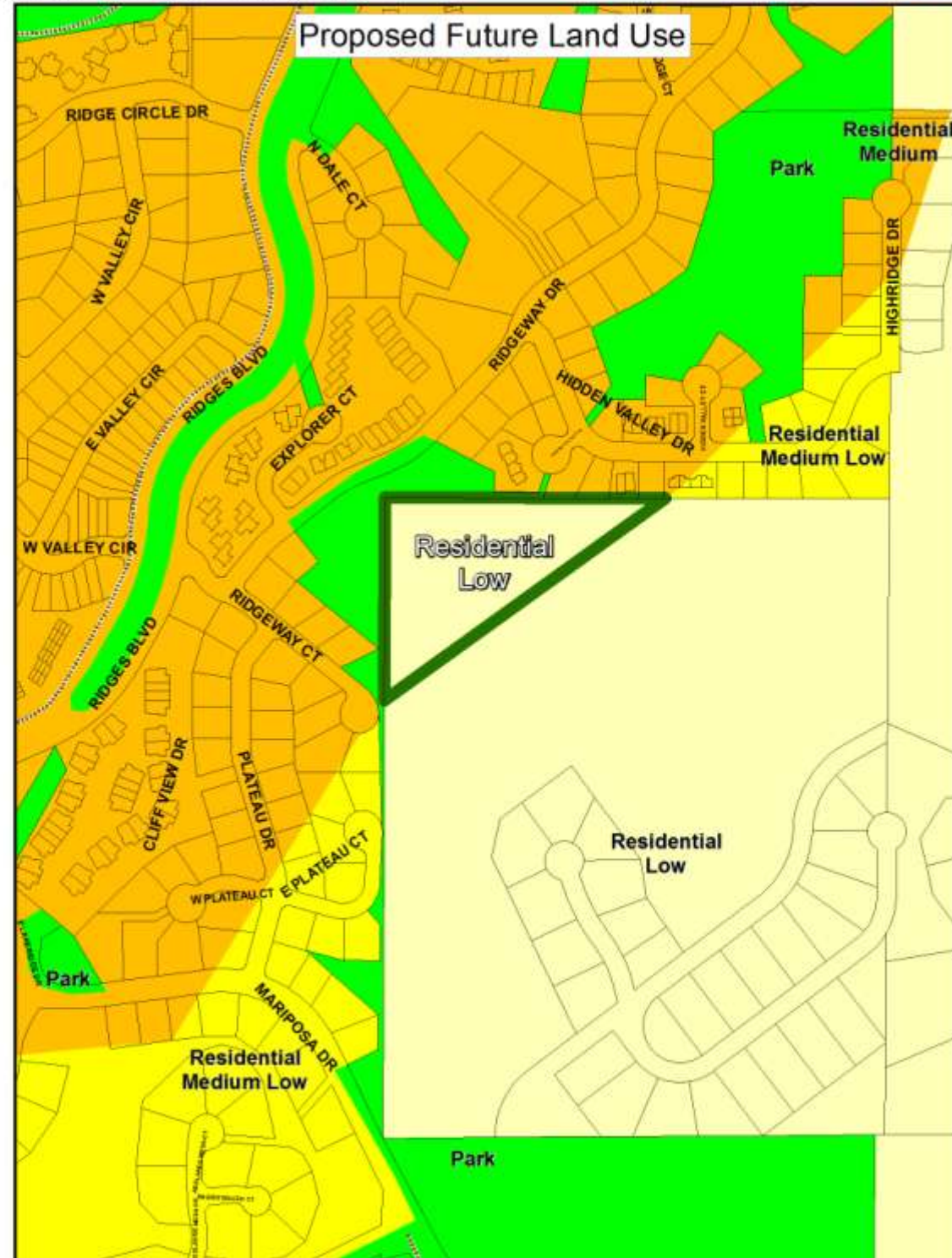
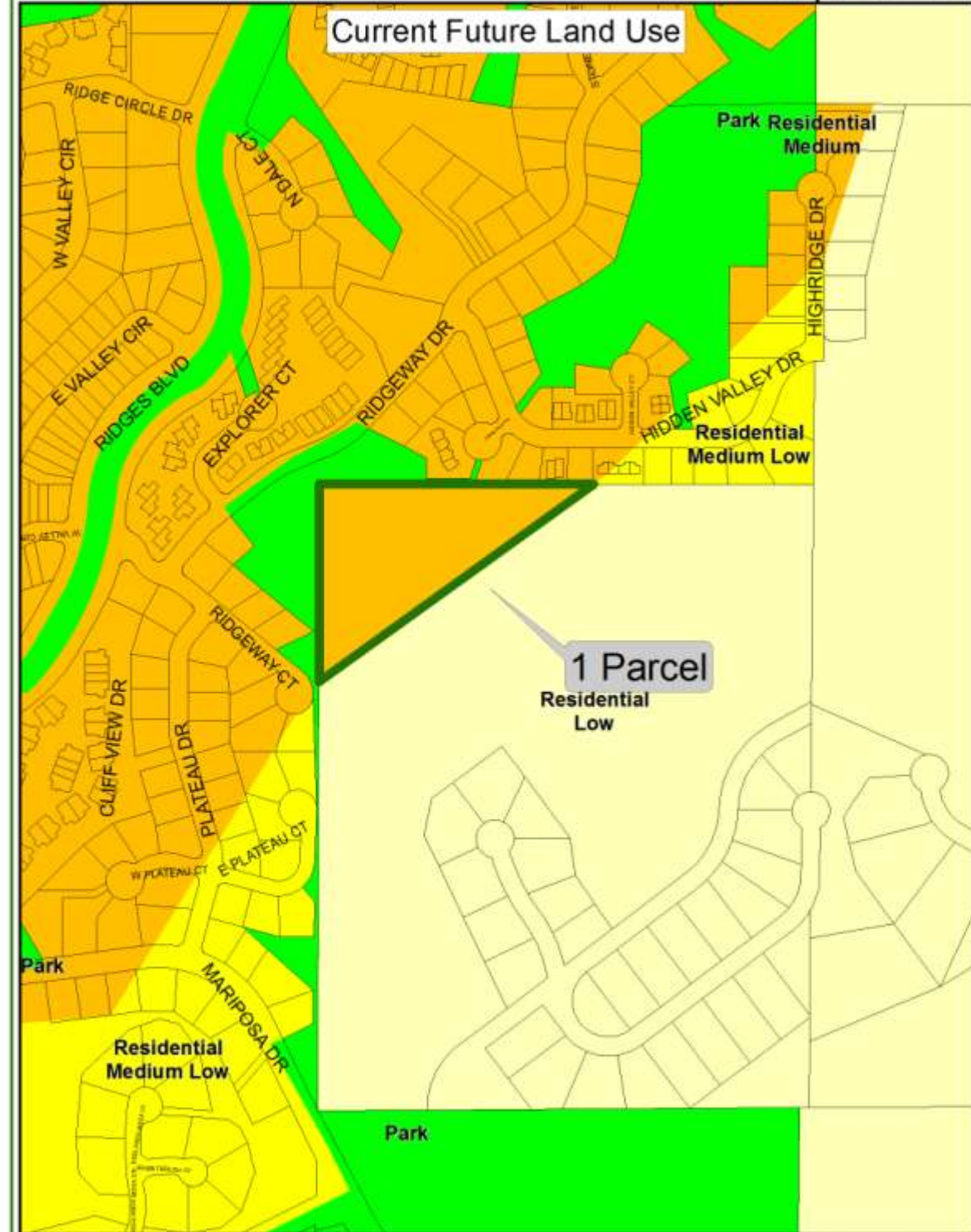
Recommended change to future land use designation:

From: Residential Medium

To: Residential Low

Comprehensive Plan Amendment - Area 10

Grand Junction



Comp Plan Amendment

Area 11:

Parcels: 1

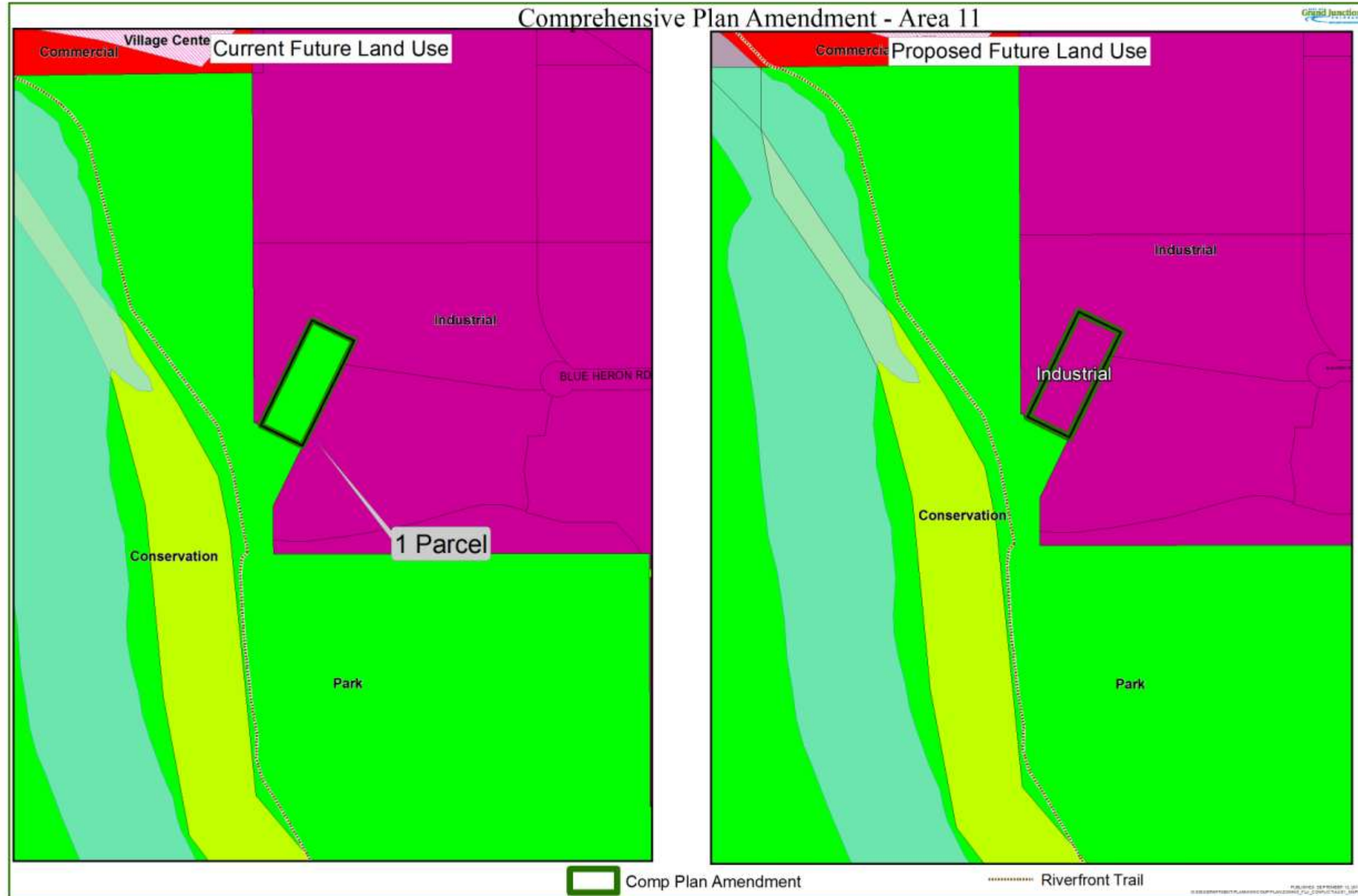
Current zoning: I-2

Location: Generally located on west side of Coors Tech property, north of the Colorado River.

Recommended change to future land use designation:

From: Park

To: Industrial



Area 12:

Parcels: 5

Current zoning: R-4

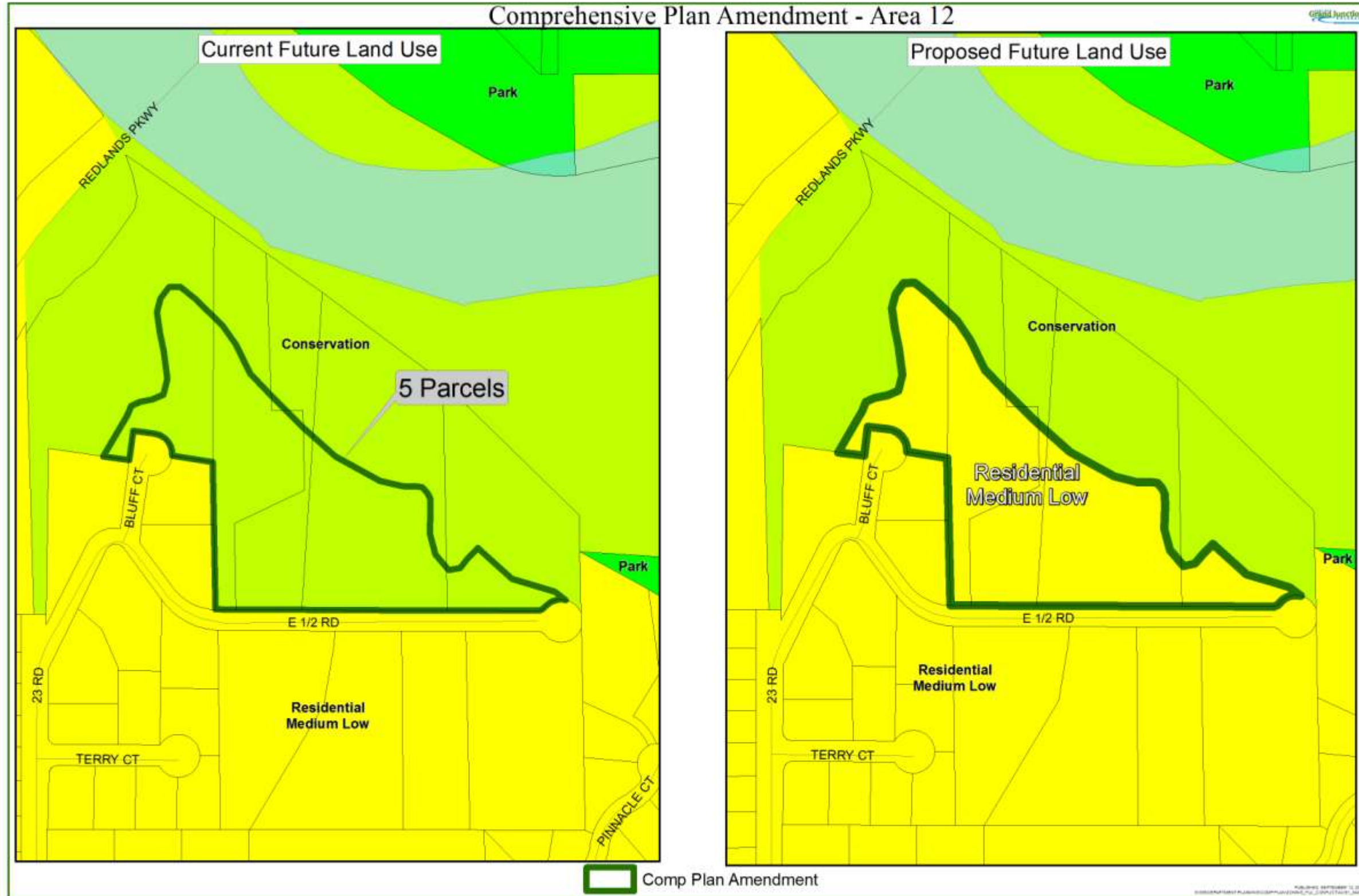
Location: Generally located north of E 1/2 Road on the Redlands.

Recommended change to future land use designation:

From: Conservation

To: Residential Medium Low

Note: Only that area above the ridgeline will change to Residential Medium Low. The area below the ridgeline will remain Conservation.



Area 13a:

Parcels: 250

Current zoning: R-8, R-O and CSR

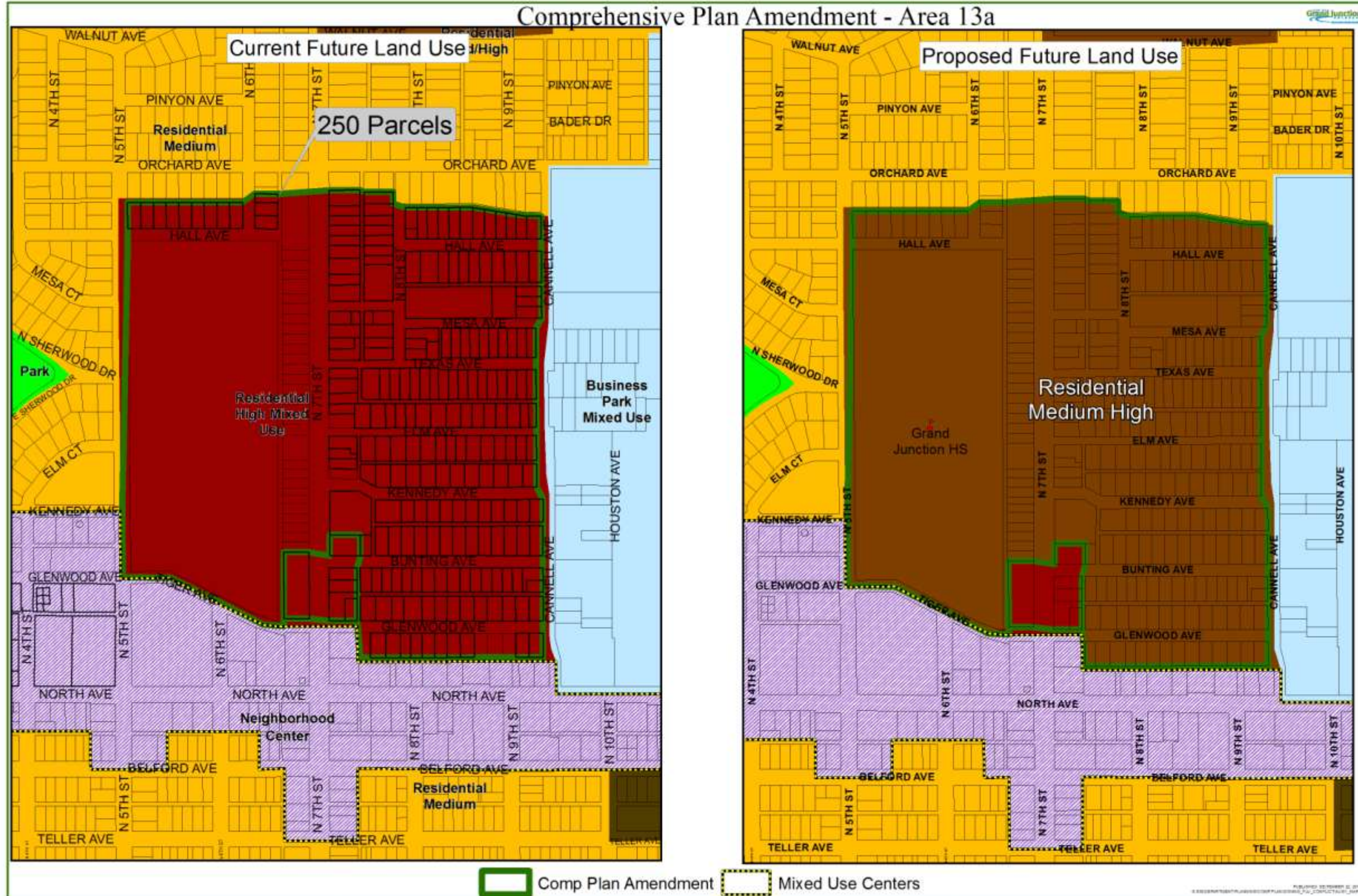
Location: Generally located on east side of N. 5th Street to the west side of Cannell Avenue, from the south side of Glenwood Avenue to the north side of Hall Avenue.

Recommended change to future land use designation:

From: Residential High Mixed Use

To: Residential Medium High

Comprehensive Plan Amendment - Area 13a



Area 13b:

Parcels: 6

Current zoning: B-1

Location: Generally located on N. 7th Street between Glenwood Avenue and Bunting Avenue.

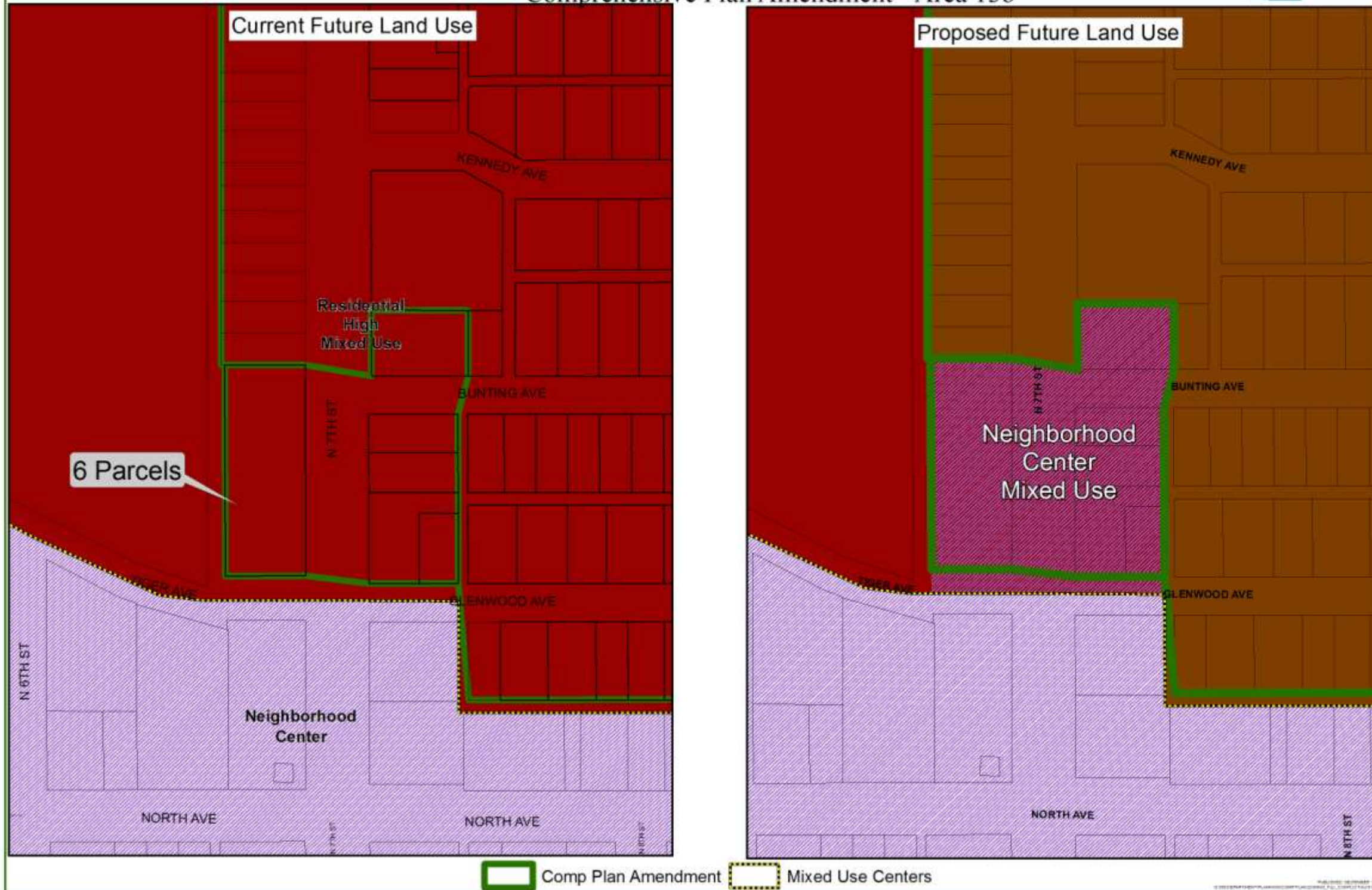
Recommended change to future land use designation:

From: Residential High Mixed Use To: Neighborhood Center Mixed Use

Note: Current B-1 zoning is supported by Residential High Mixed Use. Changing future land use designation to Neighborhood Center Mixed Use allows a broader mix of development as envisioned by the Comprehensive Plan.

Comprehensive Plan Amendment - Area 13b

equal function



Area 14a:

Parcels: 7

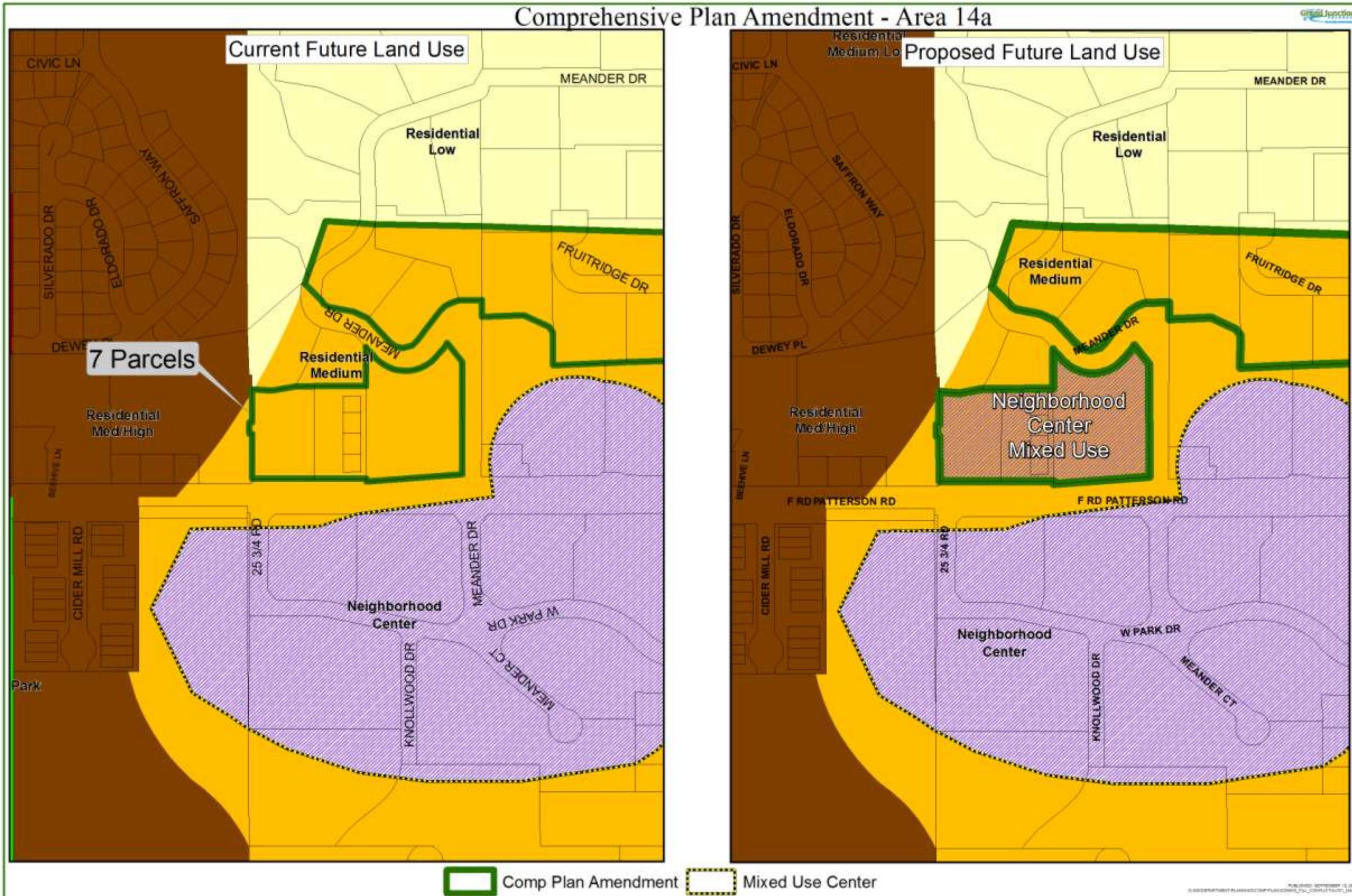
Current zoning: B-1

Location: Generally located on the north side of Patterson Road and the west side of Meander Drive.

Recommended change to future land use designation:

From: Residential Medium

To: Neighborhood Center Mixed Use



Area 14b:

Parcels: 8

Current zoning: R-1

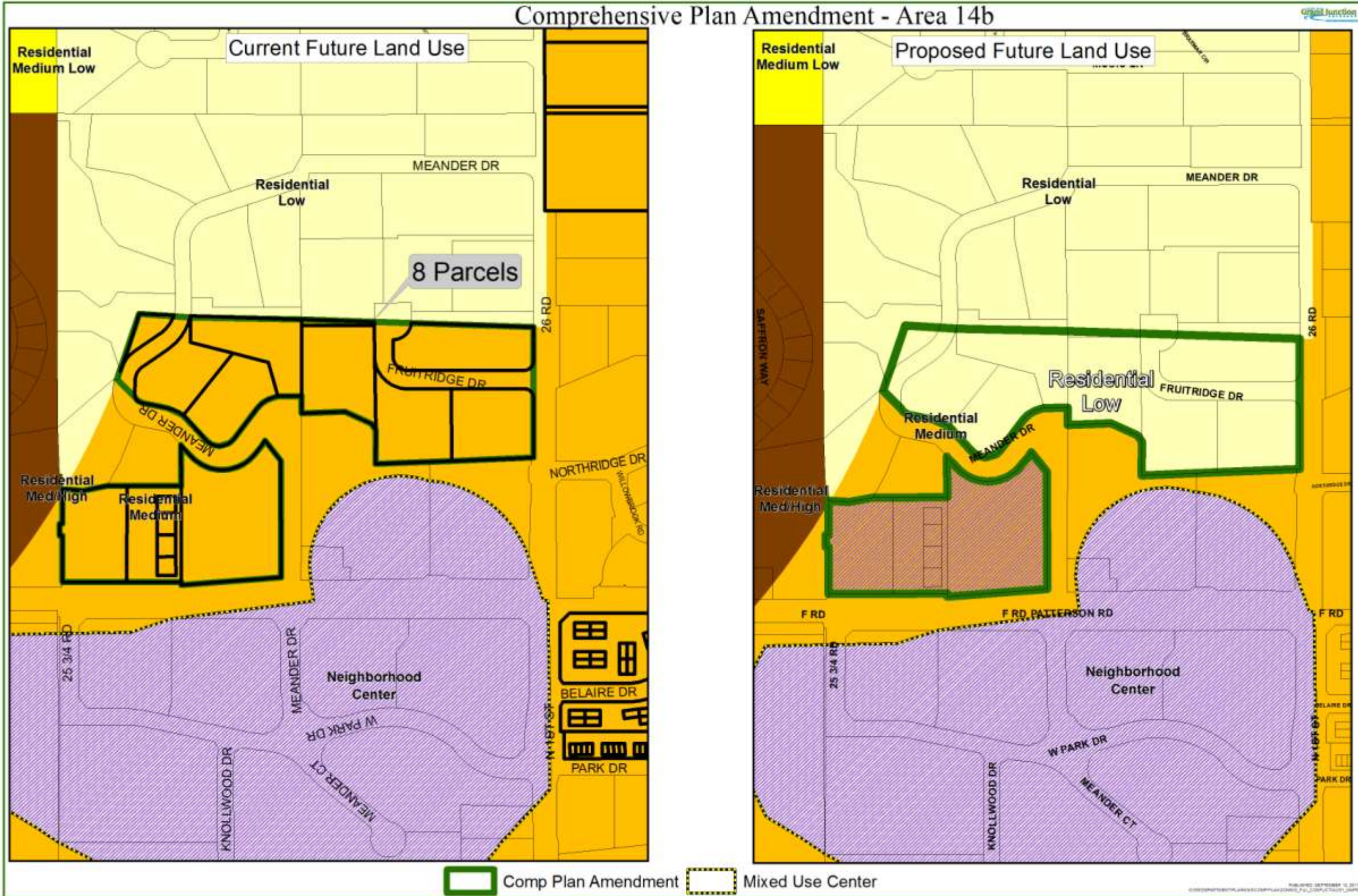
Location: Generally located on the west side of 26 Road to the east side of Meander Drive.

Recommended change to future land use designation:

From: Residential Medium

To: Residential Low

Comprehensive Plan Amendment - Area 14b



Area 15a:

Parcels: 16

Current zoning: R-O

Location: Generally located on the south side of Colorado Avenue between S. 12th Street and S. 14th Street.

Recommended change to future land use designation:

From: Downtown Mixed Use

To: Urban Residential Mixed Use



Area 15b:

Parcels: 2

Current zoning: C-2

Location: Generally located on Colorado Avenue and Main Street.

Recommended change to future land use designation:

From: Urban Residential Mixed Use To: Commercial



Area 16:

Parcels: 13

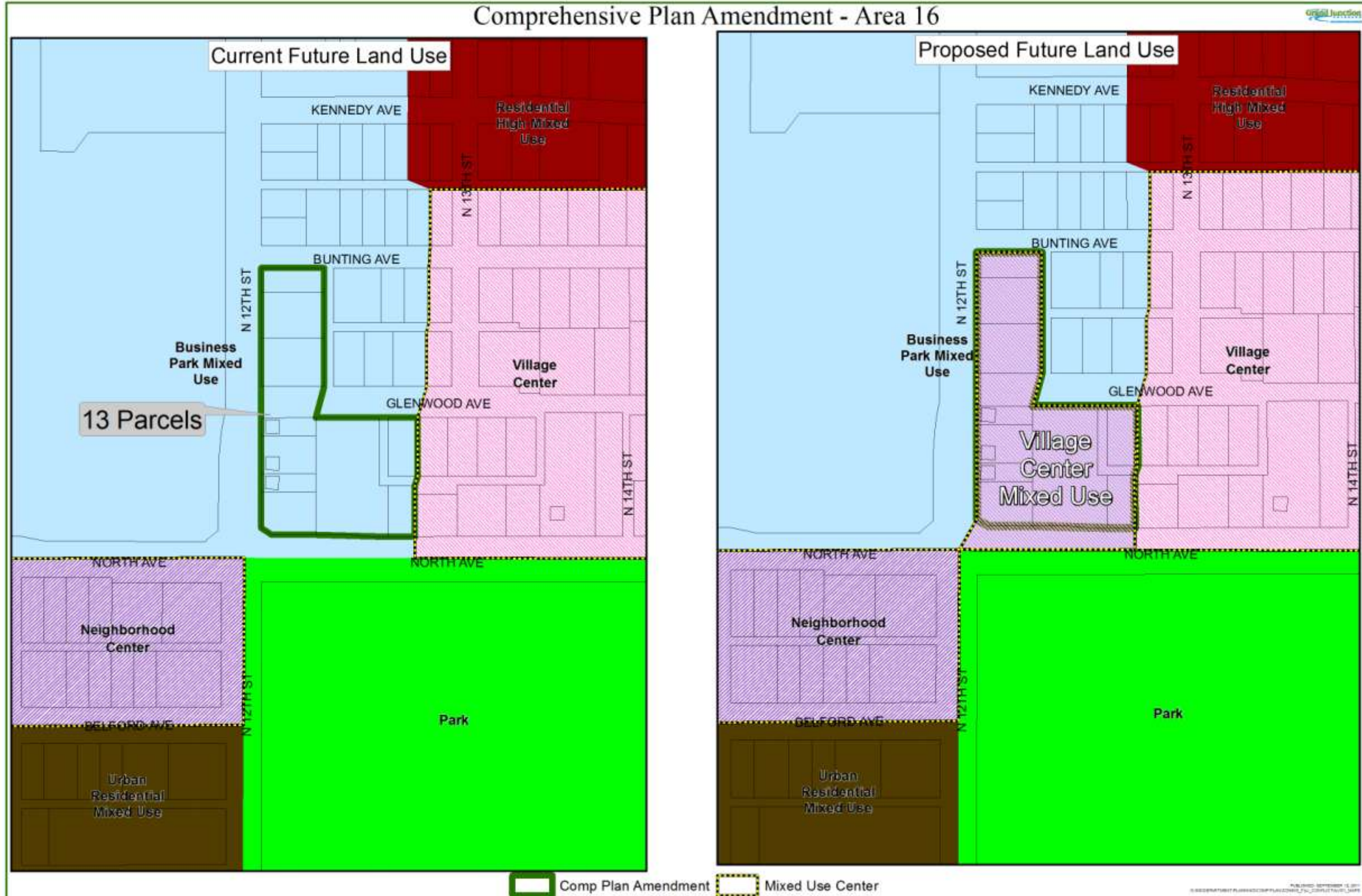
Current zoning: C-1

Location: Generally located at the northeast corner of N. 12th Street and North Avenue, just east of Colorado Mesa University.

Recommended change to future land use designation:

From: Business Park Mixed Use

To: Village Center Mixed Use



Area 17:

Parcels: 1

Current zoning: I-2

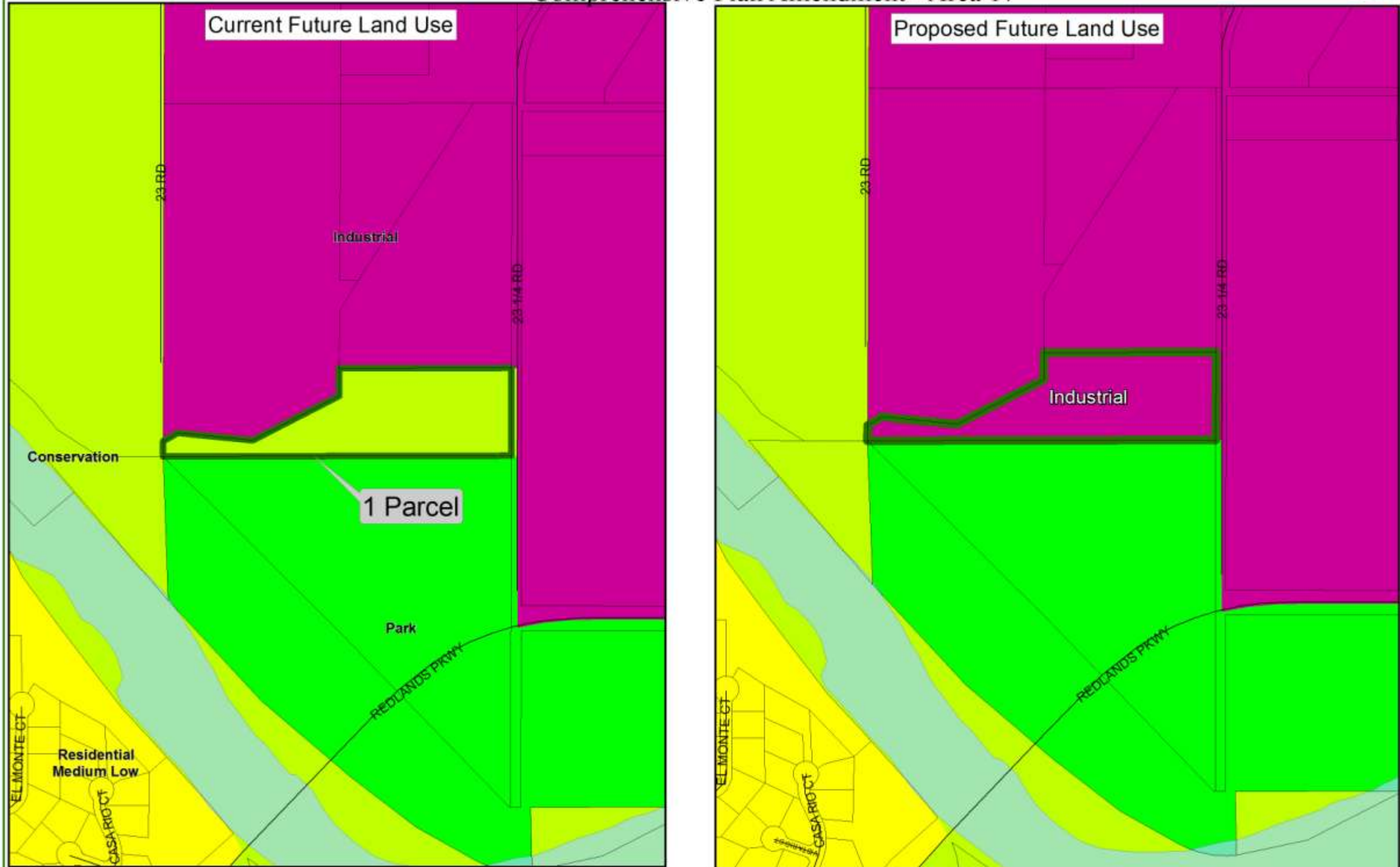
Location: Generally located on the west side of 23 ¼ Road just north of the Redlands Parkway.


Recommended change to future land use designation:

From: Conservation

To: Industrial

Comprehensive Plan Amendment - Area 17



 Comp Plan Amendment

Area 18:

Parcels: 18

Current zoning: C-1

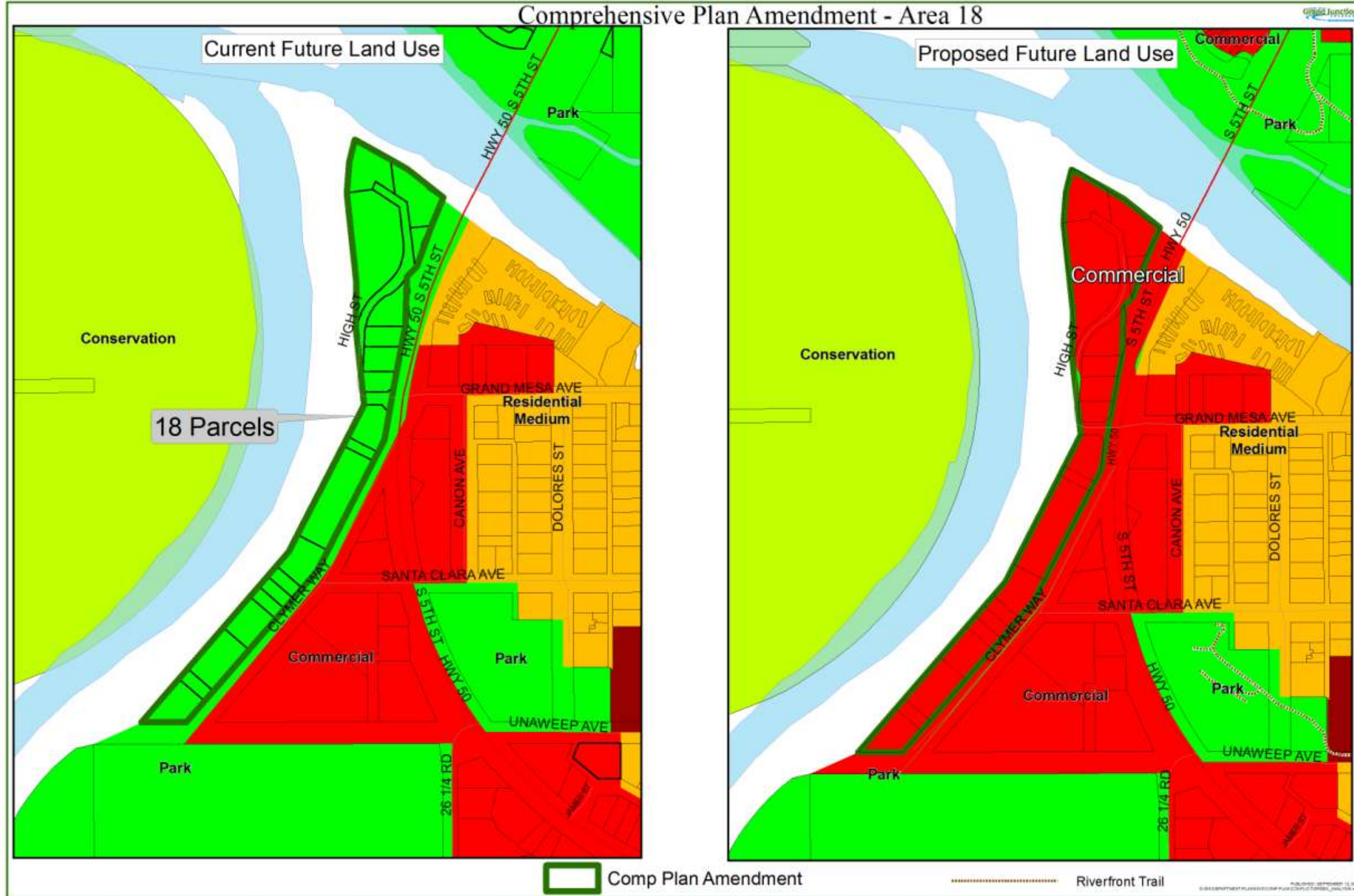
Location: Generally located on the west side of Clymer Way and Hwy 50 near the Confluence Point area.

Recommended change to future land use designation:

From: Park

To: Commercial

Comprehensive Plan Amendment - Area 18



Area 19:

Parcels: 10

Current zoning: I-2

Location: West of 23 Road and North of G Road

Recommended change to future land use designation:

From: Commercial/Industrial

To: Industrial

