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**CITY COUNCIL AGENDA
WEDNESDAY, SEPTEMBER 21, 2016
250 NORTH 5TH STREET
6:15 P.M. – PRE-MEETING – ADMINISTRATION CONFERENCE ROOM
7:00 P.M. – REGULAR MEETING – CITY HALL AUDITORIUM**

To become the most livable community west of the Rockies by 2025

Call to Order, Pledge of Allegiance, Invocation

Reverend Anna Scott, Two Rivers Center for Spiritual Living

[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

[Avalon Theatre Foundation Check Presentation by Robbie Breaux, Avalon Theatre Foundation Board President](#)

Presentation of the 2016 Starburst Awards for Phase I, Las Colonias Park and Matchett Park/Indian Wash to the Parks and Recreation Department by Colorado Lottery Director Laura Solano and Colin Waters

Proclamation

[Proclaiming September 21, 2016 as Sister City Day in the City of Grand Junction](#)

Citizen Comments

[Supplemental Documents](#)

Council Reports

Consent Agenda

1. Approval of Minutes

- a. [Summary of the August 29, 2016 Workshop](#)
- b. [Minutes of the September 7, 2016 Regular Meeting](#)

2. Set Public Hearings

a. Legislative

- i. [An Ordinance Amending Ordinance No. 4599 and Section 21.04.010 of the Municipal Code to Allow Marijuana Testing Facilities in the City of Grand Junction \(Set Hearing for October 5, 2016\)](#)

b. Quasi-judicial

- i. [An Ordinance Vacating Portions of Alley Rights-of-Way Located Between Elm and Kennedy and Mesa and Texas Avenues and a Portion of Texas Avenue Right-of-Way and Retaining a Utility Easement over Texas Avenue, Located in the Colorado Mesa University Area \(Set Hearing for October 5, 2016\)](#)
- ii. [An Ordinance Vacating Right-of-Way for Noland Avenue, Located West of S. 7th Street \(Set Hearing for October 5, 2016\)](#)

Regular Agenda

If any item is removed from the Consent Agenda it will be heard here

3. Contract

- a. [Construction Contract for the B½ Road Overpass at U.S. Highway 50 Multimodal Conversion Project](#)

4. Public Hearings

a. Legislative

- i. [Ordinance No. 4718 – An Ordinance Approving a Loan from the Colorado Water Resources and Power Development Authority to Finance Improvements to the City’s Water System; Authorizing the Form and Execution of the Loan Agreement and a Governmental Agency Bond to Evidence Such Loan; Authorizing the Execution and Delivery of Documents Related Thereto; and Prescribing Other Details in Connection Therewith](#)
- ii. [Ordinance No. 4719 – An Ordinance Amending the 24 Road Corridor Design Standards](#)

5 Non-Scheduled Citizens & Visitors**6. Other Business****7. Adjournment**

Avalon



Letter to City Council

September 21, 2016

Mayor Norris, City Council Members:

In 2012, the Avalon Theatre Foundation (ATF) committed to raise \$1.1 M toward the renovation and expansion of the Avalon Theatre; we fulfilled that commitment in October 2014. Additionally, in 2014 the ATF added an additional good-faith commitment of \$500,000. We have made two installments on that additional commitment in February and July 2015. We are pleased to present a check for the final payment of \$150,000 to fulfill our commitment for the initial phase of the Avalon Cornerstone Project.

The City of Grand Junction, the DDA, and DOLA provided major funding for the first phase of the Avalon Cornerstone Project. Provision of this funding demonstrates an understanding that the arts is an integral part of this community.

We are also grateful that so many members of our community supported this project and helped us reach our goal. Several granting agencies (Bacon Family Foundation, the Goodwin Foundation, Boettcher Foundation, El Pomar Foundation, Gates Family Foundation, Wells Fargo, US Bank, Enstrom's Candies, among many others) provided funding. Many businesses and individuals also contributed to the Avalon Theatre Foundation because they believe that the Avalon is truly a cornerstone to our wonderful community.

The Avalon has thrived since its reopening in September 2014. In addition to movies, events that could not have happened at the old Avalon have occurred – from weddings to memorial services, galas, conferences, and concerts. An example of increased downtown use is Dinner and a Movie, with over 5000 people attending so far in 2016 and spending over \$67,000 on dinner at downtown restaurants.

The Avalon Theatre Foundation continues to raise funds to promote, enhance, and preserve the Avalon for community benefit. We developed a promotional video which is presented prior to every movie. We will soon install naming rights to commemorate three large gifts from individuals who had a vision of a refurbished and expanded Avalon Theatre. We have created a Community Benevolence Fund which will help smaller groups gain access to the Avalon by assisting with rental fees. We are in the process of procuring canopy sails for the Rooftop Terrace, additional stage lighting for the Main Theatre, and monitors for several areas throughout the building.

We will continue to identify and raise funds to further enhance the Avalon as we plan for the completion of the project (stage expansion and buildout of a performer and support tower). And we look forward to working with you to complete the Avalon – where community gathers.

Sincerely,

The Avalon Theatre Foundation Board

WWW.AVALONTHEATREFOUNDATION.ORG || 970-778-3088 || INFO@AVALONTHEATREFOUNDATION.ORG

Grand Junction

State of Colorado

PROCLAMATION

WHEREAS, the City of Grand Junction has recognized El Espino, El Salvador as its official Sister City since September of 2005; and

WHEREAS, dozens of members of the Grand Valley community have participated in cultural exchange with the citizens of El Espino through cultural immersion trips with the Foundation for Cultural Exchange; and

WHEREAS, throughout the previous 11 years, this city through its community partnership has fostered long-term relationships between the people of Grand Junction and El Espino, thereby advancing peace, prosperity, and cultural understanding in both communities; and

WHEREAS, it is appropriate to recognize all the efforts of the Foundation for Cultural Exchange on this eleventh anniversary and to express appreciation for the work they and other community members have done.

NOW, THEREFORE, I, Phyllis Norris, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim September 21, 2016 as

“Sister City Day”

in the City of Grand Junction and congratulate the Foundation and other community members who have participated in cultural exchanges with the people of El Espino.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 21st day of September, 2016.

Mayor



**GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
August 29, 2016 – Noticed Agenda Attached**

Meeting Convened: 5:32 p.m. in the City Hall Auditorium

Meeting Adjourned: 6:53 p.m.

City Council Members present: All, Councilmember McArthur arrived at 5:44 p.m.

Staff present: Caton, Moore, Shaver, Schoeber, and Harrell

Also: Diane Schwenke (Grand Junction Chamber of Commerce), Kristi Pollard (Grand Junction Economic Partnership), Kip Turner (Grand Junction Regional Airport Authority), Kalie Greenberg (KJCT), and Amy Hamilton (Daily Sentinel)

Council President Norris called the meeting to order.

Agenda Topic 1. Foreign Trade Zone (FTZ)

City Manager Caton introduced the topic and said this discussion will help determine if a FTZ should be pursued and if so, which entity should take the lead and what parameters the project should have. He then said the Briefing Paper compiled by Barnes & Thornburg, LLP should be used as a starting point and tool to help recruit new and expand existing businesses. Staff has outlined possible next steps.

Diane Schwenke reviewed the history of the previous study, explained that a FTZ would benefit existing businesses and help recruit new businesses. The importation of products is the more profitable aspect of a FTZ. She listed some benefits of belonging to a FTZ: no duty costs, reduced tariffs, ability to purchase bulk raw materials and pay taxes only on the amount used at any one time to produce products (helps with cash flow), and aggregated paperwork. Due to the recent article in the Daily Sentinel, consultants have reached out to her (she is compiling a list of possible consultants) and good conversations have been spurred with various local organizations, the National Association of FTZ's, and the Battle Creek Michigan Zone Administrator. Through these conversations she found the following information: the application timeframe (six to 12 months), application costs (\$30,000 – 75,000), an experienced customs agent should be based in the area, annual costs (around \$160,000 which would cover a customs agent, administration, and office space) and more quantitative data is needed. She noted a FTZ is feasible, there is local interest, and could be self-sustainable.

Councilmember Traylor Smith said during the past study local businesses were reluctant to release information needed for adequate quantitative data to be gathered and asked how this could be overcome. Ms. Schwenke felt some steps from the past study would need to be repeated, but a more targeted approach would be successful.

Kristi Pollard suggested incoming GJEP Chairman and Mountain Racing Products President, Tim Fry, be the manufacturer discussion point person since he is in that type of business and other businesses may be more forthcoming to him. Ms. Pollard also suggested discussions be held with the Grand Junction Regional Airport Authority (GJRAA) Board since conversations for a FTZ revolve around if the GJRAA will be a port of entry or charge a fee for service and if a customs agent could be based there. She would like these elements to be applied for simultaneously with the application.

There was discussion on what to base an annual fee. It was agreed the fee schedule should be equitable for all types of business, not too high that it might prohibit entry, but ultimately cover the annual costs of the FTZ. Suggested fee schedules were a sliding scale based on tonnage and freight forward.

Councilmember Kennedy asked, once a fee schedule is set, would it provide GJEP, the Chamber, and the GJRAA a better tool to recruit other manufacturers and businesses. Kip Turner, GJRAA Director, said if the GJRAA could be a part of the process, he felt a FTZ would be a positive growth factor for the Airport even if a regional approach was pursued.

Council President Norris asked, if Montrose was included, would an additional customs agent need to be based at the Montrose Airport. Ms. Schwenke explained an alternative site framework could be used and the Montrose Airport could designate a specific area for their FTZ; the local agent would establish inventory controls and make periodic visits to the site. The administrative process, however, would need to be done for each shipment. She went on to say, for existing businesses, especially those looking to expand, a local FTZ would be a huge benefit.

Ms. Pollard explained that this topic was brought forward again following an inquiry by a Colorado transportation company looking to expand into an area that had a FTZ with a customs agent; their timeline was very tight and they decided to move to another area. As with this company, her conversations with others have found the need for a local agent a high priority. Ms. Pollard went on to say if a company needs a FTZ, Grand Junction would never get an inquiry call because the area does not meet that priority which is another reason this could be used as a recruiting tool. She said FTZ's rely heavily on marketing from chambers of commerce and economic councils and she and Ms. Schwenke intend to highlight this asset in order to compete with those in surrounding areas.

Councilmember Kennedy asked how long of a commitment does a FTZ require. Ms. Schwenke said there is no set timeframe.

Discussion ensued regarding what areas to include in the Zone boundary: only the Grand Valley, more of the region, specific areas within the region; and/or areas that would be willing to contribute to the startup costs. Other questions were: what boundary would have the best chance of being approved (unknown); would a regional approach benefit the local area (yes); how much would a consultant cost (some work could be done by the Chamber and GJEP, the cost would depend on contracted duties and if it is a contingency or milestone agreement); who would be the applicant (probably the Chamber and GJEP); how long it will take for a FTZ become self-sufficient (unknown); who will write the RFP (Request for Proposals) (the Chamber and GJEP with review by City Staff); and how soon the final proposal could be done (30 days).

Councilmember Taggart cautioned that the application needs to have a defined Zone. Ms. Schwenke added, for a fee, the boundaries can be adjusted after the application had been approved.

City Manager Caton said it is important to separate upfront and ongoing costs; the City and partners (potentially the County, Delta, Fruita, and Montrose) will likely pay the upfront costs without expecting reimbursement. The City of Fruita has designated \$30,000 toward this effort and the RFP will provide a more concrete figure as well as answer many of the other questions. He did not think the City's portion would very high and that there are available funds.

Ms. Pollard suggested bringing all potential parties together for a final commitment once a consultant had final recommendations for the Zone boundary and costs for the application, implementation, ongoing costs for years one and two, and Phase II (fees).

Councilmember McArthur said Senator Cory Gardner has committed to the City that he will support this effort. It was felt Senator Michael Bennett, Representative Scott Tipton, and Governor John Hickenlooper would as well.

Councilmember Traylor Smith cautioned that fees for FTZ's are very sensitive and said this topic was first raised when Denver considered raising their fees. She then said many people that attended a FTZ meeting and are in the business said Grand Junction has a very good chance of qualifying for a FTZ, specifically due to the areas transportation network (I-70, the GJRAA, and the rail lines).

It was decided that GJEP and the Chamber will take the lead, be the grantee, and write the RFP with a review from City Staff.

Ms. Pollard said she will follow up with entities offering grants and reach out to local businesses to determine interest. She added she recently received calls of interest from Colorado companies that are looking to relocate due to the high cost of living in their current locations.

Councilmember McArthur encouraged that a positive economic development message be shown from the City to encourage this type of growth. Council President Norris said good infrastructure is also important.

Agenda Topic 2. Next Workshop Topics

Recommendations on Homeless and Vagrancy Issues and Municipal Court - September 19th

Councilmember McArthur will provide information for the Municipal Court discussion from the Colorado Municipal League who is currently researching what other municipalities are doing.

Property Committee Update – To be brought to Council when Staff has completed their review.

2017 Budget Discussions – October 3rd, 17th, and the 31st if needed

2017 Economic Development Partner Requests – To be brought back at a November Workshop.

Business License/Vendor Fee –Following the City Manager's conversation with GJEP and the Chamber, 2017 or sooner if possible.

With no further business, the meeting was adjourned.

**GRAND JUNCTION CITY COUNCIL
MONDAY, AUGUST 29, 2016**

**PRE-MEETING (DINNER) 5:00 P.M. ADMINISTRATION CONFERENCE ROOM
WORKSHOP, 5:30 P.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET**

To become the most livable community west of the Rockies by 2025

- 1. Foreign Trade Zone Update:** [Discussion of potentially establishing a Foreign Trade Zone](#)
[***Supplemental Document***](#)
- 2. Next Workshop Topics**
- 3. Other Business**

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

September 7, 2016

The City Council of the City of Grand Junction convened into regular session on the 7th day of September, 2016 at 7:01 p.m. Those present were Councilmembers Bennett Boeschstein, Chris Kennedy, Duncan McArthur, Rick Taggart, Barbara Traylor Smith, Martin Chazen, and Council President Phyllis Norris. Also present were City Manager Greg Caton, City Attorney John Shaver, and City Clerk Stephanie Tuin.

Council President Norris called the meeting to order. Councilmember Traylor Smith led the Pledge of Allegiance which was followed by an invocation by Reverend Wendy Jones, Unitarian Universalist Congregation of the Grand Valley.

Presentation

Presentation of a Smart Yard Award by Forestry Board Member Elizabeth Neubauer

Elizabeth Neubauer, member of the Forestry Board, announced the award winner for the New Smart Yard Recognition Program for the month of July. Ms. Neubauer introduced the winner, Tyler Schreiner, for the yard at Asset Engineering at 1007 South 7th Street and described Mr. Schreiner's landscaping efforts. As the winner of this award, Mr. Schreiner received a \$50 gift certificate to Bookcliff Gardens.

Certificate of Appointment

To the Downtown Development Authority/Downtown Grand Junction Business Improvement District

Councilmember Chazen introduced and presented to Vance Wagner, a certificate of appointment to the Downtown Development Authority/Downtown Grand Junction Business Improvement District Board for a four-year term expiring June 2020. Mr. Wagner thanked the City Council for the appointment and said he is looking forward to the opportunity to serve.

Citizens Comments

Bruce Lohmiller, 536 29 Road, #4, spoke to the City Council regarding a Whitman Park stipulation that City Attorney Shaver signed. Mr. Lohmiller asked if “open camping” at Whitman Park was included in the last discussion. Mr. Lohmiller commented on night patrols and candidates possibly debating at Colorado Mesa University (CMU). Mr. Lohmiller stated that STRiVE is going to have a fundraiser and talked on the use of Marinol for treating epilepsy and autism. He mentioned nanotechnology and that the Mesa County Partners Auction will offer one of his art pieces made out of Russian Olive wood. Mr. Lohmiller also suggested that law enforcement officers participate in the NEXUS Program.

Benjamin Glen, 645 4th Avenue, Facilities Manager at Western Metals Recycling. introduced himself and said his company is having a positive impact on the Grand Junction Community. Mr. Glen described his company, its recycling statistics, the number of employees, their safety record, and how recycling helps the environment. Mr. Glen invited everyone to the Western Metals Recycling luncheon and said tours of the facility will also be given on Friday, September 16th.

Council Reports

Councilmember McArthur said he toured the recycling facility and he thanked Mr. Glen for his presentation and invitation. He attended the Colorado Water Congress summer conference in Steamboat Springs which featured the next step of the Colorado Water Plan. Councilmember McArthur stated that there were many interesting discussions regarding the future concerns of water. Councilmember McArthur also attended an Associated Members for Growth and Development (AMGD) meeting with City Manager Caton who also spoke at the meeting.

Councilmember Boeschstein attended a Regional Transportation meeting on August 22nd with Council President Norris. On August 24th, he went to a Grand Junction Commission on Arts and Culture meeting where staff member Lorie Gregor and the Western Colorado Community Foundation offered financial help to Arts organizations affected by budget cuts. On August 27th, Councilmember Boeschstein went on the Tamarisk Coalition raft trip, and on August 29th, he went to the City Council Workshop. On September 6th, Councilmember Boeschstein attended the Mesa County Physicians Independent Practice Association (IPA) dinner held at the Bookcliff Country Club, where candidates for Mesa County Commissioner debated. Councilmember Boeschstein also attended the Business Incubator Center meeting on September 7th.

Councilmember Chazen attended a Downtown Development Authority meeting on August 25th where an update on the operations of Two Rivers Convention Center and

the 7th Street Historic District sign ordinance were discussed. On August 25th, Councilmember Chazen attended the Associated Governments of Northwest Colorado (AGNC) Economic Summit; Council President Norris was a panelist for one of the discussions. On September 6th, Councilmember Chazen attended the dedication of the CMU Engineering Building. He also went to the AMGD meeting that morning where City Manager Caton spoke.

Councilmember Kennedy said on Saturday, September 10th, he will be a judge for the amateur ribs competition at the Pork and Hops event. Speaking as the Region 10 Broadband Project Director, he noted when other communities improve their broadband, it will impact the entire Western Slope and on September 6th, construction began in Delta on the Middle Mile Program. He mentioned that a Grand Junction Police Department (GJPD) officer was involved in a shooting over the weekend and he expressed concern for all those involved. He commended on how well GJPD Chief John Camper and the Mesa County Sheriff's Office handled the situation.

Councilmember Traylor Smith went to a Grand Junction Economic Partnership meeting and heard about new prospects and she is pleased with the workshop discussion on the Foreign Trade Zone. Councilmember Traylor Smith said the Grand Junction Housing Authority meeting was postponed until September 14th.

Councilmember Rick Taggart said he attended a luncheon with Council President Norris and Lt. Governor Donna Lynn on August 18th. They discussed the capital dollars for higher education. Councilmember Taggart said Lt. Governor Lynn takes a non-political approach to this program. Also that evening, he had discussions with members of the Department of Local Affairs. Councilmember Taggart hosted an Up with People cast member and worked with one of the groups during the week of August 22nd. On August 25th, Councilmember Taggart attended the AGNC Economic Summit and commended the event. Councilmember Taggart attended a special Grand Junction Regional Airport Authority (GJRAA) board meeting on August 30th. On September 1st, there was an Airport Task Force meeting. Councilmember Taggart commended the work of the new GJRAA Director Kip Turner. On September 6th, Councilmember Taggart went to CMU for the Engineering Building groundbreaking and was pleased with the partnership with the John McConnell Math and Science Center, Mesa County Valley District 51, and CMU.

Council President Phillis Norris said she went to a lot of Economic Development (ED) events in the Valley. On September 19th, she attended the Colorado Advanced Manufacturing Alliance (CAMA) meeting and noted they will be having a summit meeting in Grand Junction on February 24, 2017. On August 30th, Council President Norris participated in a discussion with Colorado Space Business Roundtable from Denver; they are very interested in the Foreign Trade Zone (FTZ). On August 29th, Council President Norris went to the City Council Workshop and discussed the FTZ with

the ED partners who will take the lead. Council President Norris also attended the AGNC Economic Summit meeting. Council President Norris went to Up with People performance and stated the cast gave over 1000 hours of local community service and some local students have applied to participate in their program next year. Council President Norris went to the CMU, 7th Street groundbreaking ceremony. She attended the Grand Valley Regional Transportation Committee (GVRTC) meeting and agreed to a new contact with Grand Valley Transit (GVT). She commented that the City, County, Fruita, and Palisade contribute to this program.

Consent Agenda

Councilmember Kennedy moved to adopt the Consent Agenda items #1 through #4. Councilmember Taggart seconded the motion. Motion carried by roll call vote.

1. Approval of Minutes

- a. Summary of the August 15, 2016 Workshop
- b. Minutes of the August 17, 2016 Regular Meeting

2. Contracts/Other Action Items

- a. Contract to Purchase Two Replacement Trailer Mounted Leaf Machines
- b. Free Holiday Parking Downtown from Thanksgiving to New Year's Day with Certain Exceptions

3. Resolutions

- a. Resolution No. 38-16 – A Resolution Authorizing the Lease of Sidewalk Right-of-Way to Nepal Indian Cuisine, LLC dba Nepal Restaurant, Located at 356 Main Street
- b. Resolution No. 39-16 – A Resolution Authorizing the City Manager to Submit a Grant Request to the Mesa County Federal Mineral Lease District for Construction of a Salt Shed

4. Set Public Hearing

- a. Quasi-judicial
 - i. An Ordinance Approving a Loan from the Colorado Water Resources and Power Development Authority to Finance Improvements to the City's Water System; Authorizing the Form and Execution of the Loan Agreement and a Governmental Agency Bond to Evidence Such Loan;

Authorizing the Execution and Delivery of Documents Related Thereto;
and Prescribing Other Details in Connection Therewith (Set Hearing for
September 21, 2016)

Regular Agenda

Contract for the City's Life, Accidental Death and Dismemberment, and Long-Term Disability Insurance Benefits with VOYA

This is a request for a new contract with VOYA for the City's Life, AD&D, and LTD insurance benefits. A Request for Proposals (RFP) was issued to determine if the City's current carrier, UNUM, was offering a competitive price and an equivalent benefit level as compared to other vendors offering these services. The result of this undertaking is a request for a new contract for these services with VOYA at an annual cost of approximately \$210,193, an \$82,627 reduction in annual costs from the City's current carrier.

Claudia Hazelhurst, Human Resources Director, introduced this item and noted City Benefits Coordinator Shelly Williams and City Risk Manager Nathan Carruth were present. She explained the RFP process and the results with a recommendation that the City select VOYA (formerly ING) as the City's new vendor which will result in enhanced benefits over the existing provider and rates considerably less than current costs with a savings of \$82,827 each year.

Councilmember Chazen asked if the rates will be subject to annual appropriations. City Attorney Shaver said yes. Councilmember Chazen also asked if the company's rating was in an acceptable quality range. Ms. Hazelhurst answered they have an A rating.

Councilmember Traylor Smith asked if the long term disability benefit will pay 60% of the salary to age 65 for all occupations. Ms. Hazelhurst answered yes. Councilmember Traylor Smith then asked if the life insurance premiums for dependents were also compared with other companies. Ms. Hazelhurst stated that a comparison was completed for all aspects and the City pays one half of the life insurance premium, i.e., \$5,000 for spouse and \$2000 per child. All the companies offered supplemental life insurance.

Councilmember Chazen moved to authorize the City Manager to sign a contract with VOYA for Employee Life, AD&D, and LTD Insurance services effective January 1, 2017 and that the contract, subject to annual appropriations, continue until further notice. Councilmember Traylor Smith seconded the motion. Motion carried by roll call vote.

Amending Federal Aviation Administration Airport Improvement Program Grant 3-08-0027-054-2016 for the Grand Junction Regional Airport Authority for Terminal Air Carrier Apron Reconstruction

The Grand Junction Regional Airport Authority (GJRAA) brought a draft Grant Offer for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Project 3-08-0027-054-2016, for the Terminal Air-Carrier Apron Reconstruction Phase I, in the amount of \$4,222,273 for the approval of Council on August 17, 2016. The GJRAA received the final grant offer for \$4,226,773, a difference of \$4,500.

Ben Johnson GJRAA Operations Manager, requested City Council amend its previous approval of the Grant Offer in the amount of \$4,222,273 to the amount of \$4,226,773 and authorize its appropriate agents to execute the Grant Offer and associated Co-sponsorship Agreement. The final amount was more than the original grant.

Councilmember Traylor Smith moved to approve the amendment to the previous approval of the Grant Offer for AIP 54 in the new amount and authorize the Mayor and the City Attorney to Sign the Grant Agreement and the Co-sponsorship Agreement. Councilmember Chazen seconded the motion. Motion carried by roll call vote.

Federal Aviation Administration Airport Improvement Program Grant 3-08-0027-055-2016 for the Grand Junction Regional Airport Authority for Design of the Remote Transmitter/Receiver and the Replacement Runway 11/29

The Grand Junction Regional Airport Authority (GJRAA) has received an Airport Improvement Program Grant from the Federal Aviation Administration for the design of the Remote Transmitter/Receiver (RTR) and the replacement Runway 11/29. Mesa County and the City of Grand Junction are required as Co-sponsors to the Grant Offer.

Ben Johnson, GJRAA Operations Manager, reviewed the grant offer and the amount, \$2,216,716. He described the funding including the GJRAA match, and that the State of Colorado will match \$125,000. It has been approved by the GJRAA Board and this will go before the County Commissioners on September 12th.

Council President Norris stated that she is excited to see the Airport moving forward.

Councilmember McArthur stated they have been discussing these issues for a while and it is good to see them come to fruition.

Councilmember Boeschstein commented that he will be glad to see the new runway and that this improvement is on the Master Plan.

Councilmember Kennedy moved to authorize the Mayor and the City Manager to sign the Grant Agreement and the Co-sponsorship Agreement, respectively, for FAA Grant

AIP 55 the Design of the Remote Transmitter/Receiver and the replacement Runway 11/29. Councilmember Boeschstein seconded the motion. Motion carried by roll call vote.

Ordinance No. 4717 – An Ordinance Amending Ordinance No. 4652 by Amending the Planned Development for the Grand Junction Housing Authority Senior Living Planned Development – Highlands Apartments, Located at 805 and 825 Bookcliff Avenue

The Grand Junction Housing Authority is requesting to amend Ordinance No. 4652, an Ordinance rezoning the property to Planned Development, with a maximum allowable density of 32 dwelling units per acre, or 132 total dwelling units. The requested amendment would allow for four additional dwelling units, for a total of 136 units, without changing the approved building footprint at 825 Bookcliff Avenue.

The public hearing was opened at 7:52 p.m.

Lori V. Bowers, Senior Planner, presented this item and described the request and the location. The project was approved in two phases and Ms. Bowers displayed the overall site plan. Phase 2 is the subject of the amendment being considered. Due to some efficiencies in design they are able to add an additional four units. There will be sufficient parking. She noted the findings.

Jody Kole, Grand Junction Housing Authority (GJHA) Director, described the project and the units in the project and noted that there are 555 people on the housing waiting list and 1,802 senior households eligible for these units. Ms. Kole stated that this type of housing eliminates or delays the need for more expensive senior care. There are organizations within the medical community that are willing to bring their services on site for little or no additional cost to the residents. The State of Colorado Division of Housing wants only to be a gap funder. The State also was concerned there was only one elevator in each phase of construction. To address this, the two wings were stitched together so both elevators could be built and used upon completion of Phase I. This change allowed space for the four additional units.

Richard Krohn, attorney for the GJHA, pointed out the change in the design on a diagram that showed both phases.

Councilmember Kennedy commented that it is great to add extra units. Councilmember Kennedy asked why it was necessary for this to come before Council since the change is less than 10% of the total number of units. Ms. Bowers stated that since there will be a total of 63 units the change will bring the total above the legal number of units for the allotted density. City Attorney Shaver noted Ordinance No. 4652 specified the number of units. Councilmember Kennedy then asked what Bulk Standards address. Ms. Bowers answered density, height, and setbacks.

Councilmember Boeschstein asked if the drainage issues were addressed. Mr. Krohn replied that the drainage plan includes both phases and the construction of underground retention facilities. The drainage will flow into the Buthorne Drain but the underground facilities will control the flow. Mr. Krohn commented the drainage plan is designed to reduce the historic flows to the Buthorne Drain and the additional units will have no impact on the drainage plan. Councilmember Boeschstein asked if this has been approved by the engineering department and the Drainage Authority. Mr. Krohn stated that this was subject to a discharge permit approved by the 5-2-1 Drainage Authority and all required approvals have been obtained. Councilmember Boeschstein congratulated them for planning for affordable housing. Ms. Kole stated that she appreciates the City's support.

There were no public comments.

The public hearing was closed at 8:06 p.m.

Councilmember Traylor Smith moved to adopt Ordinance No. 4717 on second reading and ordered final publication in pamphlet form. Councilmember Boeschstein seconded the motion. Motion carried by roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

Councilmember Traylor Smith asked to add Resolution No. 40-16 – A Resolution Clarifying and Correcting Resolution 04-16 Concerning Assignment of the Private Activity Bond Allocation of Grand Junction Colorado Pursuant to the Colorado Private Activity Bond Ceiling Allocation Act. She said the matter came to their attention late that afternoon that the Private Activity Bond Allocation resolution (Resolution No. 04-16) needed to be clarified. Councilmember Traylor Smith said Resolution No. 40-16 will clarify the previous resolution.

Councilmember Taggart asked if the funds will be available to this valley. Ms. Kole said yes, the funds are banked statewide by Colorado Housing and Finance Authority (CHFA) and they accept applications for qualified jurisdictions that cede their authority to CHFA through a number of different instruments.

City Attorney Shaver advised that this resolution will be numbered 40-16

Councilmember Traylor Smith moved to adopt Resolution No. 40-16. Councilmember Boeschenstein seconded the motion. Motion carried by roll call vote.

There was no other business.

Adjournment

The meeting was adjourned at 8:11 p.m.

Stephanie Tuin, MMC
City Clerk



Grand Junction City Council

Regular Session

Item #2 a i

Meeting Date: September 21, 2016

Requested by: John Shaver,
City Attorney

Submitted by: Kathy Portner,
Community Svcs Mgr

Department: City Attorney's Office

Information

SUBJECT:

An Ordinance Amending Ordinance No. 4599 and Section 21.04.010 of the Municipal Code to Allow Marijuana Testing Facilities in the City of Grand Junction

RECOMMENDATION:

Introduce a Proposed Ordinance Amending Ordinance No. 4599 and Section 21.04.010 of the Municipal Code to Allow Marijuana Testing Facilities in the City of Grand Junction and Set a Hearing for October 5, 2016.

EXECUTIVE SUMMARY:

On September 4, 2013 the City Council adopted Ordinance No. 4599 which prohibited the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, marijuana testing facilities and retail marijuana stores within the City. This request is to remove the prohibition of marijuana testing facilities in the City of Grand Junction and to establish the appropriate zone districts for such facilities.

BACKGROUND OR DETAILED INFORMATION:

In late 2015 the City, Mesa County, Colorado Mesa University (CMU) and the Grand Junction Economic Partnership (GJEP), were successful in establishing the Colorado Jumpstart ("Jumpstart") business development grant program in Mesa County. The Jumpstart grant program was the result of legislation which was supported by many local leaders and enterprises including Representative Willett and Senator Scott, the publisher of the Daily Sentinel Mr. Jay Seaton, CMU President Foster and Grand Junction Area Chamber of Commerce CEO Schwenke and her Board. In January of 2016 the State of Colorado awarded the first Jumpstart incentives to three companies in

Mesa County. Since January, a fourth company has been selected for the program. These four companies have committed to invest in the area and will bring new jobs, economic gains and the capital investment to the community.

In 2015 and 2016 the Colorado legislature approved marijuana testing facility legislation under SB 15-196 and HB 16-1064. These bills are summarized as follows:

SB 15-196 requires the Department of Agriculture to administer an industrial hemp certified seed program. In administering this program, the Commissioner of Agriculture, in consultation with the Industrial Hemp Committee and independent seed producers, will create rules for the program and designate laboratories that industrial hemp registrants may use for THC concentration testing purposes. The bill also permits retail marijuana testing facility licensees to test industrial hemp for THC concentration levels. In addition to current law providing criminal immunity from those processing, selling, and distributing industrial hemp, the SB 15-196 also extends that immunity to transporting and possessing hemp.

HB 16-1064 expanded the types of licenses the State can issue for medical marijuana facilities to include Medical Marijuana Testing Labs. Testing of recreational marijuana has been in existence since 2013 when the State passed a package of bills in the wake of Amendment 64. Counties and municipalities already have the statutory authority to issue licenses for retail marijuana testing facilities. HB 1064 simply extends this authority to the licensing of medical marijuana testing facilities as well. Currently, each marijuana business applicant must apply to both the State and the local authorities for a license - this legislation is in keeping with the current dual licensing process that is already in place for all other types of marijuana facilities allowed by local communities. If the Ordinance is adopted the testing facility must fully comply with State standards and will, if fees and charges are applicable at either the State or local level be responsible for payment of those.

One of the Jumpstart companies, Source Certain, is proposing to develop a laboratory and deploy its advanced analytical processes for genetic research and its ability to mark and trace chemical properties of agricultural products. If successful in securing a contract with the State of Colorado, one of the products to be tested would be marijuana. Operating under the name of TSW Analytical, the company will help the State confirm that the product being sold is being produced by licensed and legal sources.

The use table of the Zoning and Development Code (Section 21.04.010) establishes the appropriate zone districts for land uses. The general use category of "Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without hazardous materials" includes research and development laboratories. To clarify that marijuana testing facilities would be included in that general use category, a specific line-item principal use category is proposed as "Research, Testing & Laboratory Facilities—Indoors (including marijuana testing facilities)" as allowed in B-2 (downtown business), C-1 (light commercial), C-2 (general commercial), MU (mixed use), BP

(business park mixed use), IO (industrial/office park), I-1 (light industrial) and I-2 (general industrial) zone districts.

FISCAL IMPACT:

Approval of this the proposed ordinance will allow a business to locate within the City of Grand Junction bringing new jobs, economic gains and the capital investment to the community.

SUGGESTED MOTION:

I MOVE to (approve or deny) a Proposed Ordinance Amending Ordinance No. 4599 and Section 21.04.010 of the Municipal Code to Allow Marijuana Testing Facilities in the City of Grand Junction and Set a Hearing for October 5, 2016.

Attachments

ATTACHMENT 1 – Ordinance No. 4599
ATTACHMENT 2 – Proposed Ordinance

ORDINANCE NO. 4599

AN ORDINANCE PROHIBITING THE OPERATION OF MARIJUANA CULTIVATION FACILITIES, MARIJUANA PRODUCT MANUFACTURING FACILITIES, MARIJUANA TESTING FACILITIES, AND RETAIL MARIJUANA STORES, AND AMENDING THE GRAND JUNCTION MUNICIPAL CODE BY THE ADDITION OF A NEW SECTION PROHIBITING CERTAIN USES RELATING TO MARIJUANA

RECITALS:

The Grand Junction Municipal Code regulates a variety of businesses and land uses that occur and/or are proposed to occur within the City. On November 6, 2012 Colorado voters approved Amendment 64 which is now known as Article XVIII, Section 16 of the Colorado Constitution ("Amendment 64.") The Amendment decriminalized certain activity with respect to the use, possession, transportation and distribution of marijuana. With the adoption of Amendment 64 comes the possibility of business and commercial activity(ies) and enterprise(s) being allowed subject to State and local licensing or the local prohibition of the same.

Considering that in April 2011 the City electors overwhelmingly decided to prohibit medical marijuana related facilities within the City of Grand Junction; that marijuana continues to be prohibited as a Schedule I controlled substance under Federal law; that the City Council may, consistent with the provisions of Amendment 64, consider the adoption of an ordinance which would prohibit the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, marijuana testing facilities and retail marijuana stores within the City; and that the City Council has duly and fully considered the matter and determined that it is in the best interest of the citizens of Grand Junction to prohibit certain marijuana related commercial and industrial activities and enterprises, the City Council does hereby enact the following prohibitions, exclusions and proscriptions related to and concerning marijuana within the City.

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

Title 5 of the Grand Junction Municipal Code is amended to include a new article 15, as follows (additions shown in ALL CAPS, except section designations, which are shown in the actual case as they will appear in the Code).

Title 5, Article 15 Grand Junction Municipal Code

5.15.010 MARIJUANA

UNDER THE AUTHORITY GRANTED IN ARTICLE XVIII, SECTION 16 OF THE COLORADO CONSTITUTION (AMENDMENT 64) AND THE CHARTER OF THE CITY OF GRAND JUNCTION THIS ORDINANCE IS ADOPTED BY THE CITY COUNCIL TO PROHIBIT THE OPERATION OF MARIJUANA CULTIVATION FACILITIES, MARIJUANA PRODUCT MANUFACTURING FACILITIES, MARIJUANA TESTING FACILITIES, RETAIL MARIJUANA STORES AND ALL BUSINESS AND LAND USES

RELATED TO MARIJUANA IN THE CITY AND IN FURTHERANCE OF ITS STATED INTENT, THE CITY COUNCIL MAKES THE FOLLOWING FINDINGS.

AFTER DUE AND CAREFUL CONSIDERATION OF ARTICLE XVIII, SECTION 16 OF THE COLORADO CONSTITUTION AND THE CONTROLLED SUBSTANCE ACT (21 U.S.C. 811) AND THE REAL AND POSSIBLE PRIMARY AND SECONDARY EFFECTS OF THE CULTIVATION AND DISPENSING OF MARIJUANA AND/OR THE MANUFACTURING AND SALE OF MARIJUANA INFUSED PRODUCTS, THOSE BUSINESSES, OPERATIONS AND LAND USES HAVE BEEN FOUND TO ADVERSELY AFFECT THE HEALTH, SAFETY AND WELFARE OF THE CITY AND ITS INHABITANTS.

THEREFORE, IT IS AND SHALL BE UPON PASSAGE OF THIS ORDINANCE UNLAWFUL FOR ANY PERSON TO OPERATE, CAUSE TO BE OPERATED OR PERMIT TO BE OPERATED A MARIJUANA CULTIVATION FACILITY(IES), MARIJUANA PRODUCT MANUFACTURING FACILITY(IES), MARIJUANA TESTING FACILITY(IES) AND/OR A RETAIL MARIJUANA STORE(S), BUSINESS OR OPERATION RELATED THERETO IN THE CITY AND NO CITY LICENSES, PERMITS OR APPROVALS SHALL ISSUE FOR THE SAME.

5.15.011 DEFINITIONS

ALL DEFINITIONS PROVIDED IN GJMC 5.14.011 AND ARTICLE XVIII, SECTION 16 OF THE COLORADO CONSTITUTION ARE ADOPTED HEREIN UNLESS SPECIFICALLY AMENDED HEREBY.

“MARIJUANA, MARIJUANA ACESSORIES, MARIJUANA CULTIVATION FACILITY, MARIJUANA ESTABLISHMENT, MARIJUANA PRODUCT MANUFACTURING FACILITY, MARIJUANA PRODUCTS, MARIJUANA TESTING FACILITY, RETAIL MARIJUANA STORE” ALL SHALL HAVE THE SAME MEANING AS SET FORTH IN ARTICLE XVIII, SECTION 16 OF THE COLORADO CONSTITUTION OR AS MAY BE MORE FULLY DEFINED IN ANY APPLICABLE STATE LAW OR REGULATION. COLLECTIVELY THESE MAY BE KNOWN AS AND/OR REFERRED TO AS “MARIJUANA BUSINESSES”

“MARIJUANA” MAY ALTERNATIVELY BE SPELLED “MARIHUANA.”

“PERSON” SHALL MEAN A NATURAL PERSON, PARTNERSHIP, ASSOCIATION, COMPANY, CORPORATION, LIMITED LIABILITY COMPANY OR OTHER ORGANIZATION OR ENTITY OR A MANAGER, AGENT, OWNER, OFFICER OR EMPLOYEE THEREOF.

“POSSESS OR POSSESSION” MEANS HAVING PHYSICAL CONTROL OF AN OBJECT, OR CONTROL OF THE PREMISES IN WHICH AN OBJECT IS LOCATED, OR HAVING THE POWER AND INTENT TO CONTROL AN OBJECT, WITHOUT REGARD TO WHETHER THE ONE IN POSSESSION HAS OWNERSHIP OF THE OBJECT. POSSESSION MAY BE HELD BY MORE THAN ONE PERSON AT A TIME. USE OF THE OBJECT IS NOT REQUIRED FOR POSSESSION.

“PRODUCE OR PRODUCTION” MEANS (I) ALL PHASES OF GROWTH OF MARIJUANA FROM SEED TO HARVEST, (II) COMBINING MARIJUANA WITH ANY OTHER SUBSTANCE FOR DISTRIBUTION, INCLUDING STORAGE AND PACKAGING FOR RESALE, OR (III) PREPARING, COMPOUNDING, PROCESSING, ENCAPSULATING, PACKING OR REPACKAGING, LABELING OR RE-LABELING OF MARIJUANA OR ITS DERIVATIVES WHETHER ALONE OR MIXED WITH ANY AMOUNT OF ANY OTHER SUBSTANCE.

“SALE” “SELL” “OFFER FOR SALE” “OFFER TO SELL” MEANS AND INCLUDES EVERY CONTRACT OR TRANSACTION WHETHER ORAL OR WRITTEN THAT CONTEMPLATES THE EXCHANGE OF VALUE, WHETHER MONEY OR SOMETHING ELSE, TANGIBLE OR INTANGIBLE, FOR A PRODUCT OR COMMODITY.

5.15.012 APPLICABILITY AND EFFECTIVE DATE

THIS ARTICLE SHALL APPLY TO ALL PROPERTY AND PERSONS WITHIN THE CITY OF GRAND JUNCTION.

IT SHALL BE UNLAWFUL AND A VIOLATION UNDER THIS CHAPTER FOR A PERSON TO ESTABLISH, OPERATE, CAUSE OR PERMIT TO BE OPERATED, OR CONTINUE TO OPERATE WITHIN THE CITY AND WITHIN ANY AREA ANNEXED TO THE CITY AFTER THE EFFECTIVE DATE OF THIS ORDINANCE, A MARIJUANA CULTIVATION FACILITY, A MARIJUANA ESTABLISHMENT, A MARIJUANA PRODUCT MANUFACTURING FACILITY, A MARIJUANA TESTING FACILITY, A RETAIL MARIJUANA STORE AND/OR TO CONDUCT ANY BUSINESS AS EITHER A PRIMARY, INCIDENTAL OR OCCASIONAL ACTIVITY OR ANY OTHER OPERATION INVOLVING THE SALE OF AND/OR THE OFFER TO SELL MARIJUANA AND/OR THE ESTABLISHMENT OF A LAND USE, HOME OCCUPATION, BUSINESS OR COMMERCIAL ACTIVITY CONCERNING MARIJUANA.

PURSUANT TO THE PROHIBITION SET FORTH ABOVE ANY APPLICATION FOR A LICENSE TO OPERATE A MARIJUANA FACILITY, ESTABLISHMENT OR COMMERCIAL OPERATION SHALL BE DEEMED DENIED UPON THE DATE OF FILING THE SAME WITH THE CITY. APPLICATIONS FOR LICENSES MAY BE FILED WITH THE FINANCE DEPARTMENT.

5.15.013 MEDICAL AND PERSONAL USE MARIJUANA

NOTHING IN THIS CHAPTER SHALL PROHIBIT OR OTHERWISE IMPAIR OR BE CONSTRUED TO PROHIBIT OR IMPAIR THE CULTIVATION, USE OR POSSESSION OF MEDICAL AND/OR PERSONAL USE MARIJUANA BY A PATIENT AND/OR BY A PRIMARY CAREGIVER FOR HIS/HER PATIENTS PROVIDED THAT SUCH PATIENT OR PRIMARY CAREGIVER OR A PERSON ACTING IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF ARTICLE XVIII, SEC. 14(1)(C) AND/OR ARTICLE XVIII, SEC. 16(2) OF THE COLORADO CONSTITUTION, 12-43.3-101 ET. SEQ. C.R.S. AS AMENDED, 25-1.5-106 C.R.S. AND/OR THE REGULATIONS PROMULGATED BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, THE COLORADO DEPARTMENT OF REVENUE OR ANY OTHER

STATE AND/OR FEDERAL AGENCY WITH REGULATORY AUTHORITY AND THE LAWS OF THE CITY.

5.15.014 PENALTY

A VIOLATION OF ANY PROVISION OF THIS CHAPTER SHALL CONSTITUTE A MISDEMEANOR OFFENSE PUNISHABLE IN ACCORDANCE WITH SECTION 1.04.090 OF THE GRAND JUNCTION MUNICIPAL CODE. A PERSON COMMITTING A VIOLATION SHALL BE GUILTY OF A SEPARATE OFFENSE FOR EACH AND EVERY DAY DURING WHICH THE OFFENSE IS COMMITTED OR CONTINUED TO BE PERMITTED BY SUCH PERSON AND SHALL BE PUNISHED ACCORDINGLY.

THE ESTABLISHMENT, OPERATION AND/OR CONTINUATION OF ANY ACTIVITY IN VIOLATION OF THIS ARTICLE IS SPECIFICALLY DETERMINED TO CONSTITUTE A PUBLIC NUISANCE AND MAY BE ABATED BY THE CITY AS A NUISANCE AND MAY BE ENJOINED BY THE CITY IN AN ACTION BROUGHT BY BEFORE THE MUNICIPAL COURT.

THE REMEDIES SET FORTH IN THIS ARTICLE ARE AND SHALL BE DEEMED CUMULATIVE AND SHALL BE IN ADDITION TO ANY OTHER REMEDY(IES) AT LAW OR IN EQUITY THAT THE CITY MAY POSSESS OR ASSERT.

5.15.015 SEVERABILITY

THIS ORDINANCE IS NECESSARY TO PROTECT THE PUBLIC HEALTH, SAFETY, AND WELFARE OF THE RESIDENTS OF THE CITY.

IF ANY PROVISION OF THIS ORDINANCE IS FOUND TO BE UNCONSTITUTIONAL OR ILLEGAL, SUCH FINDING SHALL ONLY INVALIDATE THAT PART OR PORTION FOUND TO VIOLATE THE LAW. ALL OTHER PROVISIONS SHALL BE DEEMED SEVERED OR SEVERABLE AND SHALL CONTINUE IN FULL FORCE AND EFFECT.

All other provisions of Title 5 of the Grand Junction Municipal Code shall remain in full force and effect.

Section 21.04.010(d) of the Grand Junction Municipal Code shall be amended as follows (additions underlined):

- (d) **Prohibited Uses.** A blank space indicates the listed use is not allowed within the district, unless otherwise expressly allowed by another provision of this code. Marijuana related business, whether retail, commercial, industrial or agricultural, is prohibited in all zone districts in accordance with Title 5, Article 15, GJMC.


21.04.010 USE TABLE under the "Retail Sales and Service" category, the Table shall be footnoted to refer to Title 5, Article 15 GJMC.

All other provisions of Section 21.04.010 and 21.04.0140 shall remain in full force and effect.

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4599 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 7th day of August, 2013 and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 4th day of September, 2013, at which Ordinance No. 4599 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 6th day of September 2013.



Stephanie Tuin, MMC
City Clerk

Published: August 9, 2013
Published: September 6, 2013
Effective: October 6, 2013



ORDINANCE NO. ____
AN ORDINANCE AMENDING ORDINANCE NO. 4599 AND SECTION 21.04.010 OF THE
MUNICIPAL CODE TO ALLOW MARIJUANA TESTING FACILITIES IN THE CITY OF
GRAND JUNCTION

RECITALS:

The Grand Junction Municipal Code regulates a variety of businesses and land uses that occur and/or are proposed to occur within the City. On September 4, 2013 the City Council adopted Ordinance 4599 which prohibited the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, marijuana testing facilities and retail marijuana stores within the City. Ordinance 4599 was codified as Title 5, Article 15 Section 010 *et. seq.* of the Grand Junction Municipal Code (GJMC).

In late 2015 the City, Mesa County and Colorado Mesa University, by, with and through the efforts of the Grand Junction Economic Partnership (GJEP), were successful in establishing the *Colorado Jumpstart* (“*Jumpstart*”) business development grant program. The *Jumpstart* endeavor was the result of the introduction and passage of legislation which was supported by many local leaders and enterprises including Representative Willett and Senator Scott, the publisher of the *Daily Sentinel* Mr. Jay Seaton, CMU President Foster and Grand Junction Area Chamber of Commerce CEO Schwenke and her Board. In January of 2016 the State of Colorado awarded the first *Jumpstart* incentives to the Grand Junction community/the businesses that had applied for incentives here. Because of the benefits of *Jumpstart* four businesses have been selected for the program and have committed to invest in Grand Junction, bringing new jobs and the economic gains associated with those jobs and the capital investment that will be necessary for those jobs.

One of the *Jumpstart* companies will be developing a laboratory and deploying its advanced analytical processes for genetic research and its ability to mark/trace chemical properties of agricultural products; if successful in securing a contract with the State of Colorado, one of the products to be tested by the company would be marijuana.

The use table of the Zoning and Development Code (Section 21.04.010) establishes the appropriate zone districts for land uses. The general use category of “Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without hazardous materials” includes research and development laboratories. To clarify that marijuana testing facilities would be included in that general use category, a specific line-item principal use category is proposed as “Research, Testing & Laboratory Facilities—Indoors (including marijuana testing facilities)” as allowed in B-2 (downtown business), C-1 (light commercial), C-2 (general commercial), MU (mixed use), BP (business park mixed use), IO (industrial/office park), I-1 (light industrial) and I-2 (general industrial) zone districts.

While the City Council acknowledges that marijuana is controversial, whether for medical or recreation use, and that the policies related to its sale and use are difficult and complex, the Council, having duly and fully considered an amendment to Ordinance 4599 to allow marijuana testing facilities, does hereby endorse the following amendment to the GJMC to allow, authorize

and provide the opportunity for marijuana testing and testing facility(ies) to locate and conduct business within the City.

As part of its consideration of and determination of support for the amendment, the City Council notes that the Colorado legislature in both the 2015 and 2016 sessions approved marijuana testing facility legislation (SB 15-196 and HB 16-1064) with both bills becoming law. To the extent applicable, necessary or required the City Council adopts by reference the processes, standards and requirements of C.R.S. 12-43.3-301, 12-43.4-405 and the regulations promulgated by Colorado regulatory agencies having jurisdiction, including but not limited to the Colorado Department of Health and Public Environment, on, over, or pertaining to marijuana testing and the authorization, regulation and/or licensing of the same.

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

Title 5 of the Grand Junction Municipal Code is amended as follows. Amendments to the relevant parts of the Code are shown in ~~strikethrough~~ and *ALL CAPS BOLD ITALIC* typeface.

Title 5, Article 15 GJMC

5.15.010 MARIJUANA

UNDER THE AUTHORITY GRANTED IN ARTICLE XVIII, SECTION 16 OF THE COLORADO CONSTITUTION (AMENDMENT 64) AND THE CHARTER OF THE CITY OF GRAND JUNCTION THIS ORDINANCE IS ADOPTED BY THE CITY COUNCIL TO PROHIBIT THE OPERATION OF MARIJUANA CULTIVATION FACILITIES, MARIJUANA PRODUCT MANUFACTURING FACILITIES, ~~MARIJUANA TESTING FACILITIES~~, RETAIL MARIJUANA STORES AND ALL BUSINESS AND LAND USES RELATED TO MARIJUANA IN THE CITY AND IN FURTHERANCE OF ITS STATED INTENT, THE CITY COUNCIL MAKES THE FOLLOWING FINDINGS.

5.15.012 APPLICABILITY AND EFFECTIVE DATE

THIS ARTICLE SHALL APPLY TO ALL PROPERTY AND PERSONS WITHIN THE CITY OF GRAND JUNCTION.

IT SHALL BE UNLAWFUL AND A VIOLATION UNDER THIS CHAPTER FOR A PERSON TO ESTABLISH, OPERATE, CAUSE OR PERMIT TO BE OPERATED, OR CONTINUE TO OPERATE WITHIN THE CITY AND WITHIN ANY AREA ANNEXED TO THE CITY AFTER THE EFFECTIVE DATE OF THIS ORDINANCE, A MARIJUANA CULTIVATION FACILITY, A MARIJUANA ESTABLISHMENT, A MARIJUANA PRODUCT MANUFACTURING FACILITY, A ~~MARIJUANA TESTING FACILITY~~, A RETAIL MARIJUANA STORE AND/OR TO CONDUCT ANY BUSINESS AS EITHER A PRIMARY, INCIDENTAL OR OCCASIONAL ACTIVITY OR ANY OTHER OPERATION INVOLVING THE SALE OF AND/OR THE OFFER TO SELL MARIJAUANA AND/OR THE ESTABLISHMENT OF A LAND USE, HOME OCCUPATION, BUSINESS OR COMMERCIAL ACTIVITY CONCERNING MARIJUANA.

PURSUANT TO THE PROHIBITION SET FORTH ABOVE ANY APPLICATION FOR A LICENSE TO OPERATE A MARIJUANA FACILITY, ESTABLISHMENT OR COMMERCIAL OPERATION **EXCEPT A MARIJUANA TESTING FACILITY**, SHALL BE DEEMED DENIED UPON THE DATE OF FILING THE SAME WITH THE CITY. APPLICATIONS FOR LICENSES MAY BE FILED WITH THE FINANCE DEPARTMENT. **AN APPLICATION FOR A MARIJUANA TESTING FACILITY MAY BE FILED WITH THE COMMUNITY DEVELOPMENT DIVISION.**

IF AN APPLICATION FOR A MARIJUANA TESTING FACILITY IS GRANTED BY THE CITY, THE FACILITY SHALL CONDUCT ITS OPERATIONS IN ACCORDANCE WITH THE PROCESSES, STANDARDS AND REQUIREMENTS OF C.R.S. 12-43.3-301, 12-43.4-405 AND THE REGULATIONS PROMULGATED BY COLORADO REGULATORY AGENCIES HAVING JURISDICTION, INCLUDING BUT NOT LIMITED TO THE COLORADO DEPARTMENT OF HEALTH AND PUBLIC ENVIRONMENT, ON OR OVER OR PERTAINING TO MARIJUANA TESTING AND THE AUTHORIZATION OF/LICENSING OF THE SAME. FURTHERMORE, AS DETERMINED NECESSARY OR REQUIRED THE CITY MANAGER, IN CONSULTATION WITH THE CITY ATTORNEY MAY ISSUE ADMINISTRATIVE REGULATIONS PERTAINING TO THE LICENSURE OF A MARIJUANA TESTING FACILITY IN ACCORDANCE WITH GJMC 2.12.010. THOSE REGULATIONS MAY INCLUDE BUT NOT BE LIMITED TO THE PAYMENT OF FEES; THE LICENSEE SHALL BE OBLIGATED TO PAY ANY AND ALL APPLICABLE STATE AND LOCAL FEES AND CHARGES AND COMPLY WITH ALL APPLICABLE LAW.

5.15.015 SEVERABILITY

THIS ORDINANCE IS NECESSARY TO PROTECT THE PUBLIC HEALTH, SAFETY AND WELFARE OF THE RESIDENTS OF THE CITY. IF ANY PROVISION OF THIS ORDINANCE IS FOUND TO BE UNCONSTITUTIONAL OR ILLEGAL, SUCH FINDING SHALL ONLY INVALIDATE THAT PART OR PORTION FOUND TO VIOLATE THE LAW. ALL OTHER PROVISIONS SHALL BE DEEMED SEVERED OR SEVERABLE AND SHALL CONTINUE IN FULL FORCE AND EFFECT.

ALL OTHER PROVISIONS OF TITLE 5 OF THE GRAND JUNCTION MUNICIPAL CODE SHALL REMAIN IN FULL FORCE AND EFFECT.

SECTION 21.04.010(D) OF THE GRAND JUNCTION MUNICIPAL CODE SHALL BE AMENDED AS FOLLOWS:

(D) PROHIBITED USES. A BLANK SPACE INDICATES THE LISTED USE IS NOT ALLOWED WITHIN THE DISTRICT, UNLESS OTHERWISE EXPRESSLY ALLOWED BY ANOTHER PROVISION OF THIS CODE.

MARIJUANA RELATED BUSINESS, WHETHER RETAIL, COMMERCIAL, INDUSTRIAL OR AGRICULTURAL, **EXCEPT MARIJUANA TESTING FACILITY(IES)** ARE PROHIBITED IN ALL ZONE DISTRICTS IN ACCORDANCE WITH TITLE 5, ARTICLE 15, GJMC. **MARIJUANA TESTING FACILITY(IES) IS(ARE) ALLOWED IN THE ZONE DISTRICTS SHOWN.**

MARIJUANA TESTING FACILITES SHALL BE CATEGORIZED AS/UNDER THE “INDUSTRIAL SERVICES, CONTRACTORS AND TRADE SHOPS, OIL AND GAS SUPPORT OPERATIONS WITHOUT HAZARDOUS MATERIALS” CATEGORY OF THE USE ZONE MATRIX AS “RESEARCH, TESTING & LABORATORY FACILITES – INDOORS (INCLUDING MARIJUANA TESTING FACILITES” AS ALLOWED USES IN B-2, C-1, C-2, MU, BP, IO, I-1 AND I-2 ZONE DISTRICTS.

Key: A = Allowed; C = Conditional; Blank Cell = Not Permitted																										
USE CATEGORY	PRINCIPAL USE	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2	MX-	Std.		
INDUSTRIAL																										
Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without hazardous materials	Indoor Operations and Storage														C	A	A		A		A	A	A			
	Indoor Operations and Outdoor Storage (Including Heavy Vehicles)																		C		A	A	A		See GJMC 21.03.090	21.04.040 (h)
	Outdoor Storage And Operations																				A	A	A			21.04.040 (h)
	Research, Testing & Laboratory Facilities-- Indoors (includes Marijuana Testing Facilities)														A	A	A		A	A	A	A	A		See Title 5, Article 15 GJMC	

21.04.010 USE TABLE UNDER THE "RETAIL SALES AND SERVICE" CATEGORY, THE TABLE SHALL BE FOOTNOTED TO REFER TO TITLE 5, ARTICLE 15 GJMC.

ALL OTHER PROVISIONS OF SECTION 21.04.010 AND 21.04.014 SHALL REMAIN IN FULL FORCE AND EFFECT.

INTRODUCED ON FIRST READING AND ORDERED PUBLISHED in pamphlet form this _____ day of _____, 2016.

PASSED, ADOPTED, and ordered published in pamphlet form this ___ day of _____, 2016.

Phyllis Norris, Mayor and President of the Council

ATTEST:

Stephanie Tuin, City Clerk



Grand Junction City Council

Regular Session

Item #2 b i

Meeting Date: September 21, 2016

Requested by: Colorado Mesa
University

Submitted by: Scott Peterson, Senior
Planner

Department: Admin. – Com. Dev.

Information

SUBJECT:

An Ordinance Vacating Portions of Alley Rights-of-Way, Located Between Elm and Kennedy and Mesa and Texas Avenues and a Portion of Texas Avenue Right-of-Way and Retaining a Utility Easement over Texas Avenue, Located in the Colorado Mesa University Area

RECOMMENDATION:

The Planning Commission recommended approval of this application at their September 13, 2016 meeting.

EXECUTIVE SUMMARY:

The applicant, Colorado Mesa University, requests the City vacate portions of public alley right-of-way between Elm and Kennedy and Mesa and Texas Avenues along with a portion of public street right-of-way of Texas Avenue. These right-of-ways are adjacent to properties owned by CMU with the exception of one property which CMU is negotiating to purchase. The vacations will facilitate the construction of a new engineering building on campus and add additional parking.

BACKGROUND OR DETAILED INFORMATION:

Colorado Mesa University requests the vacation of alley and street right-of-ways (0.37 acres total) in order to aid in the continued westward expansion efforts planned for the campus.

Alley Between Elm and Kennedy:

This area of campus is proposed to be the location of the new CMU Engineering Building, a 65,000 +/- sq. ft. building that will house Mechanical Engineering, Civil Engineering, the John McConnell Math and Science Center and future Computer Science classrooms. The current properties abutting this portion of alley are owned by CMU with the exception of one property (701 Elm Avenue) located at the intersection of N. 7th Street and Elm Avenue. This property contains a five-unit multi-family apartment building, however CMU is in discussions with the owner to potentially purchase the property in the near future. Presently, this alley does not contain any City public utilities (water, sewer, storm sewer, etc.) therefore, there is no need for the City to retain a utility easement as part of this vacation process. The alley does contain Xcel Energy infrastructure (electric and natural gas), however these existing utilities will be moved and relocated by Xcel Energy as part of the construction of the new engineering building and if necessary, appropriate easements to Xcel Energy will be dedicated at that time. As a condition of approval of the vacations, CMU will also need to meet all Grand Junction Fire Department requirements for construction of the Engineering Building and may be required to construct access drives around the site compliant with the 2012 International Fire Code. CMU will also be required to provide and record a private "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue. This condition is required as these two remaining properties will have no "legal access" to the rear of their properties once the alley is vacated.

Alley Between Mesa and Texas and Texas Avenue Right-of-Way:

The current properties abutting this portion of alley and street right-of-way vacations between Mesa and Texas Avenues are all owned by Colorado Mesa University. Presently, the alley does not contain any City public utilities (water, sewer, storm sewer, etc.) therefore, there is no need for the City to retain a utility easement as part of this vacation process. The alley does contain an electrical line for Xcel Energy, however this existing electrical line will be moved and/or relocated by Xcel Energy, if necessary as part of the construction of a new campus parking lot and if necessary, appropriate easements to Xcel Energy will be dedicated at that time.

Within the portion of Texas Avenue requested for vacation, the City presently has water and sanitary sewer mains. Therefore, those utilities shall be subject to the terms and conditions of the recently approved "Colorado Mesa University and City of Grand Junction Utility Easement and Maintenance Agreement-CMU Main Campus".

Based on the conditions recommended by the Fire Department and CMU's intention to develop and construct fire access lanes, it is staff's assessment that the proposed vacations would not impede traffic, pedestrian movement or access to private property or obstruct emergency access.

FISCAL IMPACT:

Council directed staff to evaluate on a case by case basis the value of selling Right-of-Way (ROW) at the time of a vacation request. ROW recently acquired by the City has been valued at \$5.00 to \$6.00 per square foot, resulting in a value of \$81,239 to \$97,487 for the proposed vacation. However, based on past City Council direction, the City has not been compensated for vacated ROW.

SUGGESTED MOTION:

I MOVE to (approve or deny) a Proposed Ordinance Vacating Portions of Alley Rights-of-Way, Located Between Elm and Kennedy and Mesa and Texas Avenues and a Portion of Texas Avenue Right-of-Way and Retaining a Utility Easement over Texas Avenue, Located in the Colorado Mesa University Area and Set a Hearing for October 5, 2016.

Attachments

ATTACHMENT 1 – Planning Commission Staff Report which includes the Site Location Map, Surrounding Land Use Map, Future Land Use Map, Land Use Zone Map, Proposed Land Use Map.

ATTACHMENT 2 – Proposed Ordinance

PLANNING COMMISSION AGENDA ITEM

<p>Subject: Alley & Street Right-of-Way Vacations, Located within the CMU area between Elm & Kennedy and Mesa & Texas Avenue's.</p>
<p>Action Requested/Recommendation: Forward a recommendation to City Council to vacate portions of public alley right-of-way between Elm & Kennedy and Mesa & Texas Avenues and portion of public street right-of-way for Texas Avenue as part of Colorado Mesa University expansion projects.</p>
<p>Presenters Name & Title: Scott D. Peterson, Senior Planner</p>

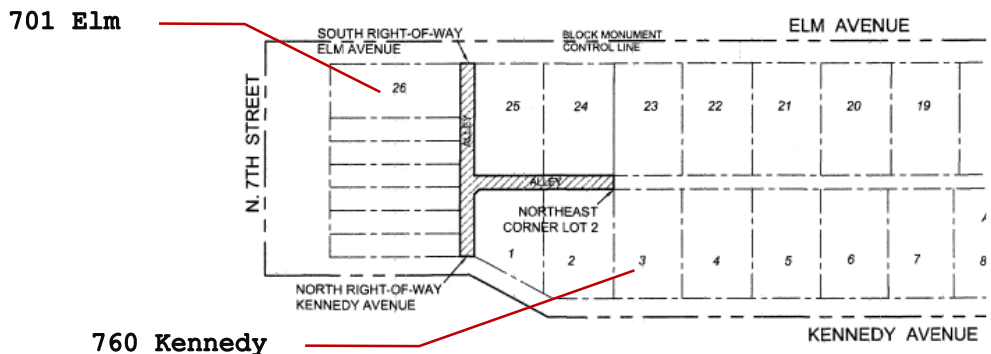
Executive Summary:

The applicant, Colorado Mesa University (CMU), requests the City vacate portions of public alley right-of-way between Elm & Kennedy and Mesa & Texas Avenues along with a portion of public street right-of-way of Texas Avenue. These right-of-ways are adjacent to properties owned by CMU with the exception of one property which CMU is negotiating to purchase. The vacations will facilitate the construction of a new engineering building on campus and add additional parking.

Background, Analysis and Options:

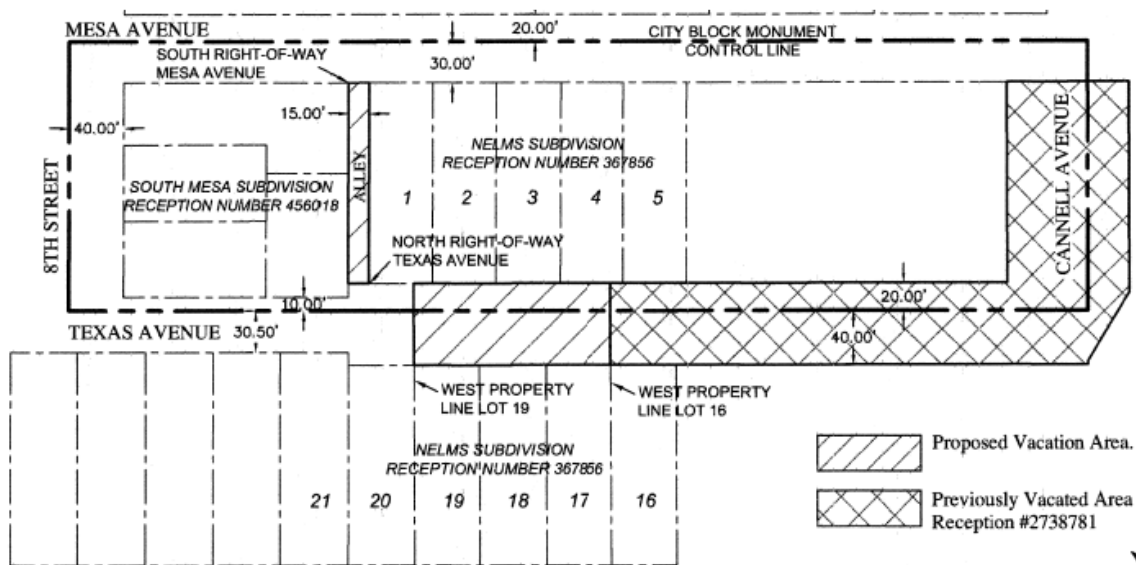
Colorado Mesa University requests the vacation of alley and street right-of-ways (0.37 acres total) in order to aid in the continued westward expansion efforts planned for the campus.

Alley Between Elm & Kennedy:



This area of campus is proposed to be the location of the new CMU Engineering Building, a 65,000 +/- sq. ft. building that will house Mechanical Engineering, Civil Engineering, the John McConnell Math & Science Center and future Computer Science classrooms. The current properties abutting this portion of alley are owned by CMU with the exception of one property (701 Elm Avenue) located at the intersection of N. 7th Street and Elm Avenue. This property contains a five-unit multi-family apartment building, however CMU is in discussions with the owner to potentially purchase the property in the near future. Presently, this alley does not contain any City public utilities (water, sewer, storm sewer, etc.) therefore, there is no need for the City to retain a utility easement as part of this vacation process. The alley does contain Xcel Energy infrastructure (electric and natural gas), however these existing utilities will be moved and relocated by Xcel Energy as part of the construction of the new engineering building and if necessary, appropriate easements to Xcel Energy will be dedicated at that time. As a condition of approval of the vacations, CMU will also need to meet all Grand Junction Fire Department requirements for construction of the engineering building and may be required to construct access drives around the site compliant with the 2012 International Fire Code. CMU will also be required to provide and record a private "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue. This condition is required as these two remaining properties will have no "legal access" to the rear of their properties once the alley is vacated.

Alley Between Mesa & Texas and Texas Avenue Right-of-Way:



The current properties abutting this portion of alley and street right-of-way vacations between Mesa and Texas Avenues are all owned by Colorado Mesa University. Presently, the alley does not contain any City public utilities (water, sewer, storm sewer, etc.) therefore, there is no need for the City to retain a utility easement as part of this vacation process. The alley does contain an electrical line for Xcel Energy, however this existing electrical line will be moved and/or relocated by Xcel Energy, if necessary as part of the construction of a new campus parking lot and if necessary, appropriate easements to Xcel Energy will be dedicated at that time.

Within the portion of Texas Avenue requested for vacation, the City presently has water and sanitary sewer mains. Therefore, a utility easement shall be retained for maintenance, operation and repair of existing utility infrastructure within the Texas Avenue right-of-way. Previously, the City has required that the utility easement be granted as a temporary utility easement, due to the expectation that some utilities will be relocated or removed with the changes and improvements being made to the CMU campus. Under the temporary utility easement, CMU will work with the City and the appropriate public utility agencies to determine the final location of the utilities and the relocation of the utilities. Once the utilities have been relocated or it is determined that the utilities need not be moved, CMU shall grant new permanent utility easements. Upon the City's acceptance of the new utility easements, the City Manager shall release all interests in the temporary utility easements.

Based on the conditions recommended by the Fire Department and CMU's intention to develop and construct fire access lanes, it is staff's assessment that the proposed vacations would not impede traffic, pedestrian movement or access to private property or obstruct emergency access.

Neighborhood Meeting:

The applicant held a Neighborhood Meeting on August 2, 2016. Over 23 area residents attended the meeting with the applicant providing a powerpoint presentation with an update on various activities going on across campus and information regarding the most recent iteration of the ongoing right-of-way vacation process.

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

The proposed right-of-way vacations support the following goal and policy of the Comprehensive plan:

Goal 12: 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.

In addition to the goal and policy above the Grand Junction Comprehensive Plan states: "Due to the inefficiencies of low density sprawl, a significant amount of projected future growth is focused inward on vacant and underutilized land throughout the community. This takes advantage of land that already has roads, utilities and public services. Infill and redevelopment is especially focused in the City Center (includes Downtown, North Avenue, Colorado Mesa University area, and the area around St. Mary's Hospital). Reinvestment and revitalization of these areas, and maintaining and expanding a 'strong downtown', is a high priority of the Comprehensive Plan and essential for the area's regional economy. (Guiding Principle 1: Centers - Downtown)"

Vacating these portions of alley and street right-of-ways supports the University in their ongoing facilities and building expansion, enhances a healthy, diverse economy and improves the City as a regional center of commerce, culture and tourism.

Economic Development Plan:

The purpose of the adopted Economic Development Plan by City Council is to present a clear plan of action for improving business conditions and attracting and retaining employees. Though the proposed portions of alley and street right-of-way vacation requests specifically does not further the goals of the Economic Development Plan, it does allow the CMU campus to continue its westward expansion efforts in order to grow the campus for the benefit of students, community, higher educational opportunities and purports a vibrant and growing economy. Higher education is a key economic development component of Grand Junction's status as a regional center.

Board or Committee Recommendation:

N/A

Previously presented or discussed:

This proposal has not been previously discussed.

Attachments:

- Staff Report/Background Information
- Location Map
- Surrounding Land Use Map
- Future Land Use Map
- Land Use Zone Map
- Proposed Land Use Map
- Ordinance

BACKGROUND INFORMATION					
Location:		Portions of public alley right-of-way between Elm & Kennedy and Mesa & Texas Avenue's and portion of public street right-of-way for Texas Avenue			
Applicant:		Colorado Mesa University			
Existing Land Use:		Alley and street right's-of-way			
Proposed Land Use:		Colorado Mesa University land use development (new engineering building and additional parking lots)			
Surrounding Land Use:	North	Seventh-Day Adventist Church, Colorado Mesa University properties and privately held properties			
	South	New Life Christian Church, Colorado Mesa University properties and privately held properties			
	East	Colorado Mesa University properties and privately held properties			
	West	Colorado Mesa University properties and privately held properties			
Existing Zoning:		R-8 (Residential – 8 du/ac) and R-O (Residential Office)			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	R-8 (Residential – 8 du/ac)			
	South	R-8 (Residential – 8 du/ac)			
	East	R-8 (Residential – 8 du/ac)			
	West	R-8 (Residential – 8 du/ac) and R-O (Residential Office)			
Future Land Use Designation:		Residential Medium High (8 – 16 du/ac)			
Zoning within density range?		X	Yes	<input type="checkbox"/>	No

The proposed request falls under Section 21.02.100 – Vacation of public right-of-way or easement. The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements. This type of request is available for vacation of any street, alley, easement or other public reservation subject to the criteria contained within the section.

The following is staff's review and comments relating to the criteria under Section 21.02.100:

City Fire Department Review of Rights-of-Way Vacation Request:

The Grand Junction Fire Department does not object to the University's overall desire to vacate certain public right-of-ways in an effort to implement the University's master plan. The Fire Department has indicated that if fire apparatus roads are required around the

proposed engineering building, these roads shall be constructed in accordance with the 2012 International Fire Code and Appendices as well as any local City of Grand Junction ordinances (i.e. Ordinance No. 4500) that pertain specifically to the Grand Junction Fire Department and their operations. The decision to require fire apparatus roads will be determined when the Fire Department reviews the proposed engineering building plans.

Sections 21.02.100 of the Grand Junction Zoning and Development Code:

The vacation of portions of the existing alley and street right's-of-way shall conform to the following:

(1) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies of the City,

Granting the requests to vacate portions of an existing alley and street right-of-ways meets Goal 12, Policy A of the Comprehensive Plan by supporting the University in their facilities and building expansion projects, enhances a healthy, diverse economy and improves the City as a regional center of commerce, culture and tourism. The requested vacation also does not conflict with the Grand Valley Circulation Plan and other adopted plans and policies of the City.

Therefore, this criterion has been met.

(2) No parcel shall be landlocked as a result of the vacation.

No parcels shall be landlocked as a result of the proposed vacations as all properties have access to street right-of-ways.

Therefore, this criterion has been met.

(3) 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;

All properties abutting the proposed portions of alley and street requested for vacation are under the control of CMU with the exception of one property, 701 Elm Avenue. Access to the rear of this property and the property located at 760 Kennedy will be restricted, as the two properties will not have legal access to the remaining adjacent alley. Therefore, CMU will be required, as a condition of the vacations, to provide and record a private "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue. This recorded easement will ensure that the remaining residents will continue to be provided access to the rear of their properties from the remaining alley right-of-way.

Therefore, this criterion can be met with the recording of an access easement.

(4) 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);

There are no City utilities currently located within the alleys requested for vacation however, Xcel Energy utilities are located within the alley but will be moved prior to construction of the new engineering building. The Fire Department has not reviewed the plans for the new engineering building but has indicated that the applicant may be required to construct access roads around the new building in accordance with the 2012 International Fire Code. The requested vacation does not adversely impact police/fire protection to the remaining properties.

For the portion of Texas Avenue requested to be vacated, the City will retain a utility easement for maintenance, operation and repair of existing utility infrastructure, such as water and sanitary sewer mains.

As was approved with the 2015 street right-of-way vacation requests for portions of Cannell, Hall, Texas, Elm, Kennedy and Bunting Avenue's, CMU has agreed to construct and pave access roads in accordance with the 2012 International Fire Code, etc., and keep all drive aisles free of obstructions for emergency vehicle access and maneuverability of fire equipment and garbage trucks. CMU also agreed that the fire access lanes be asphalt paved and maintained to help mitigate and control dust for the neighborhood and residents still living in the area. Concerning the maintenance of the recycled asphalt/materials parking lot areas, magnesium chloride (MC) should be applied as needed to keep the dust suppressed (City file # VAC-2015-182).

Therefore, the requested vacations have 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.

Therefore, this criterion has been met.

(5) 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 Zoning and Development Code; and

No adverse comments concerning the proposed right-of-way vacations were received from the utility review agencies during the staff review process, including Xcel Energy. Water and sanitary sewer are not located within the alleys, therefore there is no reason for the City to retain a utility easement. Any existing utilities located within the alley's will need to be moved and/or relocated as part of the construction of the new engineering building and, if necessary, appropriate easements to Xcel Energy will be dedicated at that time.

For the portion of Texas Avenue requested to be vacated, the City will retain a utility easement for maintenance, operation and repair of existing utility infrastructure for the existing water and sanitary sewer mains.

Therefore, this criterion has been met.

(6) The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

Maintenance requirements for the City will be reduced as a result of the proposed portions of alley and street right-of-way vacations since the City will not have to maintain the rights-of-way. Water and sewer are not located within the portion of the alley's to be vacated. City water and sanitary sewer is located within Texas Avenue; however, a utility easement will be retained to cover this existing infrastructure. The benefit to the City is the expansion of CMU and its mission to educate and by enhancing and preserving Grand Junction as a regional center. The proposed alley and street right-of-way vacations are needed by CMU as part of their continued campus expansion to the west.

Therefore, this criterion has been met.

FINDINGS OF FACT/CONCLUSIONS AND CONDITIONS:

After reviewing the Colorado Mesa University applications, VAC-2016-368 & VAC-2016-416 to vacate portions of public alley and street right-of-ways, the following findings of fact, conclusions and conditions have been determined:

1. The requested alley and street rights-of-way vacation are consistent with the goals and polices of the Comprehensive Plan, specifically, Goal 12.
2. The review criteria, items 1 through 6 in Section 21.02.100 of the Grand Junction Zoning and Development Code have been met or addressed.
3. With the vacation, the Applicant shall dedicate and record a private "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue.
4. With the vacation, the Applicant will need to meet all Grand Junction Fire Department requirements for construction of the engineering building.
5. The Applicant shall coordinate relocation of utilities upon construction of the new engineering building and dedicate applicable utility easements to Xcel Energy as necessary.
6. As a condition of vacation, the City shall retain a utility easement over the portion of Texas Avenue right-of-way requested for vacation for maintenance, operation and repair of existing utility infrastructure.
7. CMU has agreed to maintain the proposed parking lots to reduce dust. If constructed with anything other than asphalt paving, then magnesium chloride shall be applied as needed.

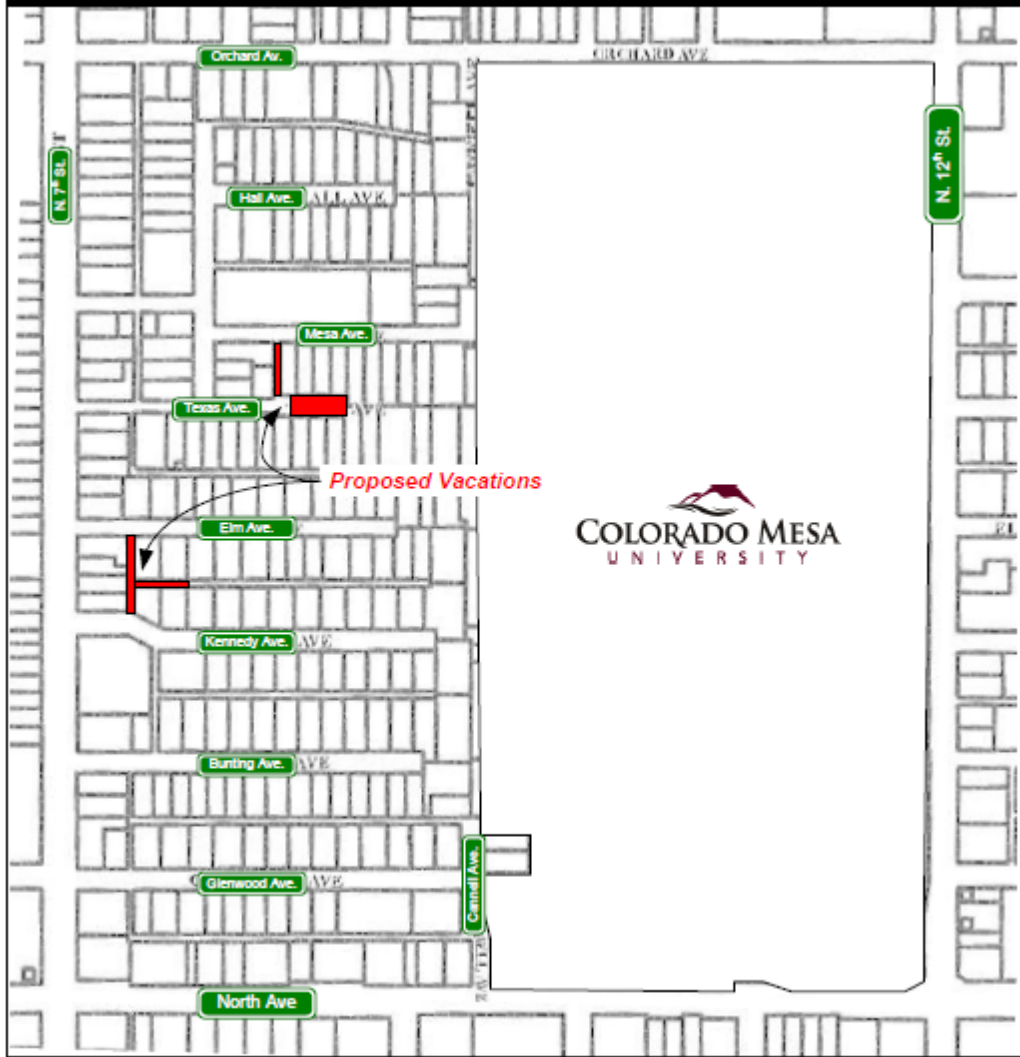
STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation of conditional approval of the requested alley and street right-of-way vacations, VAC-2016-368 & VAC-2016-416 to the City Council with the findings, conclusions and conditions stated in the staff report.

RECOMMENDED PLANNING COMMISSION MOTION:

Madam Chairman, on items VAC-2016-368 & VAC-2016-416, I move we forward a recommendation of conditional approval to the City Council to vacate portions of public alley right-of-way between Elm & Kennedy and Mesa & Texas Avenues and portion of public street right-of-way for Texas Avenue as part of Colorado Mesa University expansion projects, with the findings of fact, conclusions and conditions stated in the staff report.

LOCATION MAP



SURROUNDING LAND USE MAP (2015 Air Photo)



- Proposed Alley Vacation
- Property Owned by CMU
- Multi-Family
- Non-Residential
- P Campus Parking

- 1 Softball Field
- 2 Garfield Hall
- 3 Rugby Field
- 4 Bunting Student Housing
- 5 North Ave. Hall

FUTURE LAND USE MAP



LAND USE ZONE MAP





- ① On Street Parking
- ② Evergreen Groundcover
- ③ Outdoor Classroom Beds
- ④ Seat Wall
- ⑤ Sculptural Low Plant
- ⑥ Decomposed Granite Paveent with Sealing
- ⑦ Entry Plaza with Decorative Paveent
- ⑧ Canopy Tree
- ⑨ Stinger Flower
- ⑩ McCarroll Garden
- ⑪ Sleep Yard and Service Area
- ⑫ Alley Benches
- Alley Vacation Area
- Access Route

SENNETT WASHNE GIDDY ARCHITECTS

Date: July 2016
 Scale: 1/8" = 1'-0"

Prepared by:
THOMAS A. LOGUE
 LANDSCAPE ARCHITECT

Prepared For:
COLORADO MESA UNIVERSITY

ALLEY VACATION
 GRAND JUNCTION, COLORADO

PROPOSED LAND USE
 SHEET 1 OF 1

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE VACATING PORTIONS OF ALLEY RIGHTS-OF-WAY LOCATED BETWEEN ELM AND KENNEDY AND MESA AND TEXAS AVENUES AND A PORTION OF TEXAS AVENUE RIGHT-OF-WAY AND RETAINING A UTILITY EASEMENT OVER TEXAS AVENUE

LOCATED IN THE COLORADO MESA UNIVERSITY AREA

RECITALS:

Colorado Mesa University has requested to vacate portions of alley rights-of-way located between Elm and Kennedy and Mesa and Texas Avenue's and a portion of Texas Avenue right-of-way in order to enable the continued westward expansion efforts planned for the campus, specifically in the future to develop new residence halls, classroom buildings, parking lots and campus improvements.

The properties abutting the sections of alley and street rights-of-way for which vacation are sought are either owned by Colorado Mesa University, with the exception of one property which CMU is in process of negotiations to purchase (701 Elm Avenue). City staff does not expect that the proposed right-of-way vacations would impede traffic, pedestrian movement or access to private property. As a condition of approval, CMU will need to meet all Grand Junction Fire Department requirements for construction of the engineering building and may be required to construct access around the site compliant with the 2012 International Fire Code. CMU will also be required to provide and record a private "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue. This condition is required as the remaining properties will have no "legal access" to the rear of their properties once the alleys are vacated.

Presently, the requested alley between Elm and Kennedy and Mesa and Texas Avenue's does not contain any City public utilities (water, sewer, storm sewer, etc.) therefore, there is no need to retain a Utility Easement as part of the vacation process. Any existing electric utilities located within the right-of-way will be moved and relocated by Xcel Energy as part of the construction of the new engineering building and parking lot areas and appropriate easements to Xcel Energy will be dedicated at that time, if necessary. Within the portion of Texas Avenue requested for vacation, the City presently has water and sanitary sewer mains. Therefore, those utilities shall be subject to the terms and conditions of the recently approved "Colorado Mesa University and City of Grand Junction Utility Easement and Maintenance Agreement-CMU Main Campus".

The City Council finds that the requests are consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Zoning and Development Code. Applicant is also required to meet all Grand Junction Fire Department requirements.

The Planning Commission, having heard and considered the requests, found the criteria of the Code to have been met, and recommends that portions of alley and street right-of-way vacations be approved and that the applicant meet all Grand Junction Fire Department requirements.

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

The following described dedicated rights-of-way are hereby vacated subject to the listed conditions:

1. Applicant shall pay all recording/documentary fees for the Vacation Ordinance, any easement documents and dedication documents.
2. Applicant shall dedicate and record a "Easement Agreement" across CMU property(s) for the benefit of the remaining property owners located at 701 Elm Avenue and 760 Kennedy Avenue.
3. Applicant shall coordinate relocation of utilities upon construction of the new engineering building and parking lot areas and dedicate applicable utility easements to Xcel Energy as necessary in order to continue to provide utility services to the current residential and CMU owned properties within these blocks.
4. Applicant will need to meet all Grand Junction Fire Department requirements for construction of the engineering building.
5. Within the portion of Texas Avenue requested for vacation, the City presently has water and sanitary sewer mains. Therefore, those utilities shall be subject to the terms and conditions of the recently approved "Colorado Mesa University and City of Grand Junction Utility Easement and Maintenance Agreement-CMU Main Campus".

The following rights-of-way are shown on Exhibits A and B as part of this vacation description.

Dedicated rights-of-way to be vacated:

VACATION AREA 1

A portion of the Alleys shown on the Plat of Amended Kennedy Subdivision at reception #670067 of the Mesa County Records situated in the SE1/4 of Section 11, Township 1

South, Range 1 West of the Ute Principal Meridian, in the City of Grand Junction, County of Mesa, State of Colorado; being more particularly described as follows:

All of an Alley of said Amended Kennedy Subdivision adjoining the South Right-of-Way line of Elm Avenue and continuing South and adjoining the North Right-of-Way line of Kennedy Avenue also a portion of an Alley of said Amended Kennedy Subdivision beginning at the Northeast corner of Lot 2 of said Amended Kennedy Subdivision and the Southeast corner of the South 121 feet of the North 125 feet of Lot 24 of Elm Avenue Subdivision reception #320445 then continuing West and adjoining the East Right-of-Way line of an Alley.

Said description contains an area of 0.123 acres more or less, as described herein and depicted on "EXHIBIT A" attached hereto.

VACATION AREA 2

A portion of Texas Avenue and Alley as shown on the Plat of Nelms Subdivision at reception #367856 of the Mesa County Records situated in the SE1/4 of Section 11, Township 1 South, Range 1 West of the Ute Principal Meridian, in the City of Grand Junction, County of Mesa, State of Colorado; being more particularly described as follows:

All of a 60.00 foot Right-Of-Way for Texas Avenue as shown on said Plat of Nelms Subdivision beginning at the West property line of Lot 16 of said Nelms Subdivision and adjoining the West Right-Of-Way line of previously vacated Texas Avenue Right-of-Way recorded at reception #2738781 and continuing West to the West property line of Lot 19 of said Nelms Subdivision and also all of a 15 foot Alley Right-Of-Way of said Nelms Subdivision beginning at the South Right-Of-Way line of Mesa Avenue and continuing South to the North Right-Of-Way of Texas Avenue and adjoining South Mesa Subdivision recorded reception #456018 on the West.

Said description contains an area of 0.25 acres more or less, as described herein and depicted on "EXHIBIT B" attached hereto.

Introduced for first reading on this _____ day of _____, 2016 and ordered published in pamphlet form.

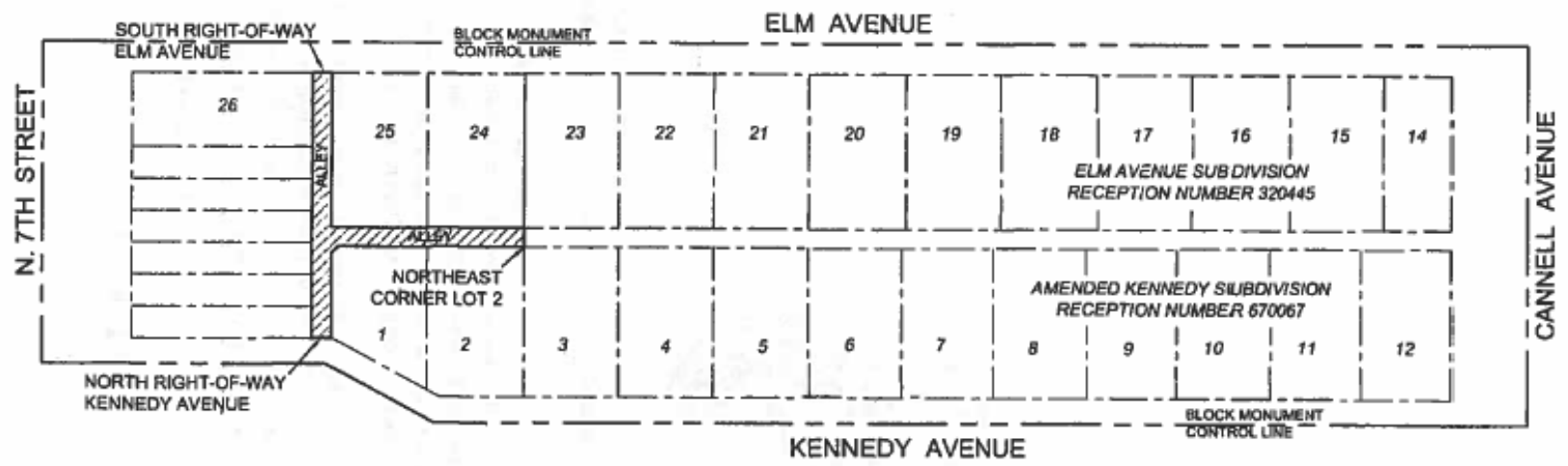
PASSED and ADOPTED this _____ day of _____, 2016 and ordered published in pamphlet form.


President of City Council

ATTEST:

City Clerk

EXHIBIT "A"
SOUTHEAST 1/4 OF SECTION 11,
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN,
IN THE CITY OF GRAND JUNCTION,
COUNTY OF MESA, STATE OF COLORADO

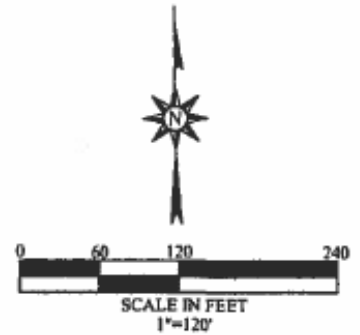


 Subject area.



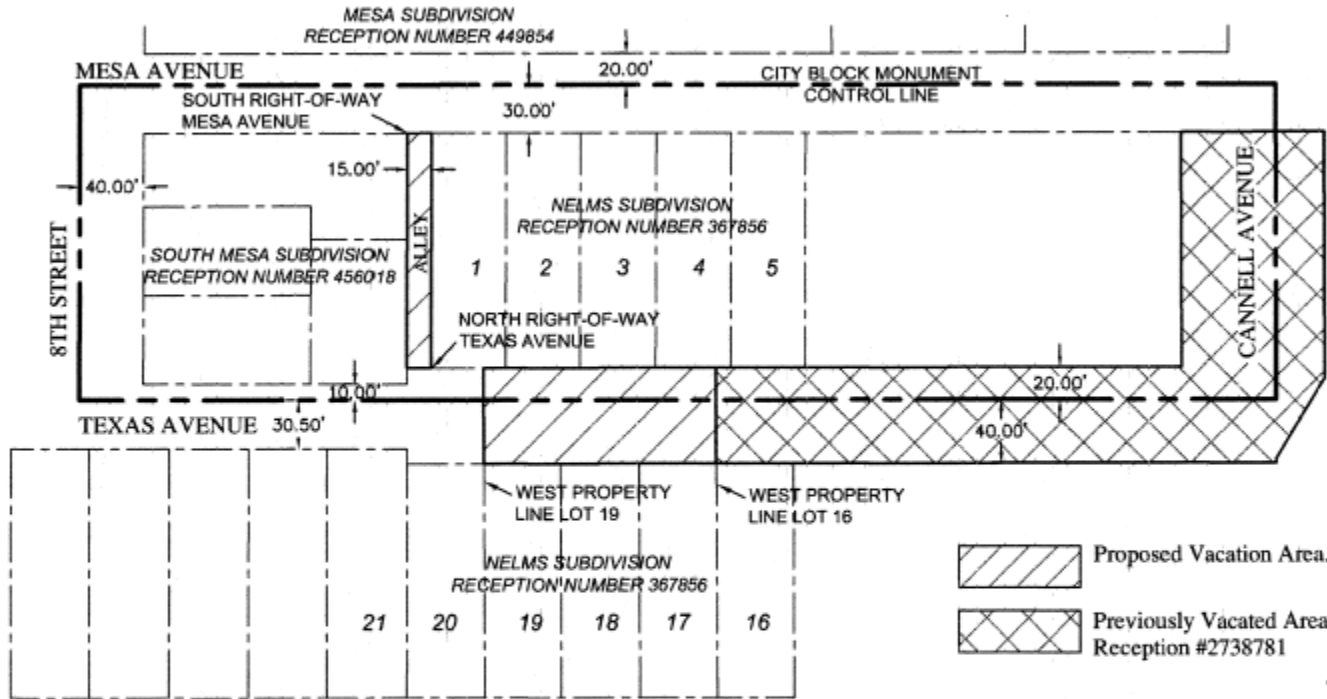
CHRISTOPHER C. RANSIER
 CO PLS 38089

- *This Exhibit is not intended to be used for establishing or verifying property boundary lines.
- *Title information shown is from Mesa County Clerk and Records Office.
- *Linear units are in U.S. Survey Feet.



717 Centauri Drive • Grand Jct., CO 81506
 970.201.4081 • crsurveying@brusnan.net

EXHIBIT "B"
SOUTHEAST 1/4 OF SECTION 11,
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN,
IN THE CITY OF GRAND JUNCTION,
COUNTY OF MESA, STATE OF COLORADO



CHRISTOPHER C. RANSIER
 CO PLS 38089

*This Exhibit is not intended to be used for establishing or verifying property boundary lines.
 *Title information shown is from Mesa County Clerk and Recorders Office.
 *Linear units are in U.S. Survey Feet.



717 Centauri Drive • Grand Jct., CO 81506
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Grand Junction City Council

Regular Session

Item #2 b ii

Meeting Date: September 21, 2016

Requested by: Atlasta Solar Store,
LLC – Darin Carei

Submitted by: Brian Rusche, Senior
Planner

Department: Admin. – Com. Dev.

Information

SUBJECT:

An Ordinance Vacating Right-of-Way for Noland Avenue, Located West of S. 7th Street

RECOMMENDATION:

The Planning Commission recommended approval of the requested ROW vacation at their September 13, 2016 meeting.

EXECUTIVE SUMMARY:

A request to vacate a portion of public right-of-way, also known as Noland Avenue, which is no longer needed, adjacent to 1111 S. 7th Street in a C-2 (General Commercial) zone district.

BACKGROUND OR DETAILED INFORMATION:

Atlasta Solar Store, LLC, requests approval from the City of Grand Junction to vacate a small portion of Noland Avenue (approximately 2216 sq. ft. or 0.050 acres – see attached vacation exhibit) located west of S. 7th Street. The right-of-way has never been improved with either asphalt paving or concrete. However, there is water, sewer, and storm sewer infrastructure located in the right-of-way and the City owns the parcel on the opposite (south) side of Noland Avenue. Because of the existing utilities and City ownership to the south, the applicant is requesting that only a portion of the right-of-way be vacated.

Date: August 31, 2016
Author: Brian Rusche
Title/ Phone Ext: Senior Planner / x4058
Proposed Schedule: Planning
Commission September 13, 2016; City
Council 1st Reading – September 21, 2016
2nd Reading (if applicable):
October 5, 2016
File # (if applicable): VAC-2016-376

FISCAL IMPACT:

Council directed staff to evaluate on a case by case basis the value of selling Right-of-Way (ROW) at the time of a vacation request. ROW recently acquired by the City has been valued at \$5.00 to \$6.00 per square foot, resulting in a value of \$11,080 to \$13,296 for the proposed vacation. However, based on past City Council direction, the City has not been compensated for vacated ROW.

SUGGESTED MOTION:

I MOVE to (approve or deny) a Proposed Ordinance Vacating Right-of-Way for Noland Avenue, Located West of S. 7th Street and Set a Hearing for October 5, 2016.

Attachments

ATTACHMENT 1 – Planning Commission Staff Report which includes the Site Location Map, the Aerial Photo Map, the Comprehensive Plan Future Land Use Map, and the Zoning Map

ATTACHMENT 2 – Proposed Ordinance

PLANNING COMMISSION AGENDA ITEM

Subject: Noland Avenue ROW Vacation

Action Requested/Recommendation: Forward a recommendation to City Council to vacate a portion of public right-of-way, also known as Noland Avenue, which is no longer needed, adjacent to 1111 S. 7th Street in a C-2 (General Commercial) zone district.

Presenter(s) Name & Title: Brian Rusche – Senior Planner

Executive Summary:

Forward a recommendation to City Council to vacate a portion of public right-of-way, also known as Noland Avenue, which is no longer needed, adjacent to 1111 S. 7th Street in a C-2 (General Commercial) zone district.

Background, Analysis and Options:

Atlasta Solar Store LLC, requests approval from the City of Grand Junction to vacate a small portion of Noland Avenue (approximately 2216 sq. ft. or 0.050 acres – see attached vacation exhibit) located west of S. 7th Street. The right-of-way has never been improved with either asphalt paving or concrete. However, there is water, sewer, and storm sewer infrastructure located in the right-of-way and the City owns the parcel on the opposite (south) side of Noland Avenue. Because of the existing utilities and City ownership to the south, the applicant is requesting that only a portion of the right-of-way be vacated.

Neighborhood Meeting:

Because the right-of-way has never been improved, the request does not vacate the entire portion of the right-of-way and the adjacent property is the only beneficiary, no neighborhood meeting was held.

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

Goal 9: 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 C: The Regional Transportation Plan will be used as a basis for development review and to help prioritize capital improvement programming. The

City and County will maintain Capital Improvement Plans (CIPs) which prioritize road and alley improvements based on needs for traffic flow, safety enhancements, maintenance and linkages.

How this item relates to the Economic Development Plan:

The purpose of the adopted Economic Development Plan by City Council is to present a clear plan of action for improving business conditions and attracting and retaining employees. Though the proposed right-of-way vacation request does not specifically further the goals of the Economic Development Plan, it does allow the land to be used by the adjoining property while eliminating responsibility of the City of Grand Junction for construction and maintenance.

Board or Committee Recommendation:

There is no other committee or board recommendation.

Other issues:

No other issues have been identified.

Previously presented or discussed:

This request has not previously been presented or discussed.

Attachments:

1. Background information
2. Staff Report
3. Site Location Map
4. Aerial Photo Map
5. Future Land Use Map
6. Zoning Map
7. Ordinance

BACKGROUND INFORMATION					
Location:		Noland Avenue west of S. 7 th Street			
Applicants:		Atlasta Solar Store LLC – Darin Carei			
Existing Land Use:		Unimproved right-of-way for Noland Avenue			
Proposed Land Use:		Incorporate into the site development at 1111 South 7 th Street			
Surrounding Land Use:	North	Commercial			
	South	Riverside Parkway			
	East	Industrial			
	West	Industrial			
Existing Zoning:		N/A – right-of-way			
Proposed Zoning:		C-2 (General Commercial)			
Surrounding Zoning:	North	C-2 (General Commercial)			
	South	C-2 (General Commercial)			
	East	C-2 (General Commercial)			
	West	C-2 (General Commercial)			
Future Land Use Designation:		Commercial			
Zoning within density range?		X	Yes		No

Section 21.02.100 of the Grand Junction Municipal Code

The vacation of the right-of-way shall conform to the following:

- a. *The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City.*

The vacation of this portion of Noland Avenue removes an unimproved section of right-of-way that is rendered unnecessary by the Riverside Parkway, yet retains sufficient room for existing public utilities. Vacating the right-of-way will allow the land to be used by the adjoining properties while eliminating responsibility of the City of Grand Junction for construction and maintenance.

The vacation of this right-of-way does not conflict with the Comprehensive Plan, the Grand Valley Circulation Plan or any other adopted plans of the City.

Therefore, this criterion has been met.

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

No parcels are landlocked if this portion of Noland Avenue is vacated.

Therefore, this criterion has been met.

- 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.*

The vacation of this section of Noland Avenue does not change the access or restrict access to any properties; access has been dictated by the configuration of the Riverside Parkway. The vacation will increase total square footage of the adjacent parcel, maximizing future (re)development potential.

Therefore, this criterion has been met.

- 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).*

The review of the proposed vacation elicited the following comments:

Development Engineer: All City of GJ utilities are well outside this proposed area of vacation. No concerns or comments.

Xcel Energy: Xcel Energy has no comments.

Grand Junction Fire Department: GJFD has no objections to the proposed project.

As no other adverse impacts on the health, safety, and/or welfare of the general community have been raised and the quality of public facilities and services provided to any parcel of land will not be reduced as a result of this vacation request, therefore this criterion has been met.

- 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.*

All existing public facilities or services are located outside of the portion of right-of-way that is being considered for vacation.

Therefore, this criterion has been met.

- f. The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.*

The proposed vacation provides a public benefit by eliminating future construction and maintenance costs for this section of right-of-way while placing the land into private ownership and therefore taxable.

Therefore, this criterion has been met.

FINDINGS OF FACT/CONCLUSIONS

After reviewing the Noland Avenue Right-Of-Way Vacation, VAC-2016-376 for the vacation of a public right-of-way, I make the following findings of fact and conclusions:

1. The requested right-of-way vacation is consistent with the Comprehensive Plan.
2. The review criteria in Section 21.02.100 of the Grand Junction Municipal Code have all been met.

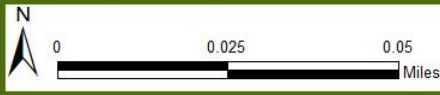
STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation of approval of the requested right-of-way vacation, VAC-2016-376 to the City Council with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

Madam Chairman, on item VAC-2016-376, I move we forward a recommendation of approval to the City Council on the request to vacate a portion of Noland Avenue west of S. 7th Street with the findings of fact and conclusions in the staff report.

Site Location Map

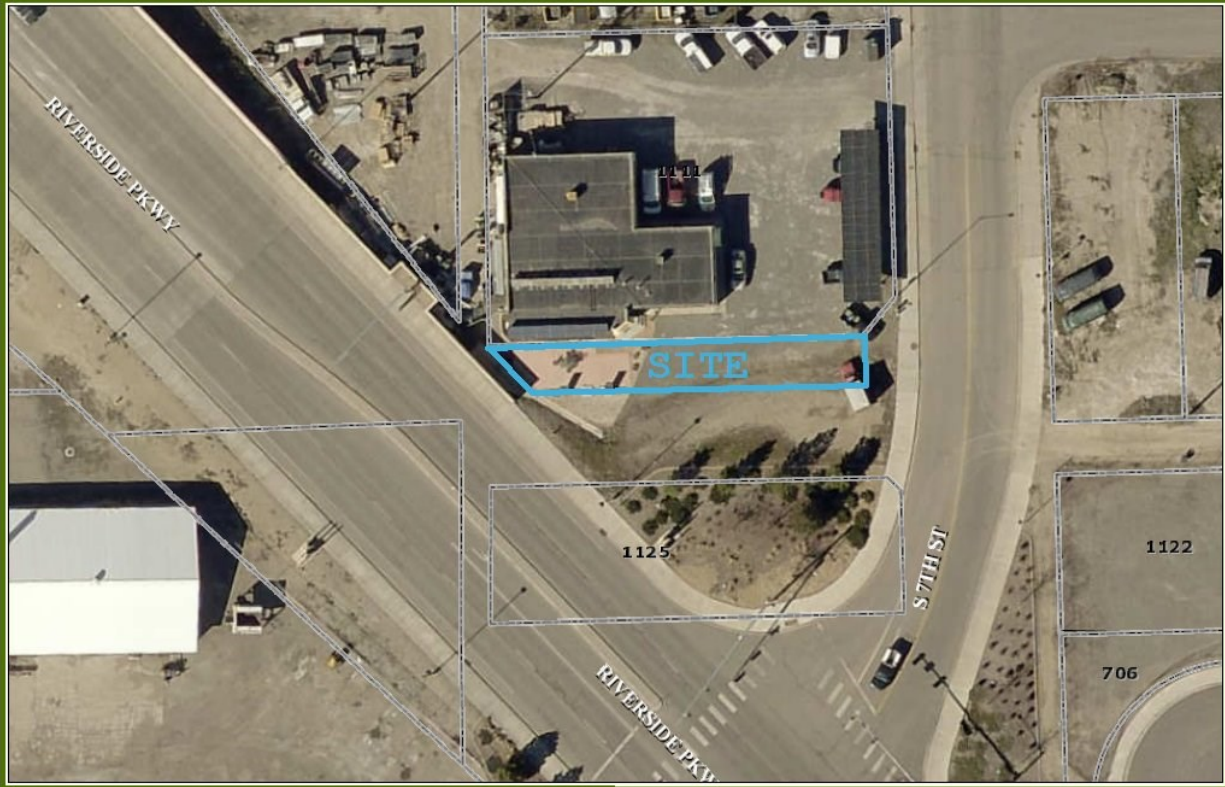


Printed: 8/26/2016

1 inch = 90 feet



Aerial Photo Map

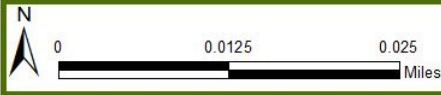


Printed: 8/26/2016

1 inch = 45 feet



Comprehensive Plan Future Land Use Map



Printed: 8/26/2016

1 inch = 45 feet



Zoning Map



Printed: 8/26/2016

1 inch = 45 feet



CITY OF GRAND JUNCTION

ORDINANCE NO.

**AN ORDINANCE VACATING RIGHT-OF-WAY FOR
NOLAND AVENUE
LOCATED WEST OF S. 7TH STREET**

RECITALS:

A vacation of the dedicated right-of-way for has been requested by the adjoining property owner.

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 approved.

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 Grand Junction Municipal Code.

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

The following described dedicated right-of-way 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.

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

Dedicated right-of-way to be vacated:

ROW VACATION DESCRIPTION

A certain parcel of land lying in the Southwest Quarter of the Northeast Quarter (SW 1/4 NE 1/4) of Section 23, Township 1 South, Range 1 West of the Ute Principal Meridian, City of Grand Junction, County of Mesa, State of Colorado and being more particularly described as follows:

BEGINNING at a point on the West line of Lot 1, Block 9, Amended Plat of Benton Canon's First Subdivision, as same is recorded in Plat Book 4, Page 39, Public Records of Mesa County, Colorado, said point being 89.75 feet South of the Northwest corner of said Lot 1 and assuming the North line of said Lot 1 bears N 89°54'28" W with all other bearings contained herein being relative thereto;

THENCE from said Point of Beginning, S 89°54'27" E along a line parallel with

and 89.75 feet South of, the North line of said Lot 1, a distance of 145.77 feet; thence S 00°05'33" W, a distance of 16.00 feet; thence N 89°54'28" W, a distance of 131.21 feet; thence N 42°12'39" W, a distance of 21.63 feet, more or less, to the Point of Beginning.

CONTAINING 2,216 Square Feet or 0.050 Acres, more or less, as described.

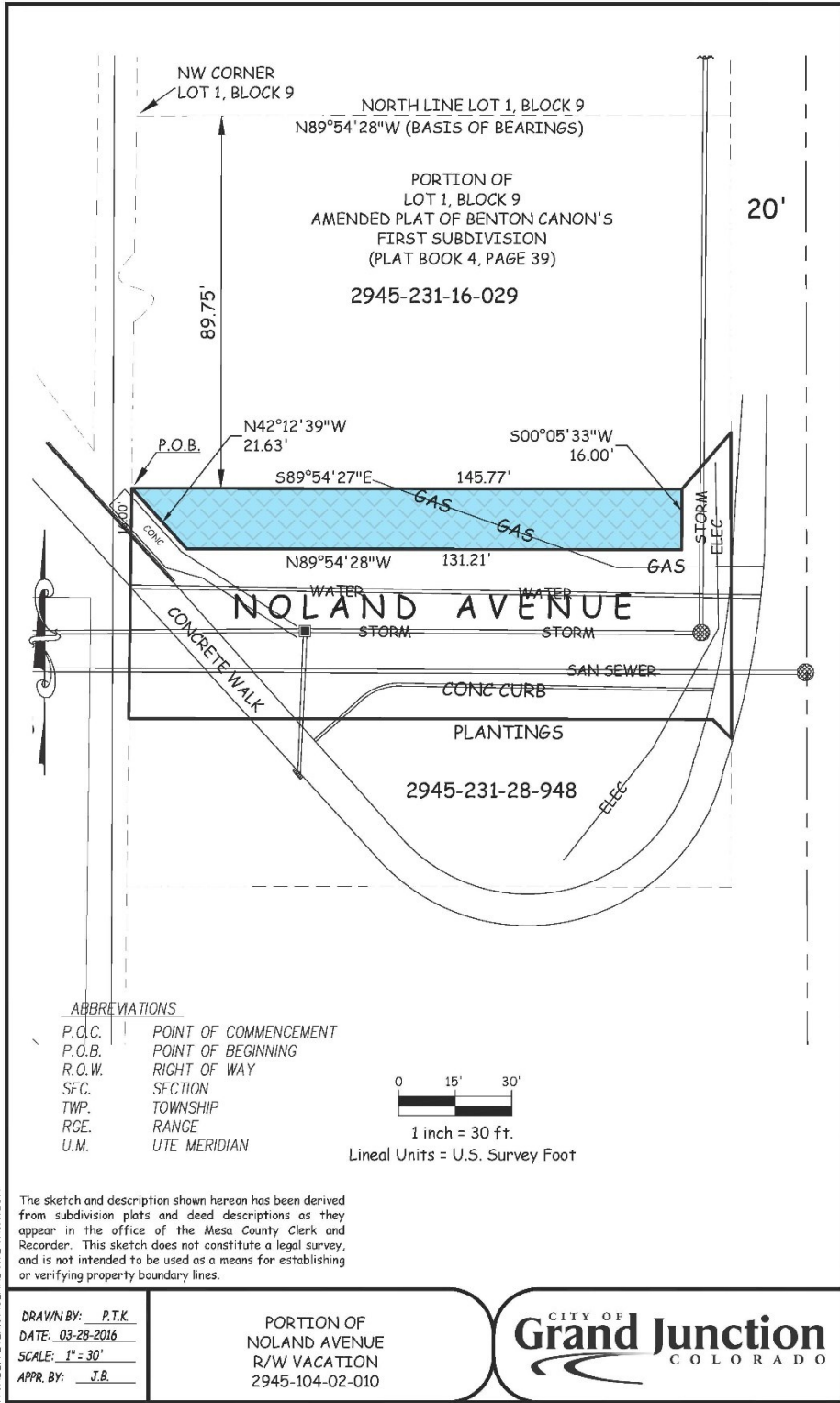
Introduced for first reading on this _____ day of _____, 2016 and ordered published in pamphlet form.

PASSED and ADOPTED this _____ day of _____, 2016 and ordered published in pamphlet form.

President of City Council

ATTEST:

City Clerk



NGADD/PETER/NOLAND AVE VACATION

The sketch and description shown hereon has been derived from subdivision plats and deed descriptions as they appear in the office of the Mesa County Clerk and Recorder. This sketch does not constitute a legal survey, and is not intended to be used as a means for establishing or verifying property boundary lines.

DRAWN BY: P.T.K.
DATE: 03-28-2016
SCALE: 1" = 30'
APPR. BY: J.B.

PORTION OF
NOLAND AVENUE
R/W VACATION
2945-104-02-010





Grand Junction City Council

Regular Session

Item #3 a

Meeting Date: September 21, 2016

Requested by: Greg Lanning, Public Works Director

Submitted by: Trent Prall, Engineering Manager

Department: Public Works
Engineering

Information

SUBJECT:

Construction Contract for the B $\frac{1}{2}$ Road Overpass at U.S. HWY 50 Multimodal Conversion Project

RECOMMENDATION:

Authorize the Purchasing Division to Execute a Construction Contract with Mountain Valley Contracting, Inc. for the Construction of the B $\frac{1}{2}$ Road Overpass at U.S. HWY 50 Multimodal Conversion Project in the Amount of \$1,163,938.55.

EXECUTIVE SUMMARY:

The City received bids on Thursday, September 8, 2016 for the U.S. Highway 50 and B $\frac{1}{2}$ Road Path Project. The City has received a federal Transportation Alternative Program (TAP) grant to partially fund the project. The project will move the eastbound lane to the westbound lane on the existing bridge overpass and then convert the previous eastbound lane to a trail for bicycles and pedestrians to safely cross HWY 50 above grade. Pedestrian level lighting, a concrete barrier down the middle and a new bridge railing/fencing on the overpass will provide for an inviting and safe facility for pedestrians to cross over HWY 50. Additionally, a 10-foot wide detached path/sidewalk will be constructed along the south side of B $\frac{1}{2}$ Road between 27 $\frac{1}{2}$ Road and 27 $\frac{3}{4}$ Road. The entire length of this new path/sidewalk will be lit by efficient LED pedestrian level lights. This project will provide connectivity into the City's Community Development Block Grant Sidewalk Project on the south side of HWY 50, as well as, to Mesa County's existing bike path that currently starts at 27 $\frac{3}{4}$ Road. Construction is slated to begin in mid-October 2016.

BACKGROUND OR DETAILED INFORMATION:

The past federal transportation authorization bill was called Moving Ahead for Progress in the 21st Century Act (MAP-21). The Transportation Alternatives Program (TAP) was authorized under that bill and provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

CDOT approved the B½ Rd. Overpass at U.S. HWY 50 Multimodal Conversion Project for TAP funding.

The Mesa County/City of Grand Junction Orchard Mesa Neighborhood Plan identified a significant need for pedestrian and bicycle improvements throughout Orchard Mesa. Through many public outreach efforts such as open houses and focus groups, residents of Orchard Mesa noted that the major obstruction to safe bike/pedestrian travel across Orchard Mesa is the divided four lane U.S. HWY 50 that bisects the neighborhood.

U.S. HWY 50 has no pedestrian infrastructure and few crossings, limiting the ability of local residents to walk or bike safely. Notably, School District #51 transports students who live within the designated walking area via buses across HWY 50 to school, even though those students may live within the designated walking area.

Grade-separated pedestrian crossings (bridges) are the safest method to provide HWY 50 crossings for students and residents. While building new pedestrian bridges is very expensive, the B½ Rd. Overpass at U.S. HWY 50 Multimodal Conversion Project will reconfigure the existing B½ Road overpass to include space for pedestrian and bicycle facilities. This project will provide both an economical and functional solution that significantly improves connectivity between schools, businesses and neighborhoods.

With the recent addition of the traffic signal by Mesa County on HWY 50 just east of City Market at 27¾ Road, the existing westbound B½ Road to Eastbound (South) HWY 50 movement is now unnecessary. This project proposes to move the eastbound lane to the westbound lane and then convert the previous eastbound lane to a trail for bicycles and pedestrians to safely cross Highway 50 above grade as shown Figure 2.

Schedule for the project is for construction to begin in mid-October 2016 with final completion in late December 2016.

A formal solicitation was advertised on Rocky Mountain E-Purchasing System and in the Daily Sentinel, and sent to a source list of contractors capable of performing the work specified in the contract documents. The following companies submitted formal bids, bid amounts are as follows:

FIRM	LOCATION	COST
<i>Mountain Valley Contracting, Inc.</i>	<i>Grand Junction, CO</i>	<i>\$1,163,938.55</i>
Oldcastle SW Group, dba United Companies	Grand Junction, CO	\$1,314,941.00
Sorter Construction, Inc.	Grand Junction, CO	\$1,372,309.45

Previous Council involvement includes:

July 16, 2014 City Council authorized the City Manager to submit a grant application to the federal Transportation Alternative Program (TAP).

September 29, 2014 Council was notified by email that the City was successful in receiving the grant.

September 25, 2015 the U.S. Highway 50 and B.5 Road Path (aka B½ Road Overpass Multimodal) project was included as part of the capital budget balancing presented to Council at the budget retreat.

November 18, 2015 City Council approved Resolution No. 48-15 accepting federal aid funds for the work and entered into an Intergovernmental Agreement with the Colorado Department of Transportation for project # TAP M555-032 (Project Code 20736 / STIP SR37010).

FISCAL IMPACT:

The financial breakdown for this project is as follows:

Sources

Federal TAP Grant	\$1,200,000
City of Grand Junction Match (20%)	<u>300,000</u>
Total Project Sources	\$1,500,000

Expenditures

<i>Construction Contract – Mountain Valley Contraction</i>	\$1,163,939
CDOT Contingency Requirements	22,000
Consultants (various disciplines)	5,000
City Const. Inspection & Contract Admin. (Estimate)	<u>15,000</u>
Total Estimated Cost	\$1,205,939

Project Savings \$ 294,061

SUGGESTED MOTION:

I MOVE to (authorize or deny) the Purchasing Division to Enter into a Contract with Mountain Valley Contracting, Inc. for the Construction of the B½ Road Overpass at U.S. HWY 50 Multimodal Conversion Project for a Price of \$1,163,938.55.

Attachments

- Figure 1 – Orchard Mesa Neighborhood
- Figure 2 – B½ Road Overpass Conversion
- Figure 3 – Project Cross Section
- Figure 4 – Project Limits

Figure 1: Orchard Mesa Neighborhood

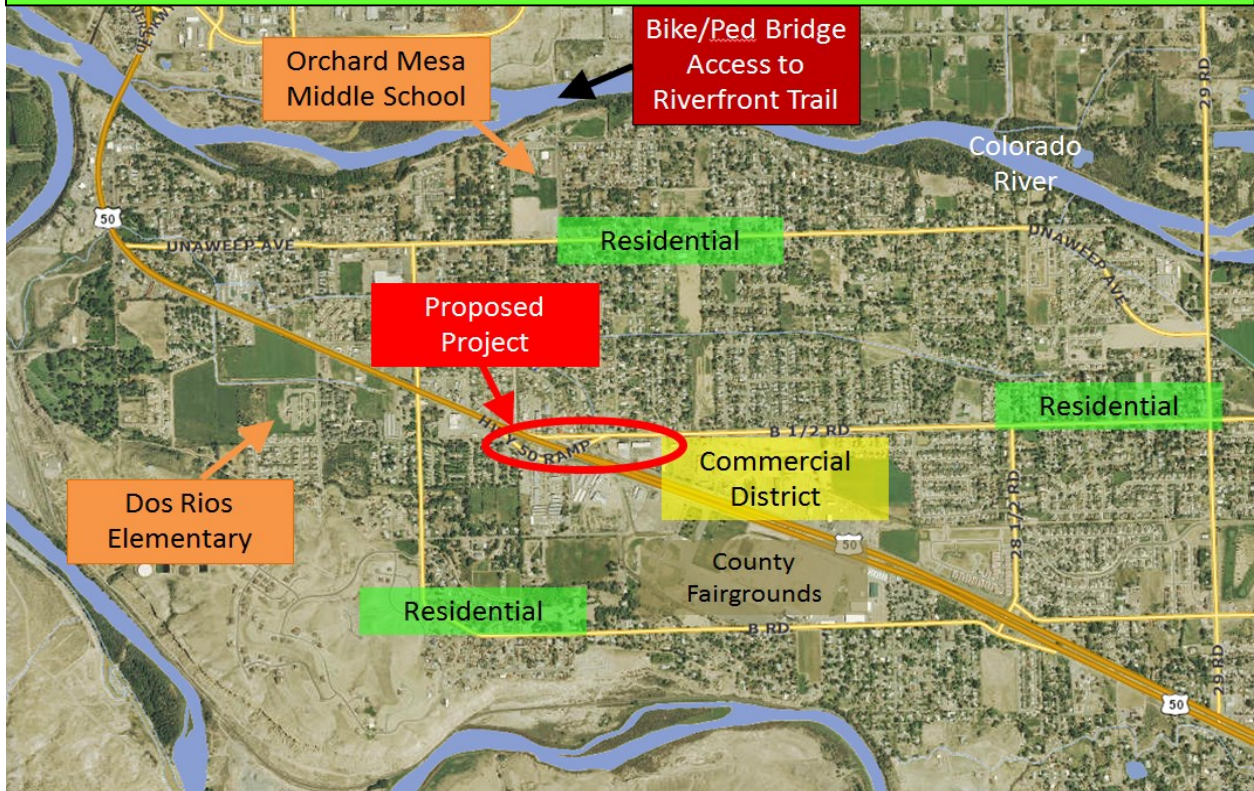
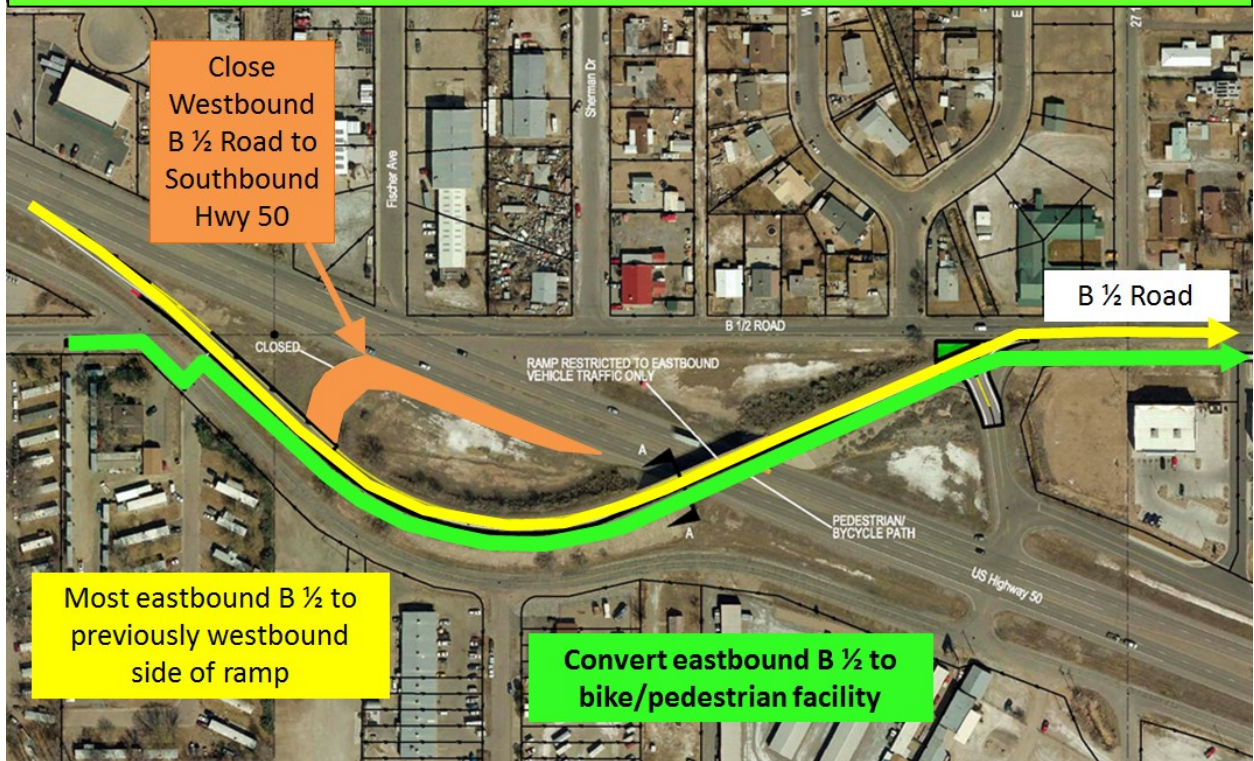
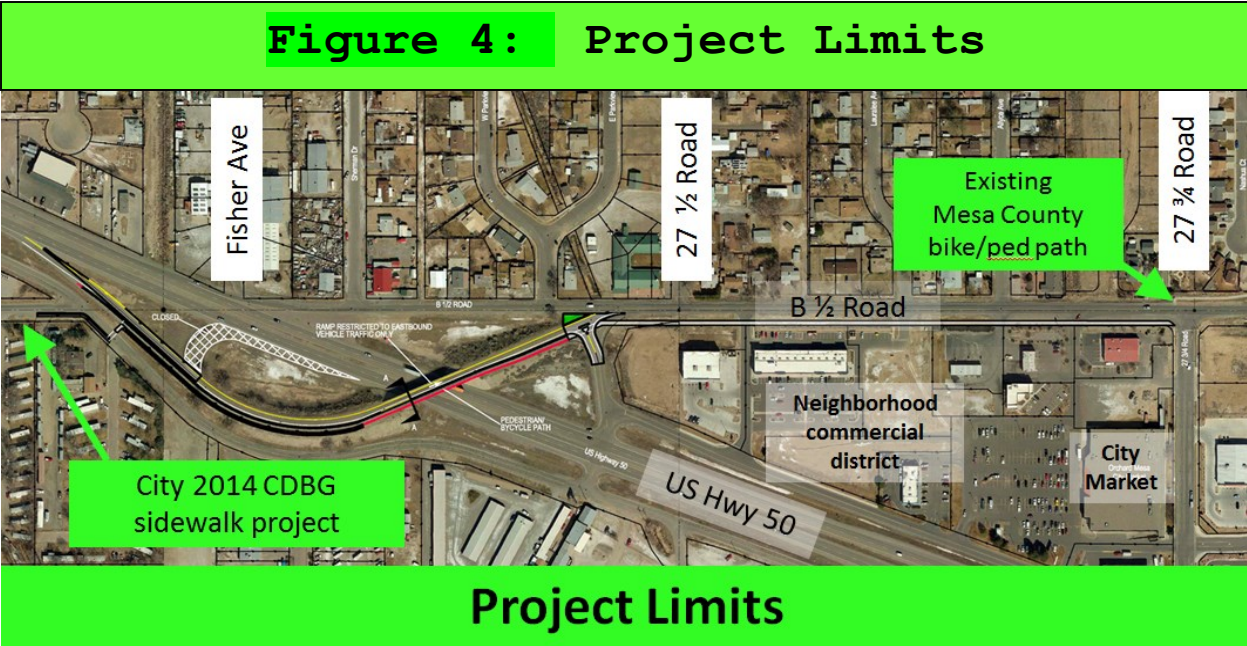
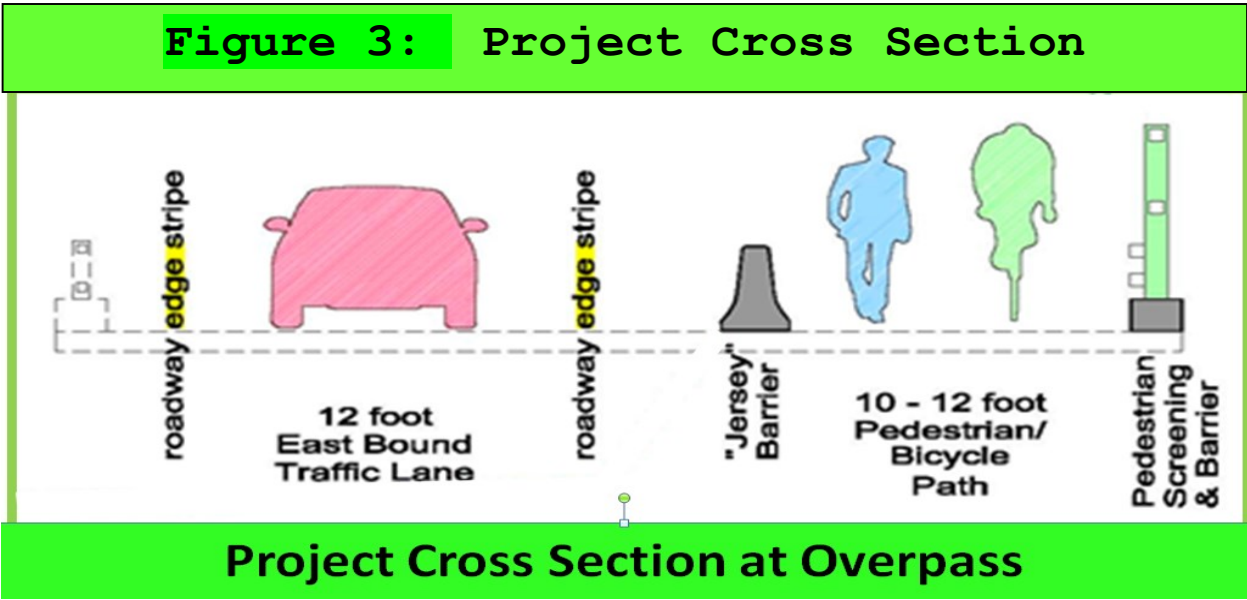


Figure 2: B 1/2 Road Overpass Conversion



Pedestrian level lighting, Type 7 (New Jersey) barrier down the middle and new bridge railing/fencing will provide for an inviting and safe facility shown in Figure 3.





Grand Junction City Council

Regular Session

Item #4 a i

Meeting Date: September 21, 2016

Requested by: Greg Lanning,
Public Works Director

Submitted by: Bret Guillory, Utilities
Engineer

Department: Public Works/Water

Information

SUBJECT:

An Ordinance Approving a Loan from the Colorado Water Resources and Power Development Authority to Finance Improvements to the City's Water System; Authorizing the Form and Execution of the Loan Agreement and a Governmental Agency Bond to Evidence Such Loan; Authorizing the Execution and Delivery of Documents Related Thereto; and Prescribing Other Details in Connection Therewith

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

The City Water Department has applied for a loan from the Colorado Water Resources and Power Development Authority to facilitate rehabilitation of the City Water Treatment Plant filters. City Council approved debt funding for this project during the 2016 budget review process.

BACKGROUND OR DETAILED INFORMATION:

This project was initially discussed last year during the budget process and recently presented to City Council July 20, 2016 for approval of the terms of the loan.

This project will replace 40 year-old filtration equipment with new equipment designed to fit inside the existing concrete basins. Research has shown that water providers with

similar filter systems across the country are making similar upgrades. The equipment recommended for our filter plant has become the standard in the industry.

These upgrades have a life expectancy of over 40 years and will provide more versatile operation of the plant resulting in better water treatment and longer filter media life. Construction is expected to occur this winter when water demand is low and filters can be taken off-line for replacement.

The loan may be used to recover design costs, materials costs, and cost to construct the project. The total cost for this project is estimated to be \$1,615,100. Final loan documents will reflect actual costs after project completion.

Legal staff will review final loan documents.

FISCAL IMPACT:

The term of the loan is 20 years, at 2.0% interest. Loan administrative cost is \$16,000.

Sources

Water and Power Development Authority Loan	<u>\$1,615,100</u>
Total Project Sources	\$1,615,100

Expenditures

Design contract	\$ 142,400
Materials	564,000
Estimated Construction	892,700
Loan Initiation	<u>16,000</u>
Total Estimated Cost	\$1,615,100

SUGGESTED MOTION:

I MOVE to (approve or deny) Ordinance No. 4718 – An Ordinance Approving a Loan from the Colorado Water Resources and Power Development Authority to Finance Improvements to the City’s Water System; Authorizing the Form and Execution of the Loan Agreement and a Governmental Agency Bond to Evidence Such Loan; Authorizing the Execution and Delivery of Documents Related Thereto; and Prescribing Other Details in Connection Therewith, and Authorize the President of the Council to Enter into the Contract for a Loan up to \$1,700,000 on Final Passage and Order Final Publication in Pamphlet Form.

Attachment

ATTACHMENT 1 – Ordinance

ORDINANCE NO. _____

AN ORDINANCE APPROVING A LOAN FROM THE COLORADO WATER RESOURCES AND POWER DEVELOPMENT AUTHORITY TO FINANCE IMPROVEMENTS TO THE CITY'S WATER SYSTEM; AUTHORIZING THE FORM AND EXECUTION OF THE LOAN AGREEMENT AND A GOVERNMENTAL AGENCY BOND TO EVIDENCE SUCH LOAN; AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; AND PRESCRIBING OTHER DETAILS IN CONNECTION THEREWITH.

WHEREAS, 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"); and

WHEREAS, the members of the City Council of the City (the "Council") have been duly elected and qualified; and

WHEREAS, the Council has determined and does hereby determine that the City's water system (the "System") is an enterprise within the meaning of Article X, Section 20 of the Colorado Constitution ("TABOR"), and Section 37-45.1-103 of the Colorado Revised Statutes, as amended; and

WHEREAS, the Council has heretofore determined that the interest of the City and the public interest and necessity require certain improvements to the System, including without limitation the rehabilitation of the filtration system at the water plant within the System (collectively, the "Project"); and

WHEREAS, the Council has determined that in order to finance the Project it is necessary, advisable, and in the best interests of the City to enter into a loan agreement (the "Loan Agreement") with the Colorado Water Resources and Power Development Authority (the "CWRPDA"), a body corporate and political subdivision of the State of Colorado, pursuant to which CWRPDA will loan the City an amount not to exceed \$1,700,000 (the "Loan") for such purposes; and

WHEREAS, the City's repayment obligations under the Loan Agreement shall be evidenced by a governmental agency bond (the "Bond") to be issued by the City to CWRPDA; and

WHEREAS, the Bond and the Loan Agreement (collectively, the "Financing Documents") shall be a revenue obligation of the City payable from the Pledged Property (as defined in the Loan Agreement), and pursuant to TABOR and Article XII, Section 93(f) of the Charter may be approved by the Council without an election; and

WHEREAS, forms of the Financing Documents have been filed with the City Clerk; and

WHEREAS, the Council desires to approve the forms of the Financing Documents and authorize the execution thereof.

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

Approvals, Authorizations, and Amendments. The forms of the Financing Documents filed with the City Clerk are incorporated herein by reference and are hereby approved. The City shall enter into and perform its obligations under the Financing Documents in the forms of such documents, with such changes as are not inconsistent herewith and as are hereafter approved by the President of the Council (the "President"). The President and City Clerk are hereby authorized and directed to execute the Financing Documents and to affix the seal of the City thereto, and further to execute and authenticate such other documents or certificates as are deemed necessary or desirable in connection therewith. The Financing Documents shall be executed in substantially the forms approved at this meeting.

The execution by the President, the City Clerk, or other appropriate officers of the City of any instrument or certificate or other document in connection with the matters referred to herein shall be conclusive evidence of the approval by the City of such instrument or certificate or other document.

Election to Apply Supplemental Act. Section 11-57-204 of the Supplemental Public Securities Act, constituting Title 11, Article 57, Part 2, of the Colorado Revised Statutes, as amended (the "Supplemental Act"), provides that a public entity, including the City, may elect

in an act of issuance to apply all or any of the provisions of the Supplemental Act. The Council hereby elects to apply all of the provisions of the Supplemental Act to the Financing Documents.

Delegation and Parameters.

Pursuant to Section 11-57-205 of the Supplemental Act, the Council hereby delegates to the President, the Financial Operations Manager, or any member of the Council the authority to make the following determinations relating to and contained in the Financing Documents, subject to the restrictions contained in paragraph (b) of this Section 3:

The interest rate on the Loan;

The principal amount of the Loan;

The amount of principal of the Loan maturing in any given year and the final maturity of the Loan;

The conditions on which and the prices at which the Loan may be paid prior to maturity;

The dates on which the principal of and interest on the Loan are paid; and

The existence and amount of reserve funds for the Loan, if any.

The delegation in paragraph (a) of this Section 3 shall be subject to the following parameters and restrictions: (i) the interest rate on the Loan shall not exceed 2.00%; (ii) the principal amount of the Loan shall not exceed \$1,700,000; and (iii) the final maturity of the Loan shall not be later than December 31, 2036.

Conclusive Recital. Pursuant to Section 11-57-210 of the Supplemental Act, the Financing Documents shall contain a recital that they are issued pursuant to the Supplemental Act. Such recital shall be conclusive evidence of the validity and the regularity of the issuance of the Financing Documents after their delivery for value.

Pledge of Revenues. The creation, perfection, enforcement, and priority of the pledge of revenues to secure or pay the Financing Documents provided herein shall be governed by Section 11-57-208 of the Supplemental Act and this Ordinance. The revenues pledged to the payment of the Financing Documents shall immediately be subject to the lien of such pledge without any physical delivery, filing, or further act. The lien of such pledge shall have the priority described in the Loan Agreement. The lien of such pledge shall be valid, binding, and enforceable

as against all persons having claims of any kind in tort, contract, or otherwise against the City irrespective of whether such persons have notice of such liens.

Limitation of Actions. Pursuant to Section 11-57-212 of the Supplemental Act, no legal or equitable action brought with respect to any legislative acts or proceedings in connection with the Financing Documents shall be commenced more than thirty days after the date of adoption of this Ordinance.

Limited Obligation; Special Obligation. The Financing Documents are payable solely from the Pledged Property and the Financing Documents do not constitute a debt within the meaning of any constitutional or statutory limitation or provision.

No Recourse against Officers and Agents. Pursuant to Section 11-57-209 of the Supplemental Act, if a member of the Council, or any officer or agent of the City acts in good faith, no civil recourse shall be available against such member, officer, or agent for payment of the principal of or interest on the Bond. Such recourse shall not be available either directly or indirectly through the Council or the City, or otherwise, whether by virtue of any constitution, statute, rule of law, enforcement of penalty, or otherwise. By the acceptance of the Bond and as a part of the consideration of its sale or purchase, CWRPDA specifically waives any such recourse.

Disposition and Investment of Loan Proceeds. The proceeds of the Loan shall be applied only to pay the costs and expenses of acquiring, constructing and equipping the Project, including costs related thereto and, to the extent permitted under federal tax laws, reimbursement to the City for capital expenditures heretofore incurred and paid from City funds in anticipation of the incurrence of long-term financing therefor, and all other costs and expenses incident thereto, including without limitation, the costs of obtaining the Loan.

Neither CWRPDA nor any subsequent owner(s) of the Financing Documents shall be responsible for the application or disposal by the City or any of its officers of the funds derived from the Loan. In the event that all of the proceeds of the Loan are not required to pay such costs and expenses, any remaining amount shall be used for the purpose of paying the principal amount of the Loan and the interest thereon.

City Representative. Pursuant to Exhibit B of the Loan Agreement, Jodi Romero, Financial Operations Director, and Jay Valentine, Internal Services Manager, are each hereby designated an Authorized Officer (as defined in the Loan Agreement) for the purpose of

performing any act or executing any document relating to the Loan, the City, the Bond, or the Loan Agreement. A copy of this Ordinance shall be furnished to CWRPDA as evidence of such designation.

Estimated Life of Improvements. It is hereby determined that the estimated life of the Project to be financed with the proceeds of the Loan is not less than 20 years from the date of the Loan.

Direction to Take Authorizing Action. The appropriate officers of the City and members of the Council are hereby authorized and directed to take all other actions necessary or appropriate to effectuate the provisions of this Ordinance, including but not limited to the execution and delivery of such certificates and affidavits as may reasonably be required by CWRPDA.

Ratification and Approval of Prior Actions. All actions heretofore taken by the officers of the City and members of the Council, not inconsistent with the provisions of this Ordinance, relating to the Financing Documents, or actions to be taken in respect thereof, are hereby authorized, ratified, approved, and confirmed.

Repealer. All acts, orders, ordinances, or resolutions, or parts thereof, in conflict herewith are hereby repealed to the extent of such conflict.

Severability. Should any one or more sections or provisions of this Ordinance be judicially determined invalid or unenforceable, such determination shall not affect, impair, or invalidate the remaining provisions hereof, the intention being that the various provisions hereof are severable.

Ordinance Irrepealable. After the Bond is issued, this Ordinance shall constitute an irrevocable contract between the City and CWRPDA, and shall be and remain irrepealable until the Bond and the interest thereon shall have been fully paid, satisfied, and discharged. No provisions of any constitution, statute, charter, ordinance, resolution, or other measure enacted after the issuance of the Bond shall in any way be construed as impairing the obligations of the City to keep and perform its covenants contained in this Ordinance.

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

INTRODUCED, PASSED ON FIRST READING, APPROVED AND ORDERED
PUBLISHED IN PAMPHLET FORM this 7th day of September, 2016.

CITY OF GRAND JUNCTION, COLORADO

[S E A L]

President of the City Council

Attest:

City Clerk

INTRODUCED, PASSED ON SECOND READING, APPROVED AND
ORDERED PUBLISHED IN PAMPHLET FORM this 21st day of September, 2016.

CITY OF GRAND JUNCTION, COLORADO

[S E A L]

President of the City Council

Attest:

City Clerk

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 “Council”), do hereby certify as follows:

The foregoing pages are a true, correct and complete copy of an ordinance (the “Ordinance”) that was introduced, passed on first reading and ordered published in full by the Council at a regular meeting thereof held on September 7, 2016 and was duly adopted and ordered published in full by the Council at a regular meeting thereof held on September 21, 2016, 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 September 7, 2016, by an affirmative vote of a majority of the members of the Council as follows:

<u>Councilmember</u>	<u>Voting “Aye”</u>	<u>Voting “Nay”</u>	<u>Absent</u>	<u>Abstaining</u>
Phyllis Norris				
Marty Chazen				
Barbara Traylor Smith				
Bennett Boeschstein				
Duncan McArthur				
Chris Kennedy				
Rick Taggart				

The Ordinance was duly moved and seconded and the Ordinance was finally passed on second reading at the meeting of September 21, 2016, by an affirmative vote of a majority of the members of the Council as follows:

<u>Councilmember</u>	<u>Voting "Aye"</u>	<u>Voting "Nay"</u>	<u>Absent</u>	<u>Abstaining</u>
Phyllis Norris				
Marty Chazen				
Barbara Traylor Smith				
Bennett Boeschstein				
Duncan McArthur				
Chris Kennedy				
Rick Taggart				

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

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

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

Notices of the meetings of September 7, 2016 and September 21, 2016 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 September ____, 2016 and September ____, 2016, 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 September, 2016.

City Clerk and Clerk to the Council

[S E A L]

EXHIBIT A

(Attach Notices of Meetings of September 7, 2016 and September 21, 2016)

EXHIBIT B

(Attach Notice of Meeting)

Grand Junction City Council

Regular Session

Item #4 a ii

Meeting Date: September 21, 2016

Requested by: Dave Thornton,
Principal Planner

Submitted by: David Thornton, Principal
Planner

Department: Admin. – Com. Dev.

Information

SUBJECT:

An Ordinance Amending the 24 Road Corridor Design Standards

RECOMMENDATION:

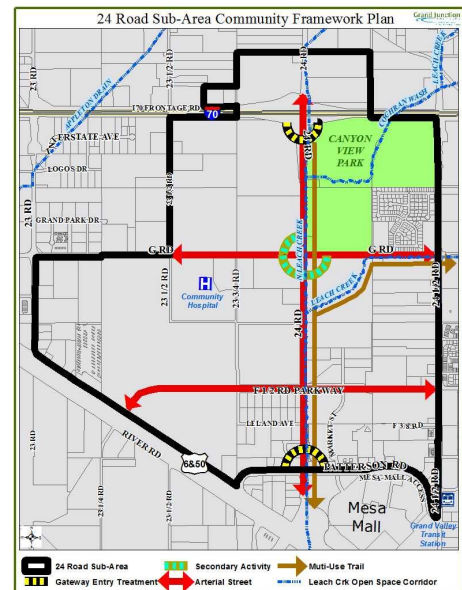
On July 12, 2016, Planning Commission recommended approval 7 – 0 of this Code Amendment.

EXECUTIVE SUMMARY:

The proposed ordinance amends the 24 Road Corridor Design Standards, Title 25, of Volume II: Development Regulations of the Grand Junction Municipal Code (GJMC). The purpose of the amendments is to clarify existing requirements, eliminate redundancies and provide a more user friendly text to help development achieve the vision of the 24 Road Corridor Sub-area Plan.

BACKGROUND OR DETAILED INFORMATION:

1. The Grand Junction City Council has requested that staff propose amendments to City codes and regulations as needed to be dynamic and responsive. Since the adoption of the Standards in 2000, there have been substantial changes to the overall Zoning and Development Code, addressing design standards citywide. The proposed amendment to the 24 Road Corridor



Design standards will streamline and clarify provisions, as well as eliminate redundancy.

24 Road Corridor Subarea Plan

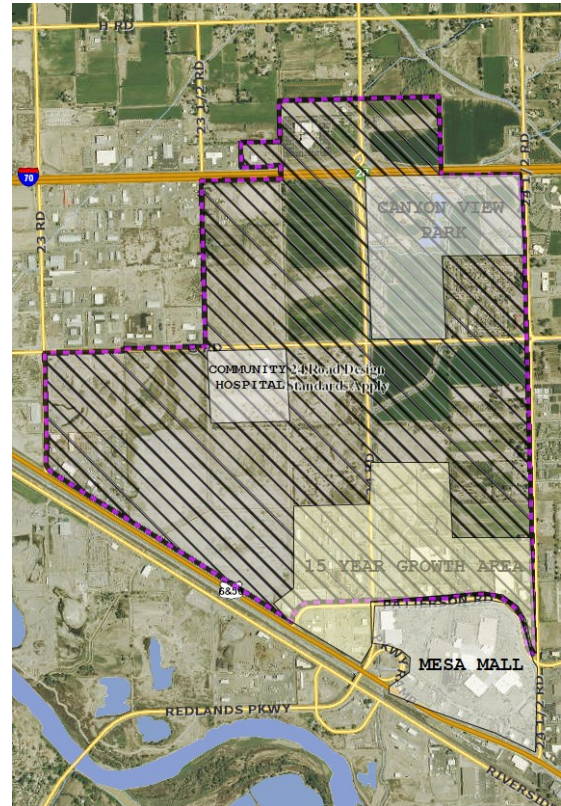
The 24 Road Corridor Plan was adopted on November 1, 2000. The concept of the Subarea Plan is to provide a land use and transportation framework for future development in the 24 Road Corridor that:

- (a) Allows for flexibility in land uses (type, intensity, and density) while recognizing inherent differences between development on small parcels compared with larger parcels.
- (b) Establishes a transportation network that interconnects to create a logical urban pattern.
- (c) Establishes a high-quality image through zoning, design standards, and public improvements.

24 Road Corridor Design Standards

The 24 Road Corridor Design Standards were adopted by the City at the same time the 24 Road Corridor Plan was adopted. The Design Standards implement the Sub-area Plan's vision to:

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



24 Road Corridor Design Standards and Sub-area Plan work together

The vision and concepts for the 24 Road area remain intact today and continue to be achieved through the provisions of the 24 Road Corridor Design Standards and Guidelines. Development that has occurred over the last 15 years is consistent with the vision established by the Plan and Standards in the 24 Road area.

The Zoning and Development Code, adopted in 2010, addresses many of the same design standards that are in the 24 Road Corridor Standards and applies them citywide. Likewise, road and access standards have been updated through the Grand Valley Circulation Plan's last amendment in 2010 and through the City's Transportation Engineering and Design Standards (TEDS) manual and address many of the same requirements found in the 24 Road Standards. This causes confusion and redundancy and can be intimidating to those developing in the 24 Road area in determining what standards apply and where.



The following proposed amendments the 24 Road Corridor Design Standards streamlines and clarifies provisions and eliminates redundancy by eliminating guidelines that are advisory only, eliminating sections that are regulated elsewhere in the Zoning and Development Code, and clarifying and simplifying various provision. The following is a brief summary of the proposed changes to each of the sections found under Title 25, 24 Road Corridor Design Standards.

25.04 (new 25.01) Introduction – Propose deleting everything except a short introduction of the background and intent of the overlay.

25.08 Community Framework – Propose deleting entire section since it can be found in the Grand Valley Circulation Plan and Transportation Engineering and Design manual (TED's) except moving a couple of standards to Site Development. including moving and updating the "Community Framework" exhibit, the "Natural Corridor Plan" exhibit and the "Natural Corridor Section" exhibit.



Pedestrian amenity
"Gathering Place" along
Leach Creek Trail

25.12 (new 25.02) Site Development – Propose deleting portions of this section's content, but keep and clarify the Standards that have been defining 24 Road since 2000, including on-site open space; organizing features or gathering places; site grading and drainage; building and parking setback; building location and orientation; parking, access and circulation; auto-oriented uses; and pedestrian and bicycle

circulation. Deletions include lot and block dimensional standards, transitions and interconnections, and the section on multi-unit residential parking areas. These proposed deleted sections are already adequately addressed in the Code.

25.16 Landscape Development – Propose deleting entire section. Landscaping (including street trees) and irrigation standards are already a part of the Code.

25.20 (new 25.03) Architectural Design – Propose to combine purpose statements; insert language from big box standards (design standards that apply to retail buildings exceeding 50,000 s.f.) to apply to all buildings, regardless of size, in overlay; eliminate all guidelines except one and make it a standard. Architectural standards that apply to all side of a building in the 24 Road area is a key element of the plan to make this corridor unique in Grand Junction.

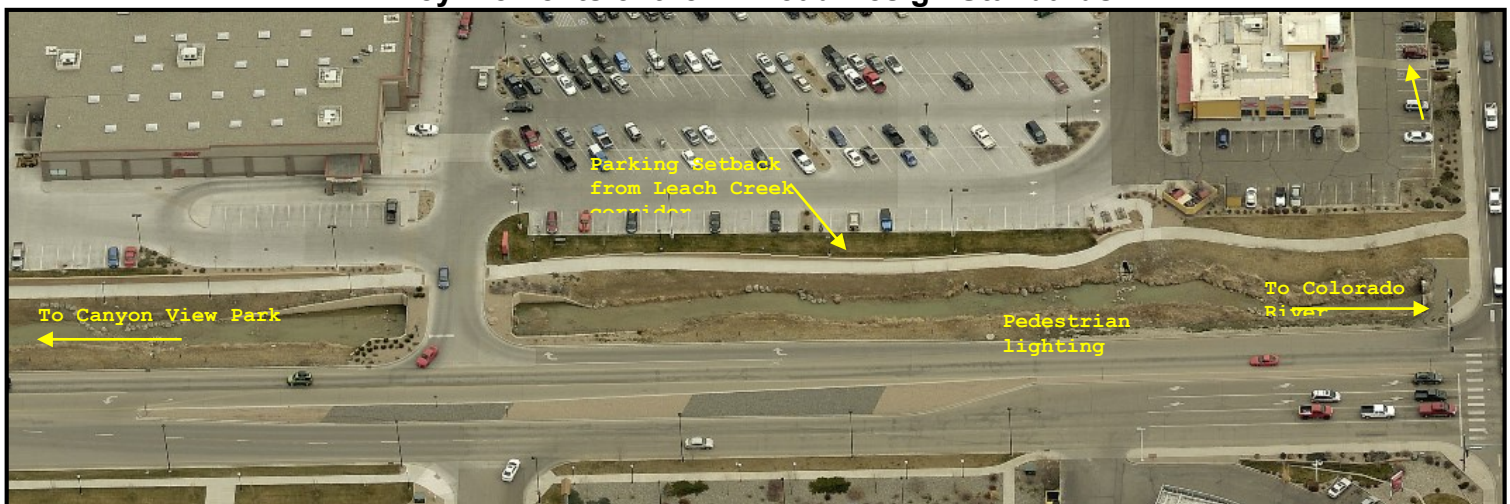


25.24 (new 25.04) Site Lighting – Propose keeping pedestrian lighting and delete street lighting and parking area lighting which are already addressed and required in Code. Also propose language to modify accent and security lighting.

25.28 (new 25.05) Signs – Propose to define which sign types are allowed, keep maximum size at 100 sq. ft., maximum height at 12 ft., and define the sign types permitted. Also propose eliminating requirement for a sign program package, since that option is available in the Code.

The following graphic depicts the key elements that have been required for development in the 24 Road Sub-area Plan and Overlay since 2000. It is important that these standards are maintained for current and future development in the corridor as envisioned by the Plan.

Key Elements of the 24 Road Design Standards



FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I MOVE to (approve or deny) Ordinance No. 4719 – An Ordinance Amending the 24 Road Corridor Design Standards on Final Passage and Order Final Publication in Pamphlet Form.

Attachments

- ATTACHMENT 1 – Staff Report to Planning Commission
- ATTACHMENT 2 – Planning Commission Minutes - Approved
- ATTACHMENT 3 – Proposed Ordinance
- ATTACHMENT 4 – Proposed Text – Clean Copy

ATTACHMENT 1 – Staff Report given to Planning Commission

Date: June 17, 2016
 Author: David Thornton
 Title/ Phone Ext: Principal Planner /
x.1450
 Proposed Schedule: _____
Planning Commission July 12, 2016
 File # (if applicable): ZCA-2016-111

PLANNING COMMISSION AGENDA ITEM

Subject: Amending Title 25 - 24 Road Corridor Design Standards
Action Requested/Recommendation: Forward a recommendation to City Council to amend the Grand Junction Municipal Code, Title 25, 24 Road Corridor Design Standards.
Presenter(s) Name & Title: David Thornton, Principal Planner

Executive Summary:

The proposed ordinance amends the 24 Road Corridor Design Standards, Title 25, of Volume II: Development Regulations of the Grand Junction Municipal Code (GJMC). The purpose of the amendments are to clarify existing requirements, eliminate redundancies and provide a more user friendly text to help development achieve the vision of the 24 Road Corridor Sub-area Plan.

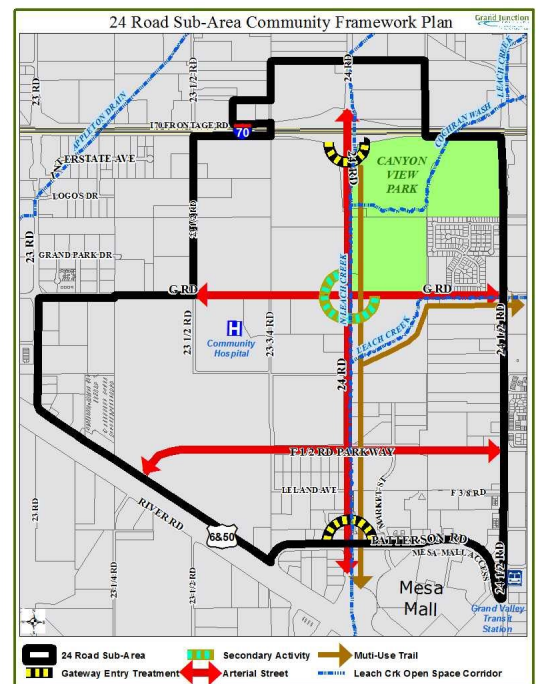
Background, Analysis and Options:

The Grand Junction City Council has requested that staff propose amendments to City codes and regulations as needed to be dynamic and responsive. The proposed amendment will enhance the responsiveness of the Code to the concerns of citizens and enhance its effectiveness. City Council also developed an Economic Development Plan. The proposed amendments implement this Plan by streamlining processes and support Grand Junction becoming “the most livable community west of the Rockies by 2025.

24 Road Corridor Design Standards

The 24 Road Corridor Design Standards were adopted by the City at the same time the 24 Road Corridor Sub-area Plan was adopted on November 1, 2000. The Design Standards implement the Sub-area Plan. The vision of the 24 Road Corridor Sub-area Plan is the following:

- (a) Achieve high-quality development in the corridor in terms of land use, site planning and architectural design.



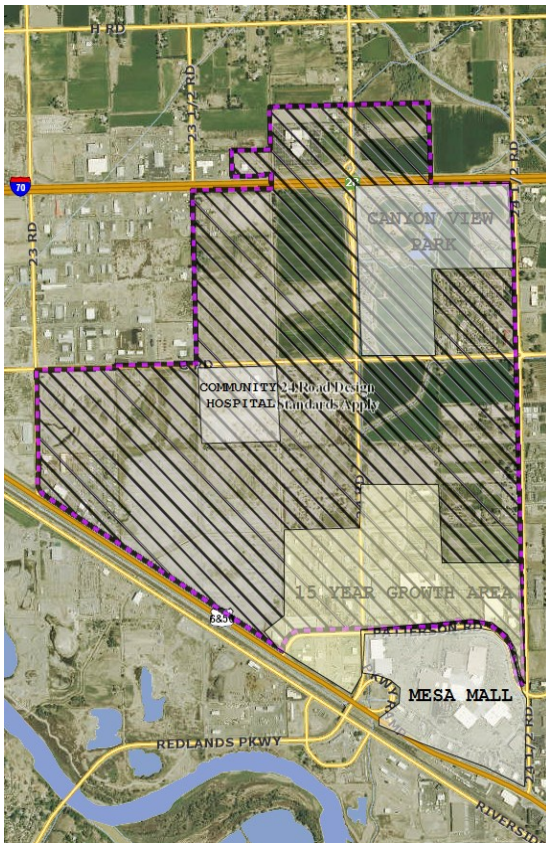
- (b) Provide market uses that complement existing and desired uses and benefit the Grand Junction community.
- (c) Take advantage of and expand upon existing public facilities in the corridor to create a “civic” presence.
- (d) Achieve a distinctive “parkway” character along the roadway that can serve as a gateway to the Grand Junction community.
- (e) Encourage development that is consistent with the Grand Junction Growth Plan.
- (f) Adjust and/or amend the Grand Junction Land Use Code and Growth Plan to achieve the Road 24 vision, concept, and plan and to create a predictable environment for future development of the area.

24 Road Corridor Subarea Plan

The concept of the Subarea Plan is to provide a land use and transportation framework for future development in the 24 Road Corridor that:

- (a) Allows for flexibility in land uses (type, intensity, and density) while recognizing inherent differences between development on small parcels compared with larger parcels.
- (b) Establishes a transportation network that interconnects to create a logical urban pattern.
- (c) Establishes a high-quality image through zoning, design standards, and public improvements.

24 Road Corridor Design Standards and Sub-area Plan work together



The vision and concepts for the 24 Road area remain intact today and continue to be achieved through the provisions of the 24 Road Corridor Design Standards and Guidelines. The City is realizing consistent development meeting the vision of the corridor and standards established in the overlay in this very important corridor, a gateway to the community. However, implementing the vision through existing development regulations is sometimes confusing to the user of the Code, including staff and the development community.

It has been 15 years now and what has been learned? What can be done to make the Design Standards better understood, less redundant and more user friendly?

Development within the sub-area has grown concentrically (with the exception of the Community Hospital campus), extending out from the Mesa Mall area growing north towards Canyon View Park.

In addition, the past 15 years has seen City-wide changes to the Zoning and Development Code including new design standards for

- site development,
- building architecture,
- site lighting, and
- landscape development.

Road and access standards have been updated through the Grand Valley Circulation Plan's last amendment in 2010 and through the City's Transportation Engineering and Design Standards (TEDS) manual. These newer standards are either the same as or have exceed the adopted 24 Road Design Standards from 2000. This causes confusion and redundancy and can be intimidating to the Code user developing in the 24 Road area while determining what standards apply and where.



Planning staff proposes amending the Design Standards to:

2. **Reduce** redundancy, include only standards and eliminate guidelines that are only advisory in nature as written and often redundant with the standards,
3. **Eliminate** sections that are better stated and regulated through other sections found in the Zoning and Development Code; and
4. **Clarify** code language overall, simplifying and clarifying what the standards are the City is requiring to achieve the vision of the corridor.

The following is a brief summary of the proposed changes to each of the sections found under Title 25, 24 Road Corridor Design Standards.

25.04 (new 25.01) Introduction – Propose deleting everything except a short introduction of the background and intent of the overlay.

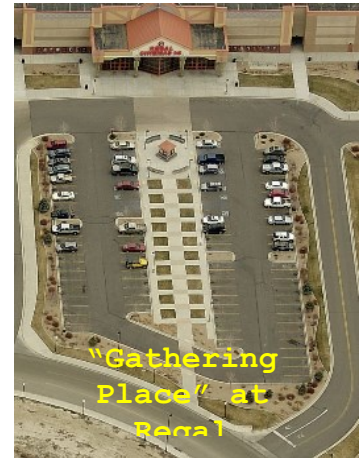
25.08 Community Framework – Propose deleting entire section since it can be found in the Grand Valley Circulation Plan and Transportation Engineering and Design manual (TED's) except moving a couple of standards to Site Development. These include moving and updating the "Community Framework" exhibit, the "Natural Corridor Plan" exhibit and the "Natural Corridor Section" exhibit.



25.12 (new 25.02) Site Development – Propose deleting portions of this section’s content, but keep and clarify the Standards that have been defining 24 Road since 2000, including on-site open space; organizing features or gathering places; site grading and drainage; building and parking setback; building location and orientation; parking, access and circulation; auto-oriented uses; and pedestrian and bicycle circulation. Deletions include lot and block dimensional standards, transitions and interconnections, and the section on multi-unit residential parking areas. These proposed deleted sections are already adequately addressed in the Code.

25.16 Landscape Development – Propose deleting entire section. Landscaping (including street trees) and irrigation standards are already a part of the Code.

25.20 (new 25.03) Architectural Design – Propose to combine purpose statements; insert language from big box standards to apply to all buildings in overlay; eliminate all guidelines except one and make it a standard. Creating 360 degree architecture in the 24 Road area is a key element of the plan to make this corridor unique in Grand Junction. This update further clarifies the need for all building sizes to adhere to such standards by incorporating the Big Box standards to achieve this for all building sizes.

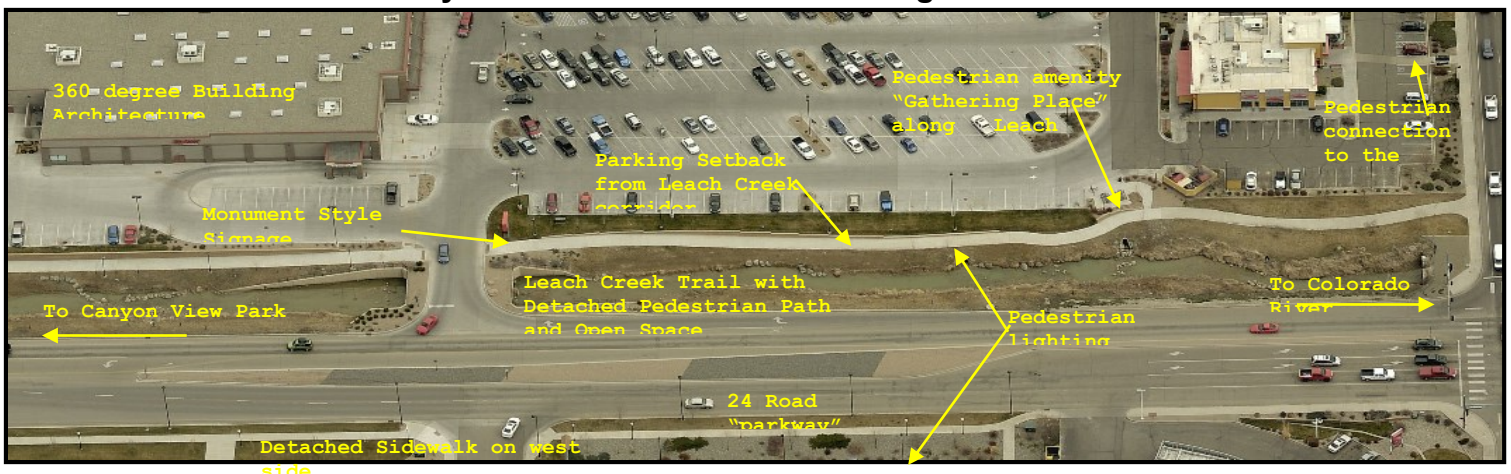


25.24 (new 25.04) Site Lighting – Propose keeping pedestrian lighting and delete street lighting and parking area lighting which are already addressed and required in code. Also propose language to modify accent and security lighting.

25.28 (new 25.05) Signs – Propose to define which sign types are allowed, keep maximum size at 100 sq. ft., maximum height at 12 ft., and define what sign types are permitted. Also propose eliminating requirement for a sign program package, since an option is currently available already in the Code and continue the ban of billboards.

The following graphic depicts the key elements that have been required for development in the 24 Road Sub-area Plan and Overlay since 2000. It is important that these standards are maintained for current and future development in the corridor as envisioned by the Plan.

Key Elements of the 24 Road Design Standards



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

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

Policy A: To create large and small “centers” throughout the community that provide services and commercial areas.

The Mesa Mall/24 Road area has been identified as a “Village Center” in the Comprehensive Plan. As a Village Center, mixed use development is allowed and services designed for a larger geographical area are anticipated with future development and are being realized with existing development.

Goal 8: 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 C: Enhance and accentuate the City ‘gateways’ including interstate interchanges, and other major arterial streets leading into the City.

The 24 Road interchange with I-70 has been developed with two roundabouts and public art and aesthetics enhancing and accentuating it as a major gateway to the City. Pedestrian amenities have been designed as attractive public spaces and are a large part of the vision for the 24 Road Sub-area Plan.



Goal 9: 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 D: A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, Downtown, Village Centers and Neighborhood Centers and other desired public attractions.

A major component of the 24 Road Sub-area Plan is for the establishment of the Leach Creek corridor as a pedestrian/bicycle amenity providing ultimate connections to the Colorado River while preserving its natural resources as a public open space and storm water facility. 24 Road is a major arterial street serving auto and freight needs for the community. It also provides for bicycle and pedestrian needs as well.

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

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

The Leach Creek corridor is being preserved permanently for recreation, transportation and environmental purposes. Canyon View Park is a City “regional park” that is a major public amenity in the 24 Road Sub-area Plan and vision. Existing and future pedestrian and bicycle connections are envisioned as part of the Sub-area Plan.

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 provide appropriate commercial and industrial development opportunities.

The 24 Road corridor is a major entrance into the community. How it looks, the services it provides and the amenities it has are a part of the first impression a new visitor will make about Grand Junction and the quality of community assets residents seek. Maintaining design standards that implements a vision that has been adopted for this very important gateway is crucial.

How this item relates to the Economic Development Plan:

The purpose of the adopted Economic Development Plan by City Council is to present a clear plan of action for improving business conditions and attracting and retaining employees.

This supports the City’s 2014 Economic Development Plan in the following ways:

- **Section 1.5 Supporting Existing Business:** Streamline processes...while working within the protections that have been put in place through the Comprehensive Plan. Action Step: Be proactive and business friendly and review development standards and policies to ensure that they are complimentary and support the common mission; and
- **Section 1.6 Investing in and Developing Public Amenities:** Continue to make strategic investments in public amenities that support Grand Junction becoming “the most livable community west of the Rockies by 2025”, Action Step: Developing a system of regional...parks protecting open space corridors for recreation and multi-modal transportation. Action Step: Create attractive public spaces and enhance the visual appeal of the community through quality development. Action Step: Enhance and accentuate the city’s “gateways” including interstate interchanges and other major arterial streets leading into the city.

Board or Committee Recommendation:

The Planning Commission will consider a recommendation to the City Council on July 12, 2016.

Financial Impact/Budget:

There will not be a financial impact.

Legal issues:

The City Attorney has reviewed and approved the form of the ordinance.

Other issues:

No other issues have been identified.

Previously presented or discussed:

Planning Commission discussed this at their January 21, 2016 workshop.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the requested Amendments to the Grand Junction Municipal Code, Title 25, 24 Road Corridor Design Standards, ZCA-2016-111.

RECOMMENDED PLANNING COMMISSION MOTION:

Madam Chairman, on the request to forward a recommendation to City Council to amend the Grand Junction Municipal Code, Title 25, 24 Road Corridor Design Standards. ZCA-2016-111, I move that the Planning Commission approve it as presented in the Staff Report.

Attachments:

- Proposed Text Amendment Ordinance- Showing strikethroughs as deletions and underlined text as additions.
- Proposed Text – Clean Copy

ATTACHMENT 2 – Planning Commission Minutes

GRAND JUNCTION PLANNING COMMISSION
July 12, 2016 MINUTES
6:00 p.m. to 7:25 p.m.

The meeting of the Planning Commission was called to order at 6:00 p.m. by Chairman Christian Reece. The hearing was held in the City Hall Auditorium located at 250 N. 5th Street, Grand Junction, Colorado.

Also in attendance representing the City Planning Commission were Jon Buschhorn, Kathy Deppe, Keith Ehlers, Ebe Eslami, Steve Tolle and Bill Wade.

In attendance, representing the City's Administration Department - Community Development, was Greg Moberg, (Development Services Manager), Rick Dorris (Development Engineer), Lori Bowers, (Senior Planner), Scott Peterson, (Senior Planner) and David Thornton (Principal Planner).

Also present was Jamie Beard (Assistant City Attorney).

Lydia Reynolds was present to record the minutes.

There were 19 citizens in attendance during the hearing.

*****INDIVIDUAL CONSIDERATION*****

2. Amending Title 25 – 24 Road Corridor Design Standards [File#ZCA-2016-111]

Request to amend the Grand Junction Municipal Code, Title 25, 24 Road Corridor Design Standards.

Action: Recommendation to City Council

Applicant: City of Grand Junction
Location: 24 Road Corridor Sub-area
Staff Presentation: David Thornton, Principal Planner

David Thornton, Principal Planner, stated that 24 Road Corridor Plan was created in 1999 and adopted in 2000 and is about 65 pages long. This plan has been codified and is Title 25 in the Municipal Code. Mr. Thornton explained that staff took a fresh look at the Subarea Plan and Zoning Overlay and although it seems to be working somewhat well, it was decided that it can be improved upon.

Mr. Thornton showed a slide that illustrated why staff proposes amending the Design Standards as follows:

- **Reduce** redundancy, include only standards and eliminate guidelines that are only advisory in nature as written and often redundant with the standards,
- **Eliminate** sections that are better stated and regulated through other sections found in the Zoning and Development Code; and
- **Clarify** code language overall, simplifying and clarifying what the standards are the City is requiring to achieve the vision of the corridor

Mr. Thornton noted that the proposed changes will take the existing section of the code from 65 pages, to about 22 pages thereby streamlining the code and making it more user friendly.

Mr. Thornton noted that the 24 Road Corridor Design Standards were adopted by the City at the same time the 24 Road Corridor Sub-area Plan was adopted in 2000. The Design Standards implement the Sub-area Plan. The vision of the 24 Road Corridor Sub-area Plan contains the following key points:

- (a) Achieve high-quality development in the corridor
- (b) Provide market uses that complement existing and desired uses
- (c) Take advantage of and expand upon existing public facilities such as Canyon View Park and the Leach Creek Corridor.
- (d) Achieve a distinctive “parkway” character along the roadway that can serve as a gateway to the Grand Junction community.
- (e) Encourage development that is consistent with the Grand Junction Growth Plan, now the Comprehensive Plan.

Mr. Thornton explained the Subarea plan concept was to provide a land use and transportation framework for future development in the 24 Road Corridor that:

- Allows for flexibility in land uses (type, intensity, and density) while recognizing inherent differences between development on small parcels compared with larger parcels.
- Establishes a transportation network that interconnects to create a logical urban pattern.
- Establishes a high-quality image through zoning, design standards, and public improvements.

Mr. Thornton gave the example of Canyon View Park which establishes a “civic” character for the area, as well as providing valuable open-space and recreational facilities. This character should be continued through the development of the 24 Road “parkway” and linear parks systems, including regional trails connecting the park and the Colorado River.

Mr. Thornton displayed and explained a slide that illustrated examples of how the plan has already impacted the area in a positive way. The next couple slides in the presentation identified key element that will be preserved in the plan as follows:

- A trail system connecting Canyon View Park with the Colorado River trail system

utilizing Leach Creek including the development of trails connecting to the trail system; and public amenities along trails and in open space areas.

- Building orientation standards including treating 24 Road as primary with quality building design; pad buildings located at site corners and entries; and location of drive thru lanes setback away from street frontages.
- The Community Framework Plan which identifies the Leach Creek Open Space corridor, gateway/entry treatment areas and the 24 Road Parkway concepts.
- Pedestrian and Bicycle standards including 8 ft. sidewalks in front of buildings, defined pedestrian and bike circulation and safe routes, with sidewalk connections to the street.
- Architectural requirements for building form and scale; screening mechanical equipment; high quality building materials; and 360 degree architecture/design for all buildings sizes.

Mr. Thornton stated that in the Introduction, staff recommends reducing the language in this section to simply state the background and intent of the Zoning Overlay for the 24 Road Subarea and define “purpose” and “standards” as used in the Overlay.

The Purpose of the 24 Road Corridor Design Standards is to provide guidance and criteria for the planning, design and implementation of public and private improvements in the 24 Road subarea.

The Standards are found in six sections, four of them recommended to remain including: Site Development, Architectural Design Site Lighting and Signs. It is recommended that the two chapters “Community Framework” and “Landscape Development” be eliminated with a few exceptions.

Regarding the Community Framework section, Mr. Thornton recommends eliminating the entire section with a couple of exceptions. These includes eliminating:

- The “Roadway System” which is already part of the Grand Valley Circulation Plan;
- The “Streetscape” requirements which are covered in other sections of the 24 Road overlay and the Zoning Code;
- Identify and create 24 Road as a “Key Gateway” now a part of the Comprehensive Plan; and
- View sheds, a requirement that has not been enforced and therefore proposed to be removed.
- However, KEEPING the requirement to develop existing riparian areas and drainages, such as Leach Creek and its tributaries, as natural open space corridors for surface drainage and pedestrian trails; and updating/moving the Community Framework Plan. These would move to 25.12 Site Development.

Mr. Thornton noted in the next section, Site Development, the recommendation is to remove redundancies in the requirements also found in other codes and ordinances of the City. Mr. Thornton displayed a slide that identified these to include:

- Removing Block and Lot dimensional standards;
 - Eliminating transitions and interconnections section regulating neighboring building scale. This section has not been enforced to date.
 - Eliminating most of the standards found under “Site grading and drainage”;
 - Building and parking setbacks”; and “Parking, access, and circulation” sections due to redundancy; and eliminating Multi-family residential parking areas section.
- AND
- Removing all guidelines except requiring windows, doors, plazas or other amenities required on frontages to open space.
 - Supporting language (includes one standard and figure) found in the “Community Framework” Section would be added to this Section.

Mr. Thornton recommended keeping the following standards in the Site Development section: Onsite open space, Organizing features, Site Grading and Drainage, Building and Parking Setbacks; Building Location and Orientation; Parking, Access and Circulation; Auto-oriented Uses; Pedestrian and Bicycle Circulation; and Sidewalks.

Mr. Thornton stated that the proposal is to eliminate the entire Landscape Development section due to redundancy and the fact that the existing Zoning Code already requires equal to or greater landscaping and buffering requirements for all new development including property frontages, parking lots and other site landscaping.

Mr. Thornton’s next slide addressed the Architectural Design section of the plan and noted that the vision is to create buildings designed with a 360 degree appeal. Mr. Thornton stated that the recommendation is to replace current language regarding “architectural details” and “building materials” with Big Box standard language from Zoning and Development Code to be applied to all building sizes in this Subarea

Mr. Thornton suggested removing all guidelines, except;

- Moving chain link fencing “Guideline” to Standards under the Fencing and Walls section.
- Identifying and clarifying which sections affect Nonresidential Structures and/or Multifamily structures.

Mr. Thornton stated that the recommendation is to keep the following standards: Building Form and Scale; Building Materials; Multi-family Development Standards; Fencing and Walls; and Service and Storage Areas.

The next slide Mr. Thornton showed regarded Site Lighting. In another effort to remove redundancies in the plan, the following requirements would be removed:

- Standards for streetlights in the public right-of-way;
- Standards for pedestrian lights.
- Standards for parking area lighting.

- Standards for accent and security lighting.
- Removing all guidelines.

Additionally Mr. Thornton explained that the following standards should be kept in the plan and clarified:

- Clarified and reinforced the requirement that new development shall provide pedestrian lighting along public streets and pedestrian/bicycle trails.
- Inserted new pictures of local examples of pedestrian and accent lighting.
- Clarified accent lighting for landscape and pedestrian areas.

Mr. Thornton showed an example of signage and explained that due to a recent Supreme Court decision, content of a sign cannot be regulated. Therefore, it is possible for a business to advertise a business at another location. Mr. Thornton discussed the following points regarding signage in the 24 Road Corridor Plan:

- Define which sign types are allowed.
- Keep maximum size at 100 sq. ft. for all signs.
- Keep maximum height at 12 ft. for freestanding signs
- Remove restrictions on sign content.
- Eliminate requirement for a sign package.
- Continue ban of off-premise signs (billboards).

The plan will still identify which sign types will be allowed as follow:

- Freestanding
- Flush Wall
- Exempt
- Temporary

Findings of Fact/Conclusions and Conditions

After reviewing the proposed text amendments for the 24 Road Sub-area Zoning Overlay standards, ZCA-2016-111, Mr. Thornton stated that the following findings of fact, conclusions and conditions have been determined:

The Proposed Text Amendment will

- Clarify existing requirements for development within the Sub-area Plan area;
- Eliminate redundancies; and
- Provide a more user friendly text to help development achieve the vision of the 24 Road Corridor Sub-area Plan.

With no questions staff at this time, Chairman Reese opened the public hearing portion of the meeting.

Public Comments

Bill Merkel, 2136 Banff Ct. stated that he and his wife have owned the property at the southwest G Rd. and 24 Road for a long time. Mr. Merkel explained that they have turned down offers in the past because they wanted to see a flagship development there. Mr. Merkel stated that he was in favor of the revisions, but asked what was the singular trigger was that brought these revisions forward.

Chairman Reece responded that City Council has given direction that they would like to see the Zoning and Development Code more easily understood by the general public, builders and others.

Mr. Thornton agreed and added that there are other revisions to be made, this was just one of the first.

Mr. Merkel stated that he was originally against Mixed Use zoning, but after research and visiting 3 New Urbanism developments, he is in favor of the concept of living near where you work and other elements. Mr. Merkel explained that he has 13 acres there and is concerned about the City “shaving off” some of the acreage on both G Rd. and 24 Road (obtaining Right-of-Way) as that may limit what development can go there and effect the value of his land.

Commissioner Discussion

Commissioner Wade stated that he is in favor of any simplification of the codes as the redundancy is often confusing.

Commissioner Deppe stated that she agreed with Commissioner Wade.

Commissioner Tolle expressed thanks to the staff for a good job with the recommendations.

MOTION: (Commissioner Wade) “Madam Chairman, on the request to forward a recommendation to City Council to amend the Grand Junction Municipal Code, Title 25, 24 Road Corridor Design Standards. ZCA-2016-111, I move that the Planning Commission approve it as presented in the Staff Report.”

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

1. Other Business

Mr. Moberg reminded the Commission that there will not be a second public hearing meeting in July. There will be a joint workshop with City Council on July 21st.

2. Adjournment

The meeting was adjourned at 7:25 p.m.

ATTACHMENT 3 – Proposed Ordinance

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE
24 ROAD CORRIDOR DESIGN STANDARDS**

Recitals:

The City Council desires that the City's zoning and development regulations be amended as needed so that they will be dynamic and responsive to the demands of the community and development trends, without compromising health, safety and welfare, and to streamline processes and regulations that may have become, over time, unnecessarily complex or difficult to apply.

The City Council adopted the 24 Road Corridor Sub-area Plan and the 24 Road Corridor Design Standards on November 1, 2000, in order to:

- Achieve high-quality development in the corridor in terms of land use, site planning and architectural design;
- Provide market uses that complement existing and desired uses and benefit the Grand Junction community;
- Take advantage of and expand upon existing public facilities in the corridor to create a "civic" presence;
- Achieve a distinctive "parkway" character along the roadway that can serve as a gateway to the Grand Junction community;
- Allow for flexibility in land uses (type, intensity, and density) while recognizing inherent differences between development on small parcels compared with larger parcels;
- Establish a transportation network that interconnects to create a logical urban pattern;
- Establish a high-quality image through zoning, design standards, and public improvements.

In the past 15 years there have been City-wide updates to development standards for site development, building architecture, site lighting, landscaping, and road, access and circulation, which meet or in some cases exceed the existing 24 Road Corridor Design Standards; the proposed amendments will eliminate confusion as to which standards are applicable and eliminate redundancies in development regulations.

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

Title 25 of the Grand Junction Municipal Code (24 Road Corridor Design Standards) is amended as follows (text deletions struck through, text additions underlined, graphics and pictures added and deleted as labeled):

Title 25

24 ROAD CORRIDOR DESIGN STANDARDS

Chapters:

~~25.04~~ 25.01 Introduction

~~25.08~~ ~~Community Framework~~

~~25.12~~ 25.02 Site Development

~~25.16~~ ~~Landscape Development~~

~~25.20~~ 25.03 Architectural Design

~~25.24~~ 25.04 Site Lighting

~~25.28~~ 25.05 Signs

Chapter ~~25.04~~ 25.01

INTRODUCTION

Sections:

~~25.04.010~~ 25.01.010 Background and intent.

~~25.04.020~~ Format of the Design Standards and Guidelines.

~~25.04.030~~ Administration of the Design Standards and Guidelines.

25.04.010 25.01.010 Background and intent.

The 24 Road Corridor Design Standards and Guidelines (“standards and guidelines”) are intended to provide guidance and criteria development standards for the planning, design and implementation of public and private improvements in the 24 Road Corridor in order to implement the goals and objectives of the. If properly administered and adhered to, they should result in public and private development improvements that achieve, as a minimum, a common level of quality in terms of site design, architectural design, landscaping, and other site improvements. 24 Road Corridor Subarea Plan and to:

The general purposes of the standards and guidelines are:

- (a) ~~To~~ establish a practical, interconnected system of streets, parks, and parkways that allows easy orientation and convenient access for all modes of transportation;
- (b) ~~To~~ utilize natural open spaces, such as creeks, and developed public spaces, streets, parks and parkways, to organize and coordinate development;
- (c) ~~To~~ accommodate a broad mix of development types that encourage alternative transportation, especially walking, and transit use;
- (d) ~~To~~ provide common usable open space that is of mutual benefit to surrounding property owners, businesses, and residents; and
- (e) ~~To construct the early phases of development in a manner that establishes~~ establish a pattern and character for the long-term evolution of the corridor.
- (f) Adherence to these standards and guidelines will ensure that public and private improvements in the 24 Road Corridor will be well planned and executed in a high quality manner, which were important goals established through the 24 Road Corridor Subarea Plan.

These standards and guidelines supplement other development regulations in the Grand Junction Municipal Code. Where there is a conflict between this Title 25 and the Zoning and Development Code (Title 21), the more restrictive standard shall apply. ~~such as the City of Grand Junction Zoning and Development Code (adopted in 2000), which includes detailed criteria by zone district, planned development regulations, design and improvement standards, supplemental use regulations and sign~~

regulations. The development code also incorporates use-specific standards for “big box” development that are applicable to the type of development that is anticipated for portions of the 24 Road Corridor.

The standards and guidelines identify design alternatives and specific design criteria for the visual appearance and physical treatment of private development and public improvement within the corridor. They are to be adopted by the City of Grand Junction through an overlay zoning district, which will establish the means by which the standards and guidelines will be administered and enforced.

25.04.020 Format of the Design Standards and Guidelines.

The 24 Road Corridor Design Standards and Guidelines are written in a standard format to include the following:

(a) **Purpose.** The “Purpose” sets forth the goals intent for development of the 24 Road Corridor. The standards and guidelines provide direction as to how the goals may be achieved.

(b) **Standards.** Design standards are objective criteria that provide specific direction based on the related purpose statement. Standards are used to define issues considered critical to achieving the purpose. Standards use the term “shall” to indicate that compliance is required, unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:

- (1) The alternative better achieves the stated purpose.
- (2) The purpose will not be achieved by application of the standard in this circumstance.
- (3) The effect of other standards or guidelines will be improved by not applying this standard.
- (4) Unique site factors make the standard impractical.

(c) Guidelines promote the goals defined by the purpose statements. Achieving guidelines may help in identifying alternative approaches to achieving standards. While the term “guidelines” is used, guidelines shall be applied unless the Director and/or Planning Commission otherwise determine.

25.04.030 Administration of the Design Standards and Guidelines.

Adherence to these standards and guidelines will ensure that public and private improvements in the 24 Road Corridor will be well planned and executed in a high quality manner, which were important goals established through the 24 Road Corridor Subarea Plan.

These standards and guidelines supplement City minimum regulations and may be more restrictive than other development regulations.

A process of design review is to be established by the City of Grand Junction that will provide for the administration and enforcement of these standards and guidelines. It is the responsibility of the applicant

to ensure compliance with all other local codes and regulatory issues concerning development within the corridor. The submittal process and requirements are available from the City of Grand Junction.



View corridor along 24 Road highlights natural features

Chapter 25.08

COMMUNITY FRAMEWORK

Sections:

~~25.08.010~~ Introduction.

~~25.08.020~~ Purpose.

~~25.08.030~~ Open space, public parks, trail system and storm drainage

~~25.08.040~~ Roadway system.

~~25.08.050~~ Streetscape.

~~25.08.060~~ Key gateways, intersections and entries.

~~25.08.070~~ View sheds.

~~25.08.010 Introduction.~~

~~The overall planning concept for the 24 Road Corridor includes a community framework (Figure 2.1) that provides a distinctive image and organizing element for public and private development. The community framework includes public streets, parks, open spaces, natural drainages and future stormwater management facilities that serve and connect part or all of the corridor~~

~~These community framework design standards and guidelines are intended to guide the planning, design and implementation of these elements, which will occur over time through a variety of actions by private property owners and public agencies, including the City of Grand Junction, Mesa County and the State of Colorado.~~

~~These standards and guidelines include the following:~~

- ~~(a) Open space, public parks, trail system and storm drainage;~~
- ~~(b) Roadway system;~~
- ~~(c) Streetscape treatment;~~
- ~~(d) Key gateways, intersections and entries;~~
- ~~(e) View sheds.~~

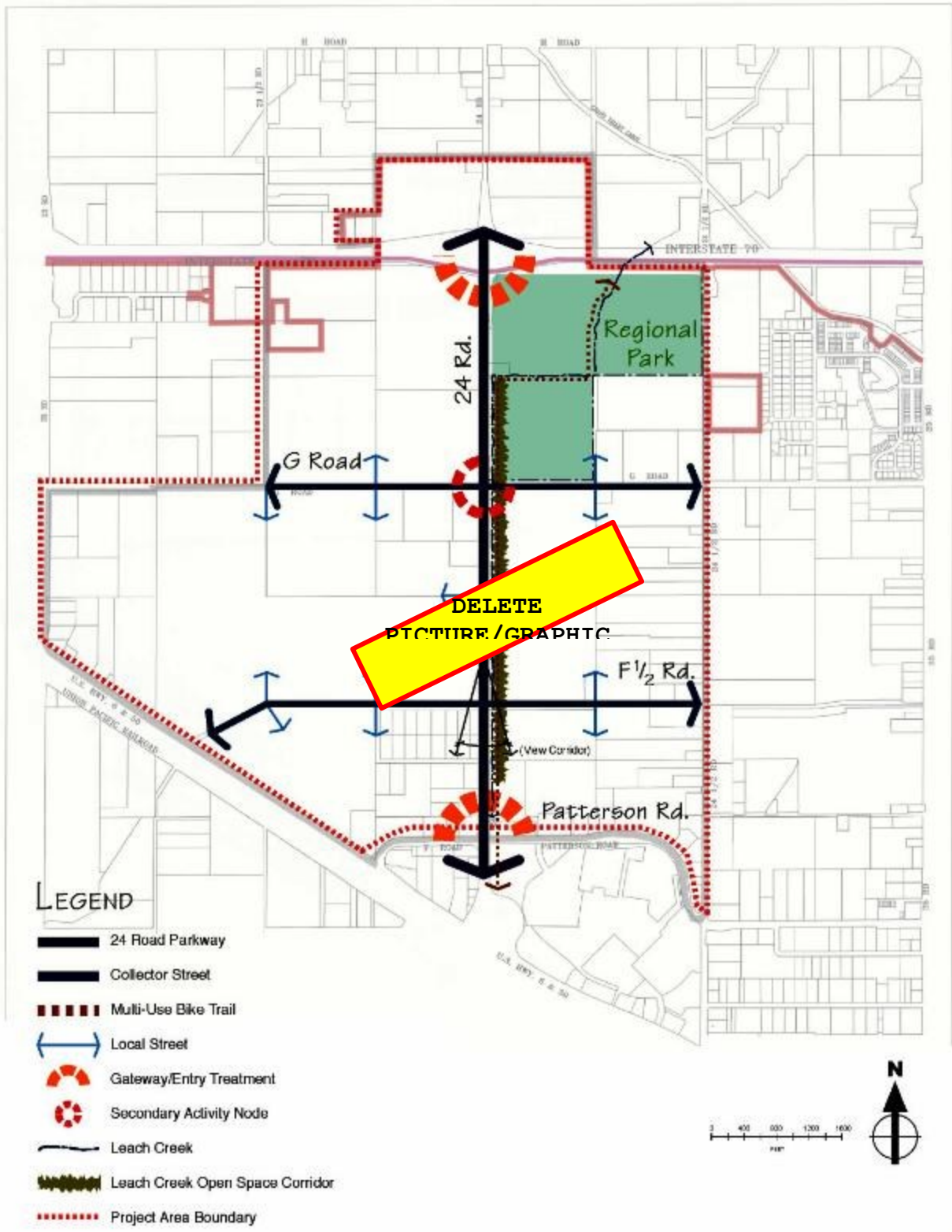


Figure 2.1: Community Framework Plan

25.08.020 Purpose.

The planning concept envisions a network of public streets, open spaces, drainage, and stormwater facilities and supporting infrastructure, which provide organization and identity for the corridor. Improvements to create the community framework will be constructed as City capital improvement projects or as development occurs. Primary objectives to be achieved through the framework include:

- (a) — Develop a distinctive identity for the corridor that reflects a high quality of site design, improvements, buildings and outdoor spaces.
- (b) — Establish an organizing framework that links the various uses and development parcels within the 24 Road Corridor, which can be implemented in an incremental and phased manner.
- (c) — Create pedestrian connections between privately owned sites and the “public realm” of roadway corridors, open spaces and the natural corridor, parks and the multi-use trail system.
- (d) — Allow for and encourage the placement of public art within the subarea.



Multi-purpose trail along a natural open space corridor

25.08.030 Open space, public parks, trail system and storm drainage.

The open space system in the 24 Road Corridor currently is comprised of existing private open space associated with Leach Creek natural corridor and its tributaries, which run on private property along the east side of 24 Road, and Canyon View Park, a 120-acre City-owned regional park southeast of the Interstate 70 interchange. In the future, the open space system will be augmented by private open space on individual development parcels to meet the City's on-site open space requirements. (See Figure 2.2.)

The 24 Road Corridor includes a regional multi-use trail along Leach Creek that is planned between Canyon View Park and the Colorado River. Although much of this trail is planned on property that is privately owned, it is envisioned that the trail will be implemented through public and private cooperative efforts.

(a) Standards.

(1) Utilize existing and proposed open space to reinforce the community framework in the corridor, to create a well-planned setting and to provide for a variety of active and passive recreational and social opportunities.

(2) Develop existing riparian areas and drainages, such as Leach Creek and its tributaries, as natural open space corridors that provide for surface drainage and pedestrian trails. The preferred treatment of surface drainages is shall be an open channel with gently sloping sides and naturalized landscape, except for. It is recognized that the west bank of Leach Creek which is constrained by the 24 Road improvements and the preferred gently sloping bank cannot likely be achieved along the west bank. (See Figure 2.3.)

(3) Develop and utilize a comprehensive stormwater drainage master plan for the area that addresses future development and provides for open space and recreation.

(4) Where appropriate, utilize the setbacks on private sites as part of the common open space system to create a "seamless" open space transition between private and public property.

(5) Create a connection between Canyon View Park and the Colorado River Trail Corridor by way of an off-street multi-use trail. Establish linkages between this major trail corridor and other regional trails and parks. Provide intermediate connections to related pedestrian trails, bikeways and sidewalks.

(6) Develop Leach Creek, its tributaries and other stormwater facilities as public amenities, incorporating the planned multi-purpose trail where appropriate.

(7) Develop the trail on public and private property through cooperation between private landowners, developers and the City of Grand Junction.

(b) Guidelines.

- (1) ~~Build upon Canyon View Park as a major regional facility for active recreation.~~
- (2) ~~Future public parks should be developed in response to the scale and type of development in the area.~~
- (3) ~~Public art is encouraged in both public and private open space.~~
- (4) ~~The proposed multi-use trail along 24 Road should be designed to take advantage of the proposed natural corridor, which may be comprised of public and private property.~~



**DELETE
PICTURE / GRAPHIC**



Examples of trail systems through drainage areas

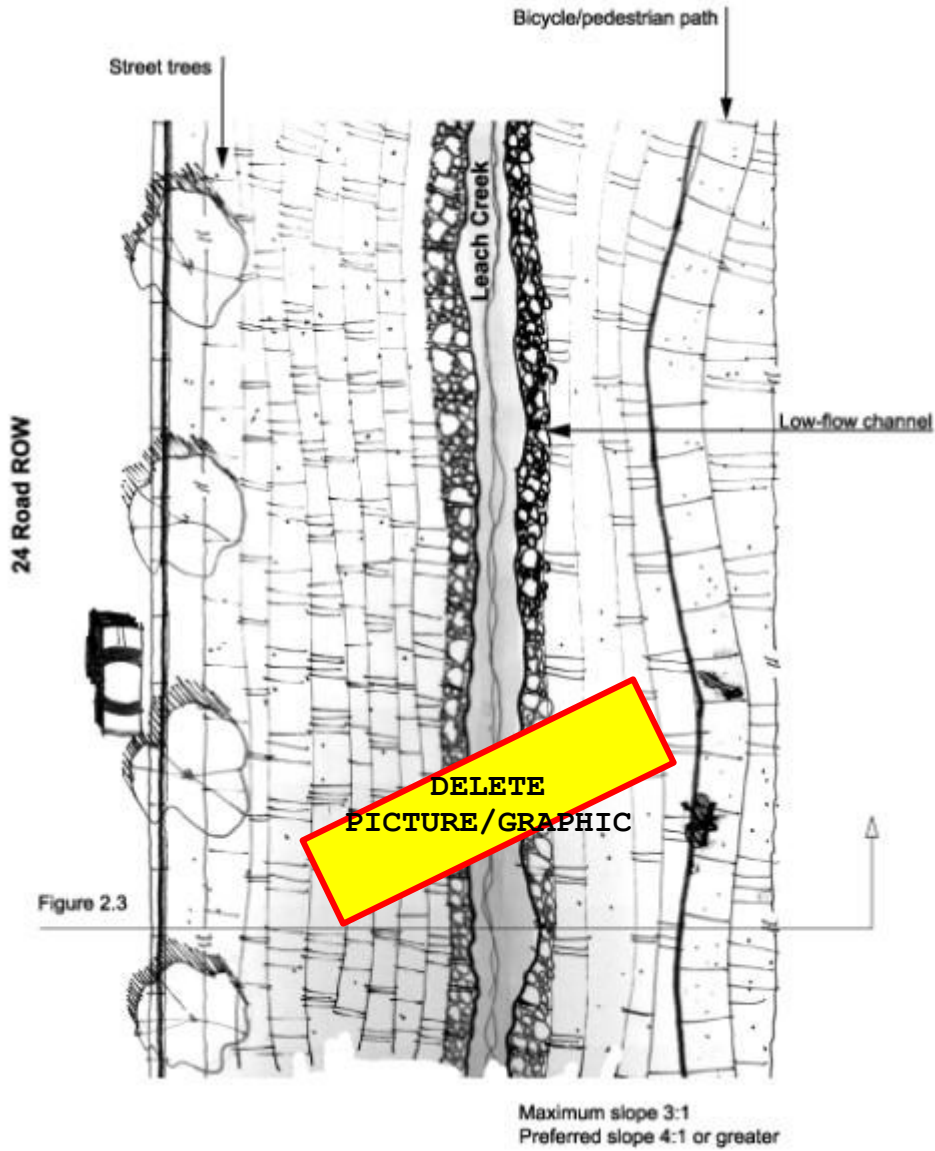


Figure 2.2: Natural Corridor Plan

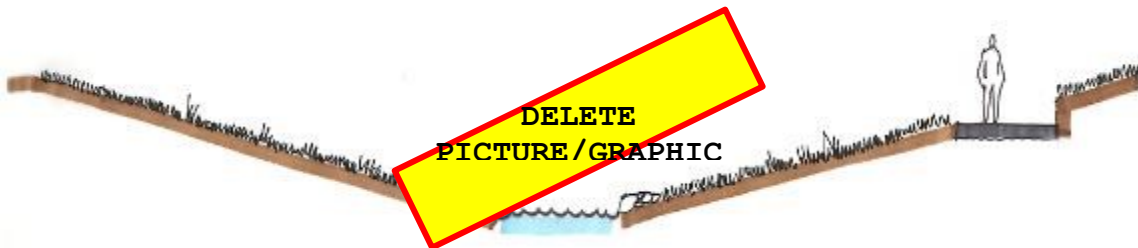


Figure 2.2 Natural Corridor Section



Existing Leach Creek drainage structure along 24 Road

25.08.040 Roadway system.

The roadway system envisioned for the 24 Road Corridor has been planned to provide for safe and efficient vehicular movement within the corridor as well as road connections to Interstate 70 and streets within Grand Junction.

A road network has been planned for the corridor, which includes local streets, collector streets, arterial streets and the regional interstate. Each of these types of roads has functional traffic access and other characteristics. The network establishes a logical system of streets that facilitates access and connectivity for all modes of transportation throughout the site. The network also provides a balanced system of through streets, transit corridors, sidewalks, and trails in the corridor. This is illustrated in Figure 2.4.

(a) Standards.

(1) Establish a clear hierarchy of streets within the corridor, including arterial streets, collector streets and local streets, based upon City of Grand Junction standards. Coordinate plans between private property owners to ensure connectivity between streets at the arterial and collector level. Establish appropriate capacity and access characteristics and intersection controls. Refer to Figure 2.4.

~~(i) 24 Road—interim improvements include a three-lane section with the potential to be expanded to a five-lane arterial section in the future. Access to individual sites along 24 Road shall be controlled to maintain traffic flow with the potential for traffic signals at major intersections with arterial and collector roads. Refer to Figures 2.5 and 2.6.~~

~~(ii) Patterson Road/F Road (east of 24 Road)—the existing improved five-lane segment shall be completed as an arterial with access control to sites, most of which are already developed. Refer to Figure 2.7.~~

~~(iii) Patterson Road/F Road (west of 24 Road)—to be developed similar to the segment to the east with a five-lane section (no median) collector/arterial. Refer to Figure 2.7.~~

~~(iv) G Road—to be developed in the future as a five-lane section (no median) collector/arterial. Refer to Figure 2.8.~~

~~(v) F 1/2 Road—to be developed as a three-lane collector section. Refer to Figure 2.7.~~

~~(vi) Collector streets—other collector streets shall be developed according to City standards. Refer to Figure 2.9.~~

~~(vii) Local streets—local streets shall be developed according to City standards. Refer to Figure 2.9.~~

~~(2) Provide a rational and identifiable roadway network to serve development in the corridor and to provide connections to the surrounding region. Extend the existing street and block patterns from surrounding neighborhoods into the 24 Road Corridor. Modifications and departures from the grid will be considered for necessary and logical reasons including parks, open space, and organizing features. In all cases, the block and street system shall be easily understood, walkable, and interconnected.~~

~~—Full access intersections shall be provided on arterial streets only at locations approved by the City of Grand Junction.~~

~~(3) Pedestrian walks shall provide direct connections within neighborhoods to the nearest transit facilities, reinforced by regular block patterns that give transit patrons the widest range of connections with different transit stops serving different lines.~~

~~(b) **Guidelines.**~~

~~(1) The purpose and hierarchy of streets is critical to the determination of which type of street is applied to a specific location. Street classifications should be made with regard for both transportation needs and its ability to serve proposed land use along the street.~~

- (2) Access to development sites should balance traffic flow with land development requirements.
- (3) Local streets may be used to define the boundaries of natural or developed open space.
- (4) In residential developments, alleys should be considered as a means of concealing parking and service areas, for locating utilities, and for minimizing curb cuts on the major streets.

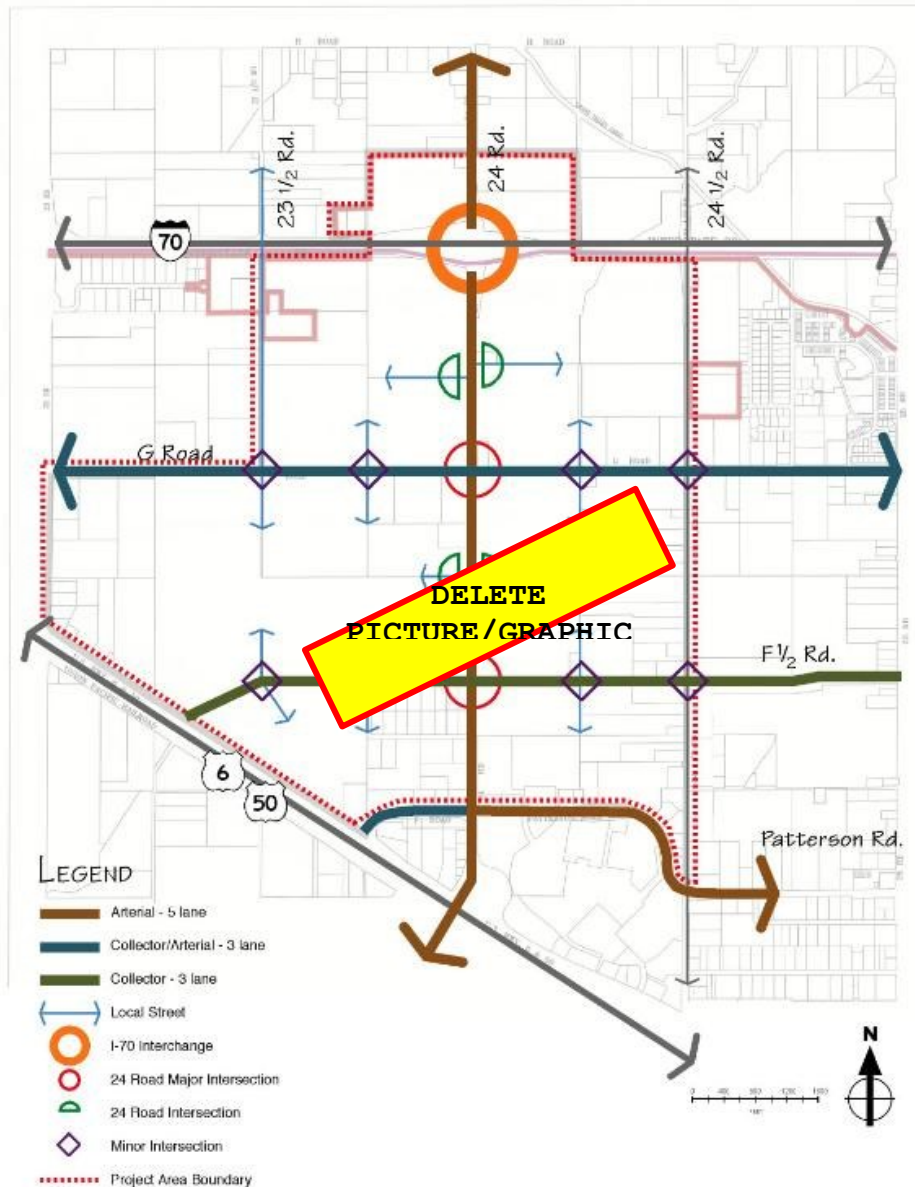


Figure 2.4: Roadway System

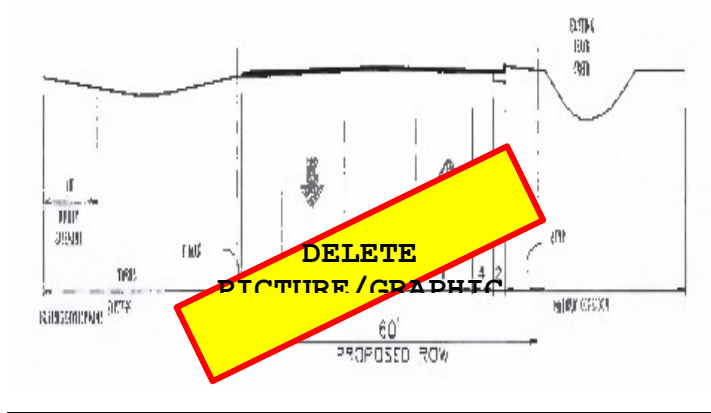
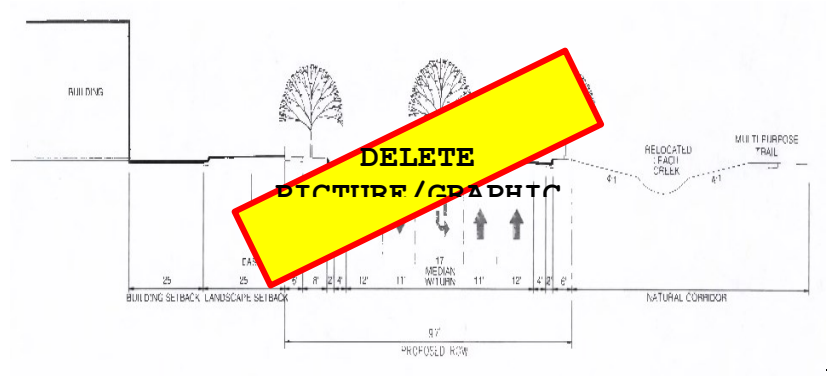
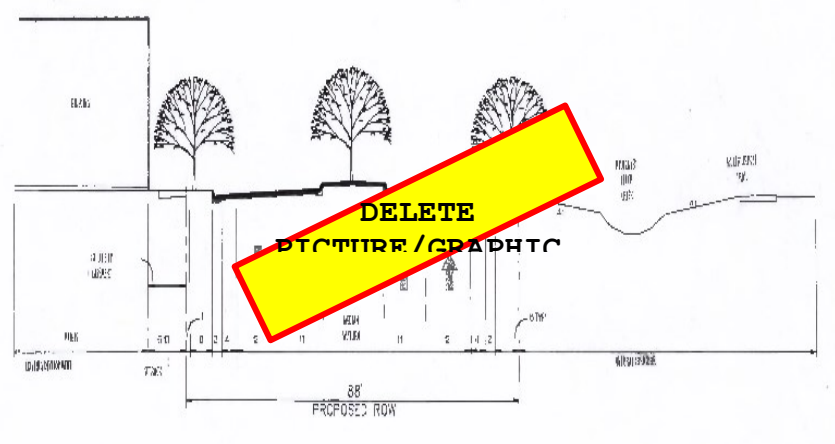


Figure 2.6: 24 Road Typical Sections



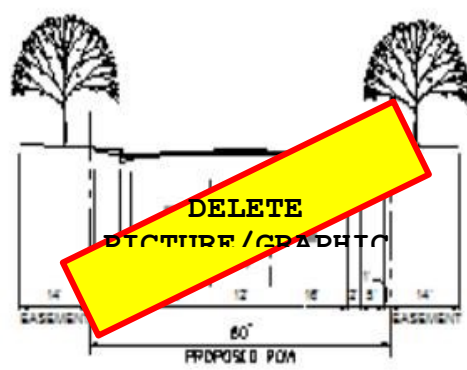
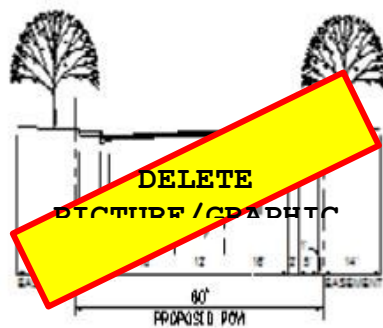
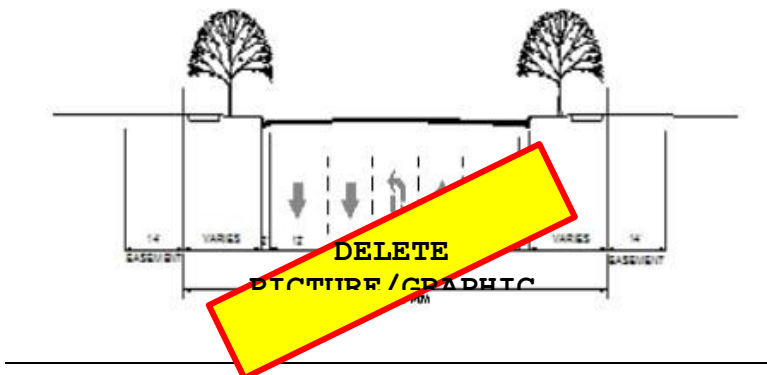
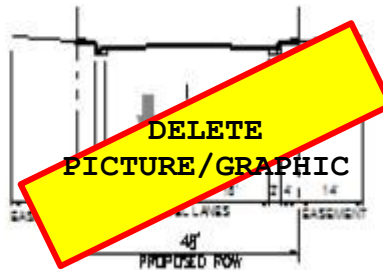
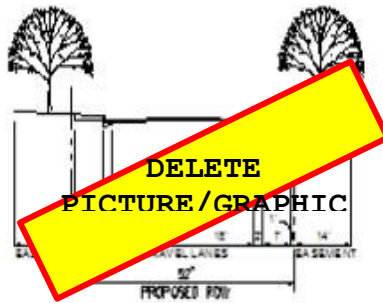
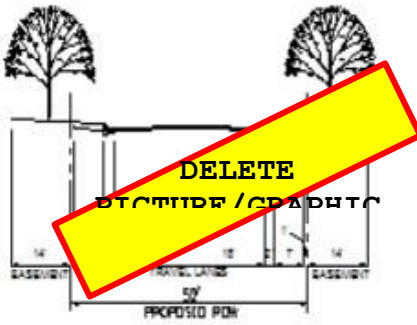


Figure 2.8: G Road Typical Section



25.08.050 Streetscape.

The streetscape includes the treatment of trees, pedestrian elements, lighting, signs and other landscaping improvements that are located within or near the road right of way. The streetscape is an important feature of both the road and open space systems of the corridor because it contributes to the visual image and sense of quality of the “public realm,” provides vegetation and associated environmental

benefits and helps to screen and soften the visual impact of structures and parking areas. Standard streetscape treatments are illustrated in Figures 2.5 through 2.9.

(a) **Standards.** Develop streetscape treatments for different categories of streets within the corridor to include the following:

- (1) ~~24 Road. The ultimate five-lane section of this street shall be completed with a landscaped median, landscaped right-of-way on the west and east (including transitions to the Leach Creek natural corridor), street lighting and detached sidewalk on the west side. No sidewalk is planned for the east side because a multi-use trail is planned for the Leach Creek natural corridor. The interim three-lane section will have minimal landscaping and no sidewalks.~~
- (2) ~~Patterson Road/F Road (East of 24 Road). The existing improved segment shall be completed with right-of-way landscaping, street lighting and detached sidewalks.~~
- (3) ~~Patterson Road/F Road (West of 24 Road). Future improvements shall include right-of-way landscaping, street lighting and detached sidewalks.~~
- (4) ~~G Road. Future improvements shall include right-of-way landscaping, street lighting and detached (drawing shows attached) sidewalks.~~
- (5) ~~F 1/2 Road. Future improvements shall include right-of-way landscaping, street lighting and (drawing shows attached) sidewalks.~~
- (6) ~~Collector Streets. Other collector streets shall include right-of-way landscaping, street lighting and attached sidewalks.~~
- (7) ~~Local Streets. Local streets shall include right-of-way landscaping, street lighting and attached sidewalks.~~

(b) **Guidelines.**

- (1) ~~In the development of streetscape treatments, recognize that existing development sites (such as northwest of the 24 Road and Patterson/F Road intersection) may be more constrained than greenfield development sites, and hence may require nonstandard solutions (such as attached sidewalks instead of detached sidewalks, and smaller parking and building setbacks).~~

25.08.060 Key gateways, intersections and entries.

Important intersections in the roadway network offer opportunities to develop a unique landscape theme and identity for the corridor. These intersections vary in scale and include the north and south “gateways” (near Mesa Mall and Interstate 70), along 24 Road intersections at Patterson/F Road, F 1/2 Road and G Road, intersections of collector and local streets and driveways to important sites (such as entrances into larger developments and Canyon View Park, for example). Each of these should be developed according

to general concepts and criteria that are appropriate to their scale, function and importance. Concepts for key intersections are illustrated in Figure 2.10.

~~(a) **Standards.**~~

~~(1) Create gateways at the north and south end of the 24 Road Corridor that will visually identify the entries into Grand Junction (and specifically the 24 Road Corridor) by creating a “sense of arrival” (fountains, public art, paving patterns, landscaping, etc.), and to help promote the area to potential developers and tenants.~~

~~(2) Reinforce the “civic presence” of these gateways through special land treatment and other amenities, taking advantage of existing amenities such as Canyon View Park. Consider all four quadrants of the Interstate 70 interchange.~~

~~(3) Incorporate public art as appropriate into the design of gateways, key intersections and entries. Public art should generally constitute one percent of the cost of the project.~~



Gateway signage at the freeway interchange identifies the local community

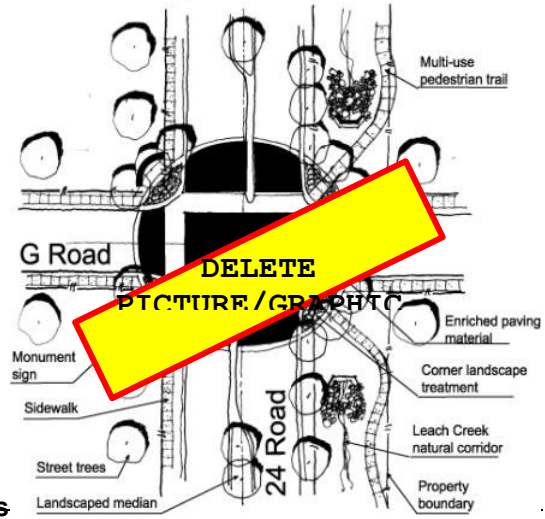
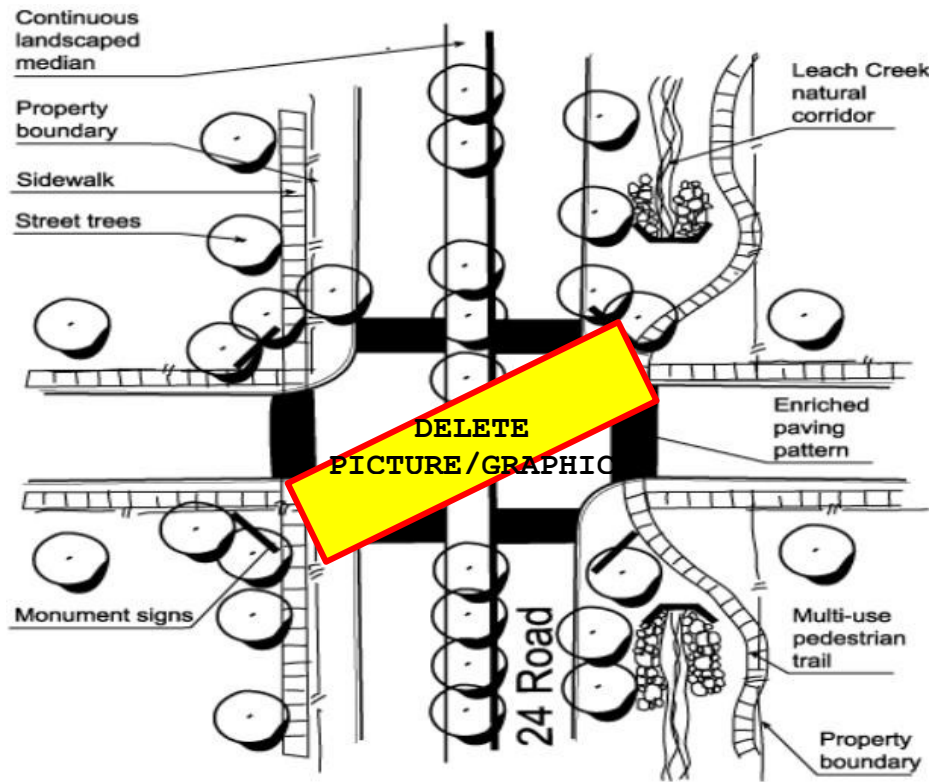
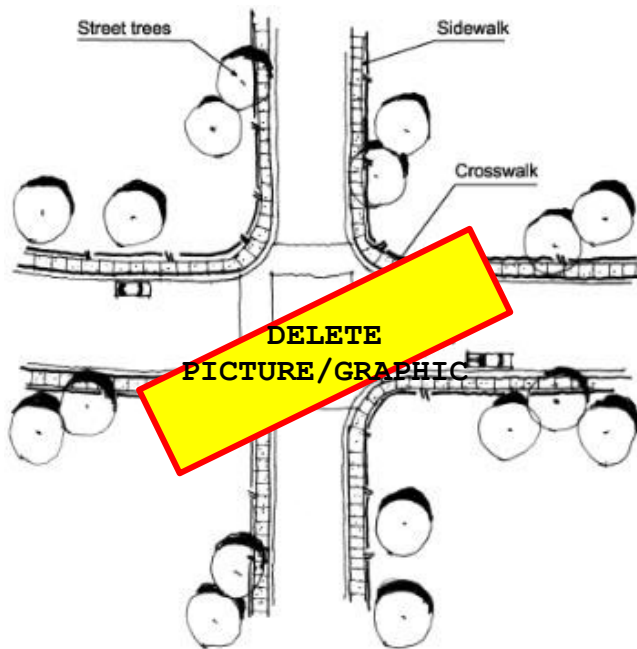


Figure 2.10: Typical Intersection Sketches





Enriched paving at crosswalks identifies pedestrian crossing



25.08.070 View sheds.

(a) Preserving views along the 24 Road Corridor is important to maintaining the special identity of the area and creating a "sense of place." Currently, there are abundant and spectacular views of the Book Cliffs, Colorado Monument and Grand Mesa. The purpose of the view sheds standards is to preserve views of important natural features that are currently visible along the 24 Road Corridor, wherever feasible and desirable. Additional objectives include:

- (1) Maintain views into and from the natural open space corridor.

~~(2) Preserve views to surrounding significant natural features currently visible from 24 Road (including the Book Cliffs, Colorado Monument and Grand Mesa).~~

~~(b) **Standards.**~~

~~(1) Utilize supplemental building and parking setbacks along 24 Road and other key road corridors, to create additional open space in the front of buildings that will provide a view corridor. These setbacks are described in Chapter 25.12 GJMC, Site Development.~~

~~(2) Investigate the potential to develop a specific view shed requirement through zoning.~~

~~(c) **Guidelines.**~~

~~(1) Consider building height restrictions or build to lines.~~

~~(2) Plant trees in clusters to frame views or create “glimpses” of natural features.~~

Chapter ~~25.12~~ 25.02

SITE DEVELOPMENT

Sections:

~~25.12.010~~ 25.02.010 Purpose-Introduction.

~~25.12.020~~ Purpose.

~~25.12.030~~ Standards.

~~25.12.040~~ Guidelines.

25.02.020 Community Framework

~~25.12.050~~ 25.02.030 On-site open space.

~~25.12.060~~ 25.02.040 Organizing features.

~~25.12.070~~ Transitions and interconnections.

~~25.12.080~~ 25.02.050 Site grading and drainage.

~~25.12.090~~ 25.02.060 Building and parking setbacks.

~~25.12.100~~ 25.02.070 Building location and orientation.

~~25.12.110~~ 25.02.080 Parking, access, and circulation.

~~25.12.120~~ Multi-unit residential parking areas.

~~25.12.130~~ 25.02.090 Auto-oriented uses.

~~25.12.140~~ 25.02.100 Pedestrian and bicycle circulation.

~~25.12.150~~ 25.02.110 Sidewalks.

~~25.12.160~~ 25.02.120 Bicycle circulation.

25.12.010 25.02.010 PurposeIntroduction.

The location and design of buildings and site improvements are key to establishing the overall character and function of the 24 Road Corridor. Important site development considerations include large area development planning and coordination, the placement of buildings on the lot, relative amounts of area

devoted to open space, buildings and parking areas, and vehicular and pedestrian circulation. Prototypical site layouts for different types of development anticipated in the corridor are presented in Figures 3.1 through 3.4.

25.12.020 Purpose.

~~Because of the pattern of ownership of~~ With large undeveloped land parcels such as those in the 24 Road Corridor, ~~there are several opportunities~~ is an opportunity to take ~~implement~~ a “big picture” vision for the development of these large areas. ~~The intent of this section~~ vision for the Corridor is to increase pedestrian movement and ~~encourage the creation of a development pattern of smaller lots and blocks that encourage a mixture of development types and increase pedestrian movement.~~ The planning for these large areas should encourage mixed uses, including a mix of ~~integrating~~ housing products, commercial uses, neighborhood centers, shared parking opportunities, and ~~the integration of different other appropriate~~ land uses within neighborhoods and within buildings.

~~Lots and blocks are the fundamental “building blocks” of the 24 Road Corridor subarea pattern. During the development process, the large area planning is the time to establish~~ in a flexible pattern of lots and blocks throughout the corridor that extends the scale of the existing development pattern in Grand Junction. The lots and blocks will to allow site planning flexibility and consistency of development patterns.

25.12.030 Standards.

- ~~(a) Block dimensions and proportions shall facilitate subdivision into lots that are generally regular in size and shape and avoid leftover parcels that are difficult to develop.~~
- ~~(b) All lots shall have frontage that is adjacent to a street. Street frontage shall typically not be less than 25 percent of the lot depth. Flag lots are strongly discouraged.~~
- ~~(c) Lots shall be designed to minimize conflicts between automobiles, trucks, bikes, and pedestrians, as well as to create an organized system of entrances, driveways, parking lots, and delivery areas.~~
- ~~(d) Neighborhood retail and service uses, and horizontally and vertically mixed uses shall be designed as part of an overall site plan that achieves an organized, walkable commercial area when completed.~~

25.12.040 Guidelines.

- ~~(a) Sites and buildings should be designed to provide edges or enclosure to streets and open space, to create linkages and gateways, as well as framing or terminating views.~~
- ~~(b) Consideration should be given to the opportunity for adjoining sites and buildings to share access, amenities, and relationships of form that will create a stronger overall identity.~~

~~(c) Large retail development should be organized in support of surrounding development in serving area housing, retailing and services, employment, and neighborhood public places.~~

~~(d) Blocks should range in dimension from 250 to 450 feet on any side, for a maximum of five acres.~~

25.02.020 Community Framework

The overall planning concept for the 24 Road Corridor includes a community framework (Figure 2.1) that provides a distinctive image and organizing element for public and private development. The community framework includes public streets, parks, open spaces, natural drainages and future stormwater management facilities that serve and connect part or all of the corridor.

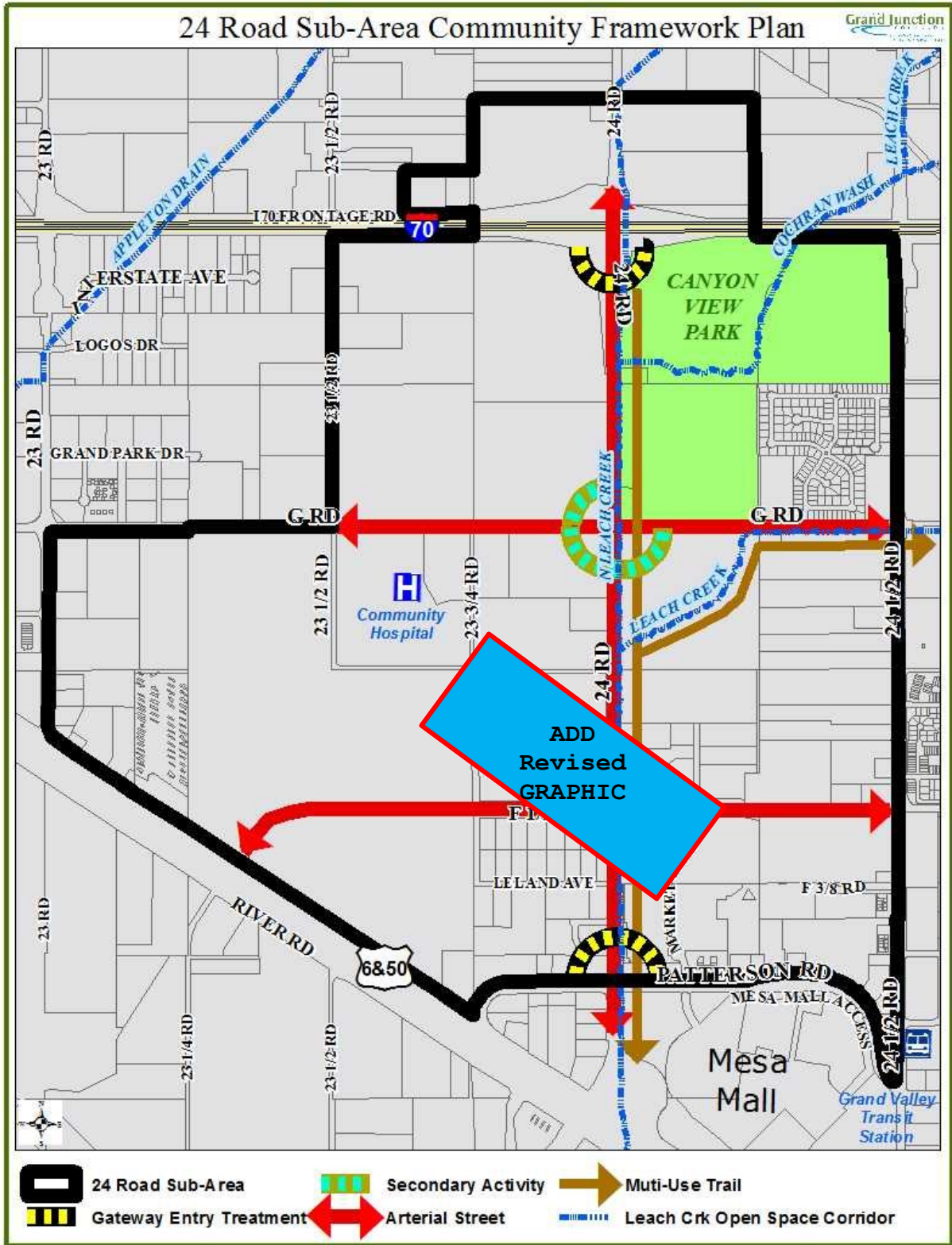


Figure 2.1: Community Framework Plan

~~25.12.050~~ 25.02.030 On-site open space.

On-site open space ~~may be related to~~ could be provided within areas that are also set aside for stormwater drainage, landscaped setbacks and other ~~privately owned~~ landscape areas associated with on-site buffer landscaping and amenities. Open space shall be provided on-site so as to implement and comply with the following: ~~Residential development is also required to provide open space dedications or fees in lieu of dedications for the purchase of open space.~~

~~(a)~~ **Standards.**

~~(a)~~(1) Utilize well-defined natural and developed open spaces as features to serve as the focus of block, lot, and circulation patterns.

~~(b)~~(2) Supplement public open space such as parks and drainage corridors with privately developed open space that helps complete linkages and organize development. (Refer to open space requirements of zoning and development code.)

~~(c)~~(3) Open space, such as Leach Creek and developed parks and plazas, shall be used as a positive planning tool to organize and focus lot, block, and circulation patterns. Public access shall be provided to all public open space, natural and developed, directly from the public street/sidewalk system or through a public facility. Natural open space corridors and naturalized drainage ways (with trails) shall be publicly accessible at not less than 800-foot intervals.

~~(b)~~ **Guidelines.**

~~(1)~~ Open space should be used to enhance the value and amenity of surrounding development. ~~Left over, inaccessible, or nonusable open space should be avoided to the greatest degree practicable.~~

~~(2)~~ Street, block, lot, and building patterns should respond to views, landscape, and recreational opportunities provided by proximity to natural open space.

~~(3)~~ Developed, public, and common area private open spaces should be embedded into lot and block patterns and may be of a wide variety of sizes including small "pocket" parks and plazas. Lot and building frontages on public and private common areas are strongly encouraged. ~~As long as street frontage and access is maintained, rear yards facing open spaces are strongly discouraged.~~

~~(d)~~(4) Buildings with frontage on open space ~~should~~ shall provide windows, doors, plazas, or other amenities ~~and so forth to~~ that encourage pedestrian activity and provide ~~informal over sights of views onto and/or are oriented toward~~ the open space. ~~Mountain views along street corridors and from other public open space should be enhanced through careful consideration of building and landscape locations,~~

massing, orientation, and height.



Example of ~~Private~~ development oriented to open space



Examples of privately ~~Privately~~ developed and publicly developed open space amenities

25.12.060 25.02.040 Organizing features.

(a) Purpose. An organizing feature is a public open space around which development is focused.

Organizing features shall can be included in large area planning to utilize natural open space, creeks, formal public spaces, streets, parks, and parkways to organize and coordinate development patterns.

They may qualify as required open space dedications and may be utilized to justify variation of required

street alignments. Organizing features should reinforce the pattern and orientation of streets and buildings through orderly arrangements of landscaping, pedestrian circulation and amenities, such as might be typical of a town square or campus quadrangle. Prominent amenities could be developed within open space to link building groups.



Organizing features provide a focus for development

(a) **(b) Standards.**

- (1) At least one central feature or gathering place shall be located within a geographically distinct neighborhood, e.g., a convenient outdoor open space or plaza with amenities such as benches, monuments, kiosks, or public art. These places may be located on “civic blocks,” and may include buildings such as libraries, government offices, or public meeting places.
- (2) Buildings shall not orient rear, blank, or service dominated facades toward an organizing feature and shall include an entry that is visible, convenient to use, and connected to a public sidewalk by a direct route. Facades facing an organizing feature shall be of at least comparable architectural quality to other primary building facades.
- (3) Parking lots and parking spaces shall not be permitted within organizing features.

(4) Multi-building developments shall use an organizing feature to create an internal campus-like arrangement of buildings and open space; provided, that the organizing feature is bounded along at least one side by a public street.

(5) Organizing features shall utilize natural open space, creeks, formal public spaces, streets, parks, and parkways, where such are available on or adjacent to the site, to organize and coordinate development patterns.

~~(b) Guidelines.~~

~~(1) Organizing features may be used as a focus for related or complementary developments, particularly uses that include pedestrian activities. Organizing features may provide a transition area between diverse uses to provide both buffering and connection.~~

~~(2) The City should consider the variation of planned collector street alignments in order to accommodate building groups organized around developed open space features.~~

~~(3) An organizing feature should be publicly accessible and designed to organize the placement of buildings to create a sense of place, character, or identity within a neighborhood or district.~~



Water features invite interaction



Fountain as an organizing feature

25.12.070 Transitions and interconnections.

~~(a) Purpose. Transitions and interconnections can create neighborhoods among different land uses on adjacent parcels. The transitions and interconnections can be natural or manmade features, such as open spaces, drainage corridors, streets, sidewalks, and/or trails.~~

~~(b) Standards.~~

~~(1) Significant shifts in the scale of development, such as lot size and building size, shall occur across rear lot lines, alleys, open space or arterial streets. In order to promote consistent street character and scale, developments of significantly different scale shall not face each other~~

across a local street. This is not intended to discourage compatible uses of differing scales, such as retail and office, from locating together, nor is it intended to prevent small scale, neighborhood-serving retail uses from integrating into residential areas.

(2) Transitions between differing uses and scales of development shall allow for interconnections at a logical scale. Transitions shall not be defined with privacy walls or fences.

(3) Where incompatible scale or activities cannot be mitigated through adequate transition, buffering and screening shall be required. Buffering (horizontal) and screening (vertical) strategies shall consider building and parking placement, building orientation, walls, fences, and landscaping.

(4) Residential development within a commercial mixed use project shall provide all necessary buffering and screening from other allowed uses within that district to ensure satisfactory maintenance and permanence.



Retail establishment adjacent to residential building

(c) **Guidelines.**

(1) Compatible scale should be considered in terms of lot size, building dimensions, building placement, and orientation. Where practicable, similar sized lots or buildings should face each

other across local streets, but not to the detriment of achieving an appropriate mix of uses at edges of neighborhoods. Transitions of development scale are best accomplished laterally across side streets, side and rear lot lines, and across collector or arterial streets or natural features.

(2) New development should relate to other existing or proposed development on adjoining top properties to maximize useful interconnections and shared efficiencies.

(3) Important views and vistas, both natural and manmade, should be used as opportunities to create edges or to align public spaces and corridors to enhance the quality of the public experience. Views along public rights of way and public open spaces are of major importance. (Refer to GJMC [25.08.070](#) for additional information about view sheds.)

(4) Where development is phased, early phases should establish the long-term image of the project and its relationship to the streets, open space, and adjoining development.

(5) Gated communities are discouraged.



Mixed use development incorporating multifamily housing and grocery store

25.12.080 25.02.050 Site grading and drainage.

~~(a) **Purpose.** The site grading and drainage standards and guidelines ensure that development fits within existing topography, reinforces the community open space framework, and effectively diverts and retains stormwater. In addition to other site grading and drainage requirements of the Municipal Code, the following standards shall apply in the 24 Road Corridor:~~

~~(1) Encourage site grading that reflects the gentle topography of the existing landscape—rather than abrupt changes in slope or extreme.~~

~~(2) Establish an overall stormwater management plan for the planning subarea and/or drainage basin (this plan should encourage regional detention solutions).~~

~~(3) Utilize stormwater detention and conveyance facilities as part of the open space system.~~

~~(4) Provide for smooth grading transitions between adjacent development lots.~~

~~(b) **Standards.**~~

~~(a) (4) Unless precluded by soil conditions, graded slopes shall not be steeper than 3:1 slope. Where space limitations demand, terracing with retaining walls is the preferred solution.~~

~~(2) Water quality “best management practices (BMPs)” shall be employed for all stormwater drainage facilities.~~

~~(3) Within development sites, concentrated drainage across walkways and other pedestrian areas is not permitted. Drainage across driveway entries is prohibited.~~

~~(b) (4) All open space drainage facilities shall be landscaped with a natural “naturalized” treatment (for example, similar to the treatment recommended for the Leach Creek corridor). Existing riparian areas and drainages, such as Leach Creek and its tributaries, shall be developed and maintained as natural open space corridors that provide surface drainage and developed pedestrian trails. The treatment of surface drainages shall be an open channel with gently sloping sides and naturalized landscape, except for the west bank of Leach Creek which is constrained by the 24 Road improvements. (See Figures 2.2 & 2.3.)~~

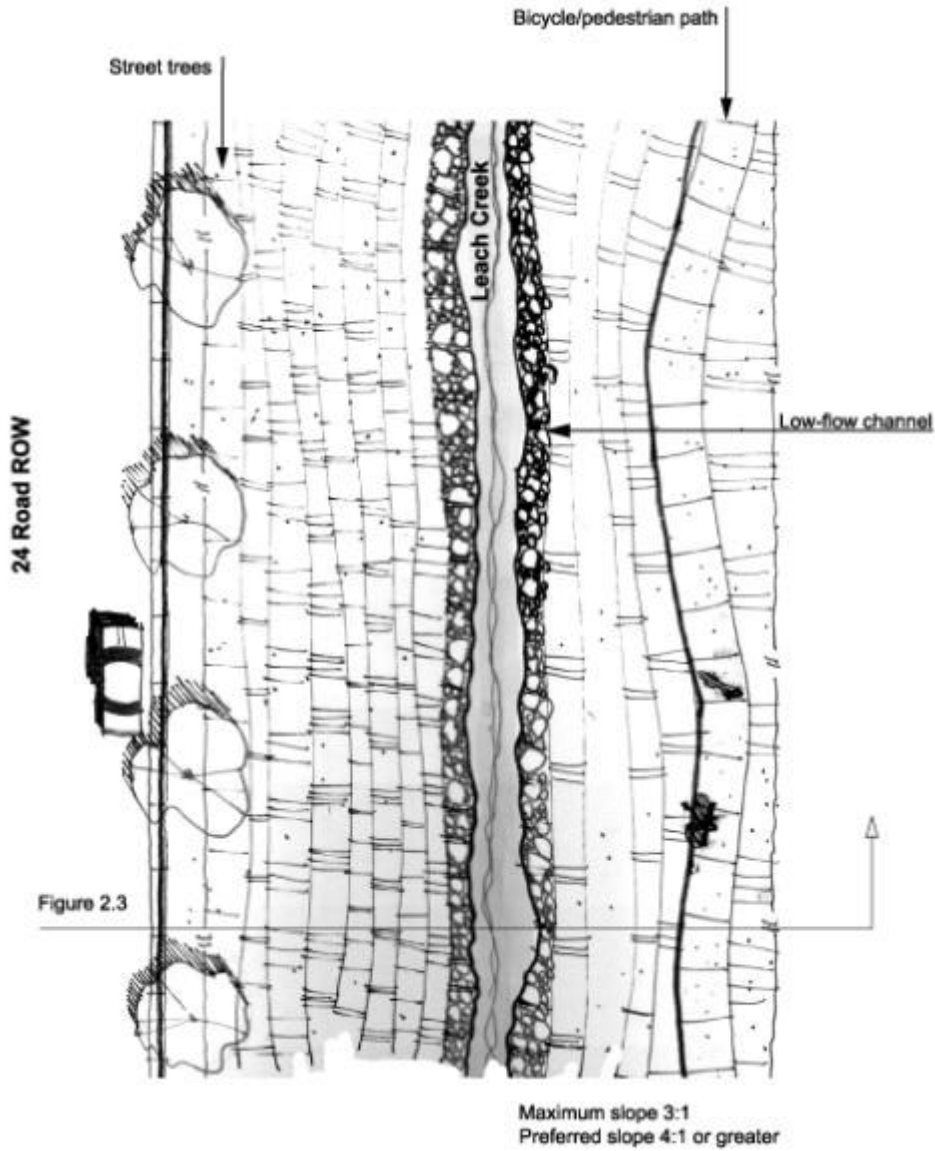


Figure 2.2: Natural Corridor Plan



Figure 2.3: Natural Corridor Section

(5) Provide open space for residential sites in accordance with City of Grand Junction requirements. Locate this open space in a manner that it is usable for the project and connects with the off-site open space system.

(6) Open space for nonresidential sites is primarily for visual purposes, to provide screening and to reduce the impact of large parking areas.

(7) Drainage to adjacent sites should be limited to historic flows.

(c) **Guideline.**

(1) Wherever possible, combine drainage facilities with common open space to achieve aesthetic and functional facilities that maximize use of resources, land and which provide benefits to residents, employees and other users.



Open space incorporates drainage facility and amenities



Buildings at the edges of project site with pedestrian connections through parking areas

~~25.12.090~~ 25.02.060 Building and parking setbacks.

~~(a) **Purpose.** The building and parking setback standards and guidelines are intended to establish a coordinated streetscape image, and provide sufficient space between buildings, roads and parking areas for adequate light, and privacy, views, and to provide sufficient space between roads, buildings and parking areas for privacy, sound control and landscaping.~~

~~—The City should establish setbacks to achieve the following objectives:~~

- ~~(1) Provide an additional landscaped area on the lot perimeter that supplements minimal City requirements.~~
- ~~(2) Preserve views from 24 Road and other road corridors.~~
- ~~(3) Encourage the “village concept” in new development, such as minimizing dependence on the private automobile, and encouraging pedestrian activity and use of alternative modes.~~

~~(b) **Standards.**~~

~~(1) Minimum building and landscape setbacks according to zoning districts are provided in the zoning and development code.~~

~~(2) In order to establish additional open space and maintain views, establish supplemental building and parking setbacks and parking setbacks along key road corridors. These are shall be provided as specified in Table 3.1.~~

Table 3.1: Supplemental Building and Parking Setbacks

Frontage	Building Setback	Parking Setback
24 Road – west ROW	50'	25'
24 Road – east ROW	35' from edge of Leach Creek corridor	10' from edge of Leach Creek corridor
Patterson Road (F Road)	Per zoning	10'
F 1/2 Road	Per zoning	10'
G Road	Per zoning	10'

Notes:

(a) Width of Leach Creek drainage corridor to be determined and will include multi-use trail. (See Figure 2.3.)

(b) All measurements are from the right-of-way.

~~(3) Driveway setbacks from adjacent property lines, other than along street frontages, shall be a minimum of 10 feet, except where access driveways are shared by adjacent owners and must comply with City standards.~~

~~(4) To establish an open landscape area at key intersection corners, no building or parking lot shall be located less than 35 feet from the intersection of the right-of-way of two public streets (arterial, collector and local).~~

~~(5) All areas within the parking setbacks, and the building setback if there is not an intervening parking lot, shall be landscaped and irrigated.~~

~~(6) No side or rear parking setback is required between adjoining industrial uses; provided, that the subject area is not visible from any public street, nonindustrial land use or common open space. Other parking setbacks are in accordance with zoning and development code~~

regulations.



Coordinated landscaping in the building setback complements ROW landscaping

25.12.100 25.02.070 Building location and orientation.

(a) ~~Purpose.~~ The purpose of the building location and orientation standards and guidelines is to To encourage the development orientation of buildings that provide orientation and access toward the street, ~~reinforcing~~ reinforce the character and quality of public streets and sidewalks, ~~maximize useful interconnections,~~ and enhance the appearance of the properties from the street, the following standards shall apply:

(b) ~~Standards.~~

(1a) No development shall be permitted to place or orient buildings, parking, circulation, or service facilities on a lot in such a way as to treat primary street frontage(s) as a rear lot line. "Rear" shall be defined to mean a portion of the property lacking public access and containing a predominance of service functions and/or service facilities that significantly diminish the architectural or landscape quality of the development.

(2b) All sides of a building frontages that are visible from a street, residential area, public park or organizing feature shall have the equivalent architectural treatment of the primary building façade, ~~and completely screen all service and loading facilities.~~

(c) All service and loading facilities that are visible from a street, residential area, public park or organizing feature shall be completely screened from view.

(3d) Nonresidential uses located in the same block with residential uses shall be located on higher traffic streets and at the periphery or the end of each block having both uses and be effectively screened of light, noise, and pollution from service area or other incompatible activities.

(4e) Large retail buildings (over 20,000 gross square feet) shall be located to minimize the impact of windowless walls and service areas on public streets. On sites that include large retail buildings, smaller buildings in-line or on pads shall be located to form edges that frame and reinforce the space and appearance of public streets. Pad buildings shall locate at least one facade including windows and similar architectural features within 35 feet of the public right-of-way. Pad buildings shall be located at site corners and entries.

(5f) All sites ~~abutting~~ ~~adjoining~~ Road 24 Road shall treat Road 24 Road as a primary frontage orientation with regard to the quality and orientation of buildings, site design, ~~architecture~~ architectural features, and parking area design. This shall be in addition to any other required access and orientation. Primary frontage is intended to include landscape and building design that conveys the project identity and character and is of equal or superior quality to any other frontage of the project. No truck docks or service areas shall be permitted to face 24 Road.

~~(c) **Guidelines.**~~

~~(1) Site planning should relate as much as possible to the existing or proposed development on adjoining properties, maximize useful interconnections, and enhance the appearance of the properties from the street.~~

~~(2) Buildings should be located as close to the street as possible, after setback and/or build to zone requirements have been fulfilled.~~

~~(3) Smaller in-line tenant spaces may be "saddle bagged" onto the outside of large retail buildings to relieve large blank facades and provide activity fronting streets or parking areas.~~

~~(4) The front setback of commercial uses on collector or local streets may be paved as an extension of the pedestrian zone with decorative paving and street trees in grates. Primary building entry should be located directly accessible and adjacent to the public sidewalk.~~

~~(5) I-70 frontage and U.S. 6 and 50 frontage is of secondary importance to 24 Road frontage.~~

25.12.110 25.02.080 Parking, access, and circulation.

~~(a) **Purpose.** The purpose of the vehicular circulation and parking standards and guidelines is to In order to provide for safe and convenient movement of pedestrians and motor vehicles, limit vehicular/pedestrian conflicts, reduce paved areas, provide screening for paved areas and soften the visual impact of parking lots by providing interior planting, breaking up large lots into smaller increments the following standards shall apply:~~

~~—Comprehensive, multi-site parking strategies should minimize redundant access and maximize open space and landscaping as well as convenient auto and pedestrian circulation within and between sites.~~

The standards and guidelines will contribute to the creation of a clearly organized system of entrances, driveways, parking areas, and pedestrian circulation.



Sidewalks and landscaping break up and soften the visual impact of large parking lots into smaller increments

(b) Standards.

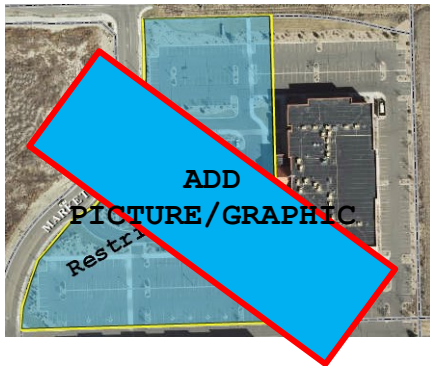
~~(1) Contiguous developments shall coordinate circulation to minimize curb cuts. Access for each lot will be reviewed with the project's overall traffic circulation and capacity needs, and located according to City of Grand Junction standards. Direct driveway access to arterials, streets, and parkways shall minimize the number of driveways per block frontage.~~

~~(2) Shared parking and circulation is encouraged wherever practicable.~~

~~(a) (3) No more than two double-loaded bays of parking, with a maximum length of 125 feet, shall be allowed in front of buildings smaller than in neighborhood retail (i.e., consumer retail and service, small scale uses less than 20,000 square feet in size). The maximum allowable length of the parking area in front of retail buildings is 125 feet.~~

~~(b) (4) For retail buildings larger than 20,000 to 30,000 square feet in size, no more than 50 percent of the total surface parking area shall be located in the restricted area between buildings~~

~~and arterial streets the street and a building in the restricted area. For retail buildings larger than 30,000 square feet, no more than 60 percent of the total surface parking area shall be located in the restricted area. the allowed parking in the restricted area may be enlarged to 60 percent. The restricted area is defined by that area located between the front facade of the principal structure and the primary abutting street. The restricted area shall be determined by drawing a line from the front corners of the building to the nearest property line as shown in the example. lines extending toward the street at 45 degrees outward from the center of the building.~~



Example of Restricted Area

~~(5) Vehicle access and circulation into retail sites shall be provided at each adjoining cross street, unless traffic safety precludes access. No perimeter of a retail site shall exceed 600 feet in length without vehicle access, except along arterials.~~

~~(6) All parking lots shall have an identifiable internal circulation pattern. Vehicle circulation on-site shall be clearly organized to facilitate movement into and throughout parking areas. Parking drive lanes and intersections shall align wherever practicable. On-site intersections shall be located to preclude stacking of vehicles across intersections and onto public streets.~~

~~(c) (7) No truck parking or docks are permitted. Service entrances, service yards and loading areas shall not be located on a side of any building that faces facing 24 Road, any arterial street, I-70, or residential uses.~~

~~(8) Access drives for nonresidential and large scale multifamily uses shall be coordinated with other access drives. Access drives across from other existing or planned drives shall meet City standards.~~

~~(9) Minimum parking quantities and stall dimensions shall be in accordance with applicable City of Grand Junction standards.~~

~~(d) (10) Developments bounded by undeveloped parcels shall consider potential opportunities for future auto, pedestrian, and bicycle connections to adjoining sites shall be considered in all site design. Such connections shall be provided where reasonably practicable.~~

(11) Sites requiring large areas of surface parking shall attempt to distribute parking into smaller areas broken up by intervening areas of landscaping, open space and buildings wherever possible, rather than aggregating parking into continuous street-facing strips.



Examples of pedestrian circulation systems within parking lots

(c) Guidelines.

(1) Driveway and curb cut widths should be minimized at the sidewalk to reduce their impact on the location of street trees and maximize the continuity of the tree lawn.

(2) Parking directly adjacent to buildings should be avoided wherever possible. A minimum setback of 15 feet shall be reserved for pedestrian circulation and landscaping between building and parking areas except for drop-off and loading zones. This distance may be reduced to 10 feet in the industrial areas and may not require landscaping, depending on its proximity to streets and common open space.

(3) Driving lanes should not be provided between the building and adjacent public streets, sidewalks, or amenity zones. Off-street parking for small retail uses is strongly encouraged to be located behind the structure.

(4) Parking and vehicular circulation between the street and building should be limited where possible. Shared parking and circulation is encouraged wherever practicable. Auto-oriented and drive-through uses, where permitted, should locate drive-through lanes away from street frontage. Automobile gasoline service stations should orient parking, car wash, and service bays away from view of arterial streets.

(5) Wherever possible, office parking for employees should be located behind the building, with visitor parking between the building and the street.

25.12.120 Multi-unit residential parking areas.

~~(a) **Purpose.** The purpose of these standards and guidelines is to establish residential streets and their associated open space as positive, useable features around which to organize the location and orientation of buildings in a manner that promotes a sense of security and community.~~

~~(b) **Standards.**~~

~~(1) No more than one double-loaded bay of parking shall be permitted between the street and the building's street-oriented frontage.~~

~~(2) Parking lots, garages, carports, and building service areas shall be located so that their presence and access requirements minimize disruptions to adjoining public streets, sidewalks, and open space.~~

~~(3) Carports serving more than two vehicles shall not be permitted to be accessed directly from the street and shall use buildings or landscaping to screen parked cars from the view of public streets and open space. Carports are not allowed within the front setback area.~~

~~(c) **Guideline.**~~

~~(1) Back-out parking spaces into the major circulation system of development larger than 100 dwelling units are discouraged.~~



New multifamily housing with garages in alley



Sidewalk and landscaping buffer pedestrians from traffic on arterial streets

25.12.130 25.02.090 Auto-oriented uses.

~~(a) **Purpose.** The purpose of the auto-oriented uses standards and guidelines is to To minimize impacts of auto circulation, queuing, drive-up facilities (including speaker systems and similar activities) and to promote on-street-oriented building design, and pedestrian amenities, and orientation. the following standards shall apply:~~

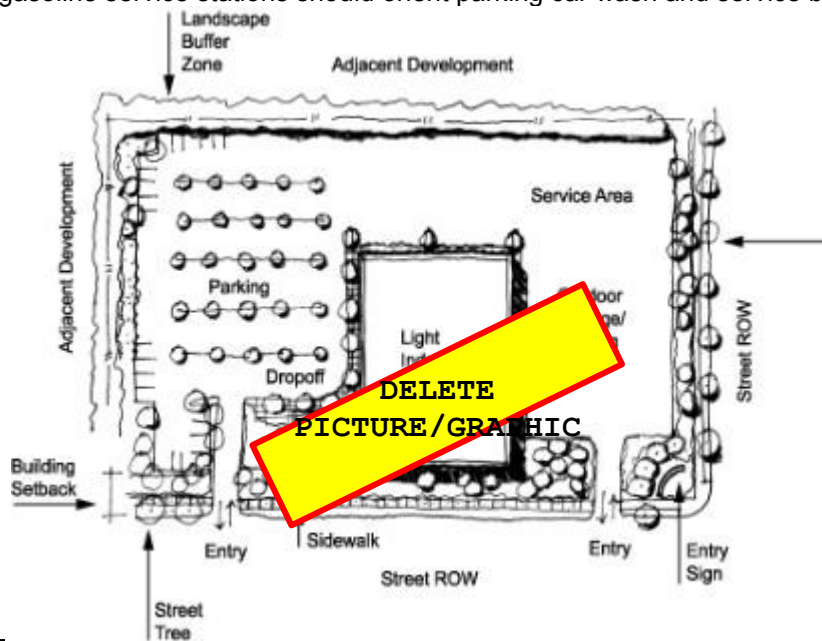
~~(b) **Standards.**~~

(a)(1) ~~Auto-oriented and drive-through uses, where permitted, shall locate drive-through lanes away from street frontage. Drive-up and drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, car drop-off areas for auto service or rental, etc.) shall be located on the side or rear of a building and away from residential uses.~~

(b)(2) For buildings greater than 100 feet from the street and with no intervening buildings, drive-through windows may be allowed to face a perimeter street, and drive-through lanes may be allowed with adequate landscaping buffer from the right-of-way line.

(c) ~~Guidelines.~~

(1) ~~Automobile gasoline service stations should orient parking car wash and service bays away~~



from street views.

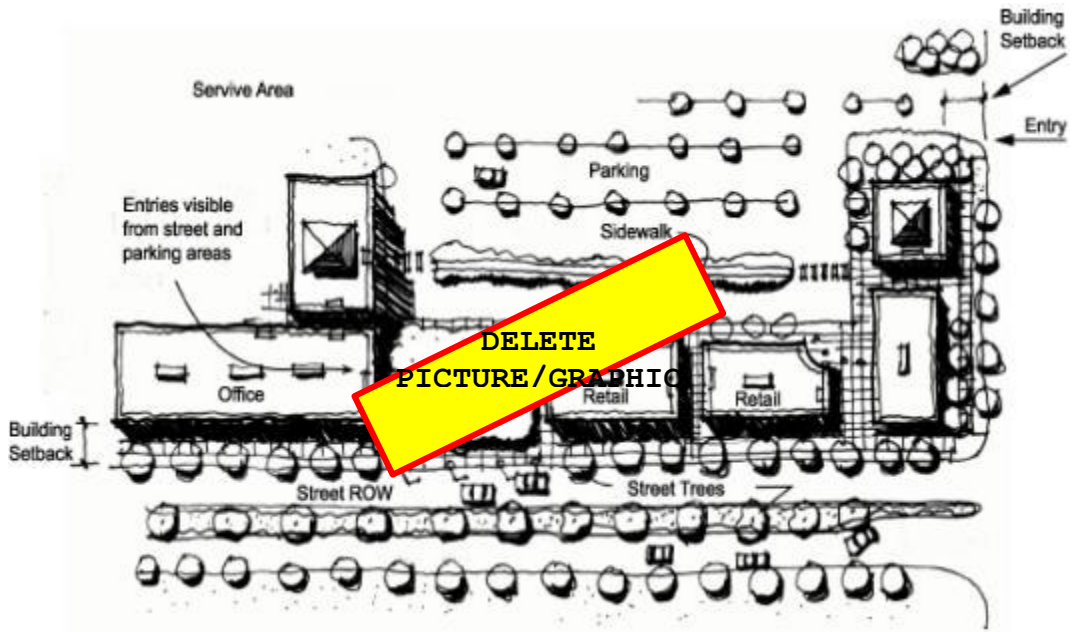
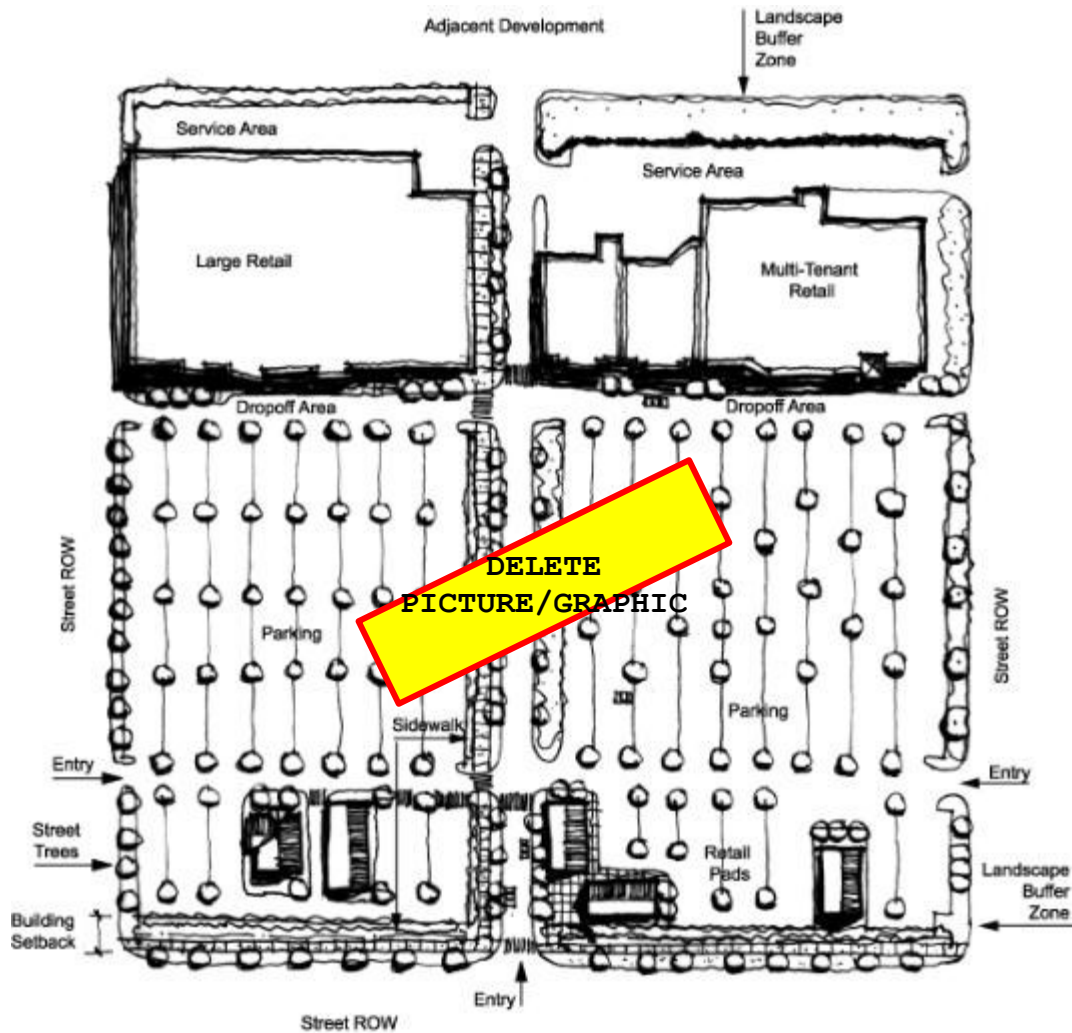


Figure 3.2: Office/Mixed Use Site Plan



Notes:

- Use similar materials, roof forms and architectural styles.
- Buffer loading docks and trash storage areas with landscaping and fencing.
- Arrange pad buildings to create: a project gateway; interest along the street; shared entries; outdoor eating areas; and parking.
- Place project "monument" signs along roadway.
- Group street trees at entries, and along major pedestrian and vehicular routes.
- Provide continuous pedestrian pathways, lighting and building entries close to transit facilities.
- Incorporate art, plazas, and other amenities where possible.

Figure 3.3: Retail Site Plan

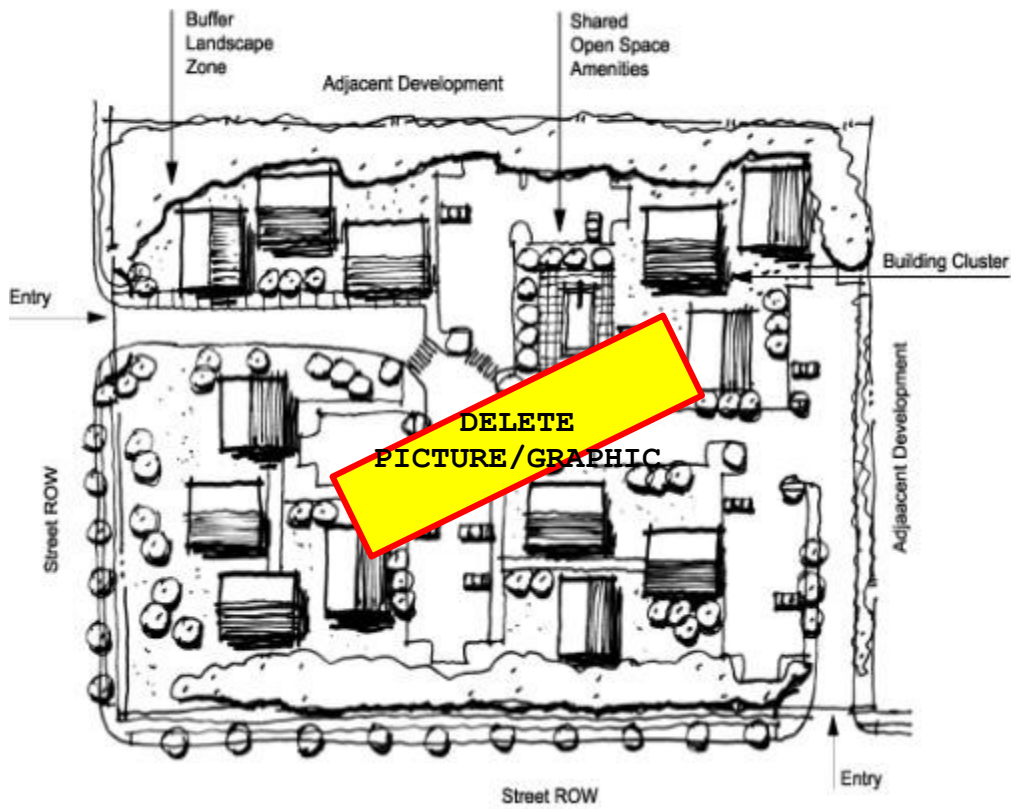
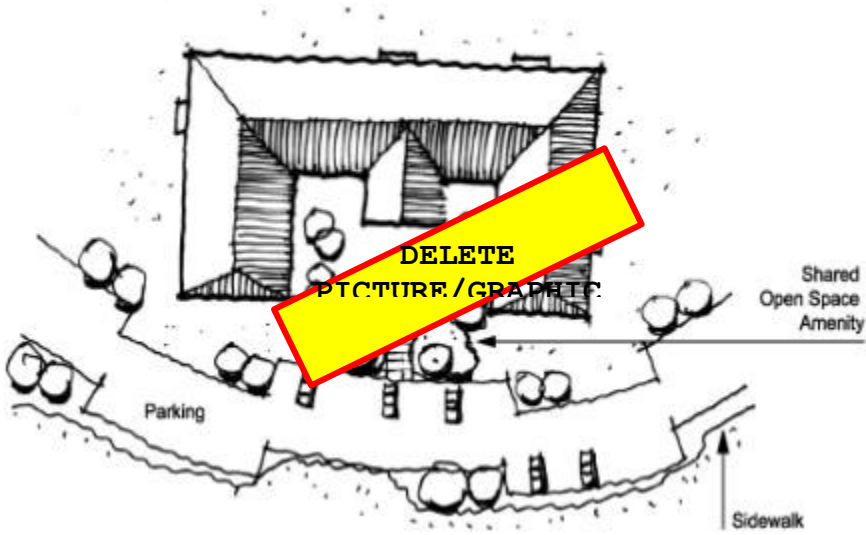


Figure 3.4: Multifamily Residential Site Plan

25.12.140 25.02.100 Pedestrian and bicycle circulation.

(a) ~~Purpose.~~ The purpose of the pedestrian and bicycle circulation standards and guidelines is to To promote free efficient and safe movement of pedestrians and bicyclists through the 24 Road Corridor. This will provide sidewalk and/or multi-use trail links shall be provided between development sites and open space, including but not limited to an off-street multi-use trail connecting Canyon View Park and the Colorado River Trail. ~~by way of sidewalks and multi-use trails.~~



Direct pedestrian access from sidewalk



Pedestrian circulation in retail area

25.12.150 25.02.110 Sidewalks.

(a) ~~Purpose.~~ The purpose of the specific standards and guidelines for sidewalks is to provide continuous opportunities for pedestrian movement through the corridor.

(b) ~~Standards.~~

To provide opportunity for continuous pedestrian movement through the 24 Road Corridor, the following standards shall apply:

(a)(1) A direct pedestrian connection to the building entry shall be provided from the public sidewalk.

(b)(2) Development shall provide pedestrian circulation from public walks to parking areas, building entries, plazas, and open spaces. Walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses. Primary walks shall be a minimum of five feet wide.

(c)(3) Clear and safe pedestrian routes shall be defined through parking areas to provide pedestrian access between buildings with minimum conflicts with vehicles. ~~Where walks~~ Walkways crossing drive aisles, ~~they should~~ shall be clearly marked with signage, special paving, landscaping or other similar ~~methods~~ means of demarcation.

(d)(4) Sidewalks, ~~no less than~~ at least eight feet wide in width, shall be provided along ~~any all~~ all building ~~facade abutting~~ facades that abut public parking areas and ~~featuring~~ feature a public entrance. ~~Such~~

sidewalks shall be located at least six feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades, or entryways, or display windows are part of the facade, or street trees in grates or planted areas no less than 40 feet on center) are provided along the length of the facade.

(e)(5) Pedestrian walks incorporating bicycle lanes shall be not less than 10 feet in width.

(f)(6) All parking areas located between a street and building shall include a landscaped pedestrian walk linking the building with a public sidewalk.

(g)(7) ~~Contiguous developments shall avoid erection of physical~~ Physical barriers between projects contiguous development shall be prohibited unless necessary for safety or the mitigation of adverse impacts.

(h) Development shall provide pedestrian linkages between the Leach Creek trail corridor and other public ways and open space areas.



Shared plaza at building entries



Landscaped public sidewalk

~~(c)~~ **Guidelines.**

~~(1) All building entries, parking areas and public open space should be interconnected through convenient systems of pedestrian walks.~~

~~(2) Adjoining developments should create opportunities for interconnected pedestrian walk systems to facilitate pedestrian access between different developments, buildings, activities and uses; however, in no circumstance should on-site pedestrian walks substitute for required public sidewalks.~~

~~25.12.160~~ 25.02.120 Bicycle circulation.

~~(a) Purpose.~~ The purpose of the bicycle circulation standards and guidelines is to To provide a safe, direct, and attractive system of interconnected public ~~and private~~ bikeways and bike routes throughout the

corridor and to accommodate bicycle access by providing defined routes to primary building entries, the following standards shall apply:

~~(b) Standards.~~

~~(1) Bicycle access shall be provided between bicycle lanes or multi-use trails and on-site bicycle parking areas.~~

~~(2) Two-way bikeways that are not combined with drives or parking lot surfaces shall be of concrete.~~

~~(3) Bicycle parking shall be provided in accordance with the City of Grand Junction requirements.~~

~~(c) Guidelines.~~

~~(a)(1)~~ Bicycle parking ~~should~~ shall be located in visible, active, and well-lit areas; near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways. If possible, ~~locate racks where parked bicycles are~~ bike parking shall be located so it is visible from the inside of adjacent buildings.

~~(b)(2)~~ Bicycle circulation ~~should~~ shall connect and align with pre-existing and planned off-site bicycle routes. Crossings at intervening streets ~~should~~ shall be located where safe means for crossing can be provided. .



Public bikeway provides an interconnected system



On-street bicycle route designation separate from the roadway

Chapter 25.16

LANDSCAPE DEVELOPMENT

Sections:

~~25.16.010~~ Introduction.

~~25.16.020~~ Standards.

~~25.16.030~~ Guidelines.

~~25.16.040~~ Parking lots.

~~25.16.050~~ Streetscape within the public right-of-way.

~~25.16.060~~ Irrigation.

25.16.010 Introduction.

~~Landscape improvements are of primary importance to the establishment of the design character of the 24 Road Corridor. They are intended to enhance the landscape appearance through the use of common materials, to promote a well-maintained appearance in areas not covered by buildings or parking, to minimize the adverse visual and environmental impacts of large paved areas and to promote the conservation of water. Xeriscape and “naturalized” concepts are encouraged, particularly in large natural open spaces and passive use areas.~~



**DELETE
PICTURE/GRAPHIC**

~~A wide range of plant materials are appropriate for local landscaping requirements~~

25.16.020 Standards.

~~(a) The City of Grand Junction Development and Zoning Code requirements for landscaping shall be in full force and effect unless specifically superseded by more stringent criteria herein.~~

~~(b) Landscape design for individual lots shall be developed according to a landscape plan. Each building or cluster of buildings within each development shall provide a plan that indicates all planned landscape materials, and their location, minimum size, quantity, and irrigation. All of the landscaped site area shall be included in one of the following categories:~~

- ~~(1) Landscaped and irrigated;~~

~~(2) Low water landscapes;~~

~~(3) Native landscaping within drainage areas.~~

~~(c) All land areas not covered by buildings, streets, paved areas, or other planned and approved surfaces shall be planted with living plant material and mulches.~~

~~(d) Along arterial street frontages, landscape treatment shall be maintained to the greatest degree possible with allowance for required access drives.~~

~~(e) Landscape areas shall be continuous from one lot to another and shall incorporate landscape materials that are compatible with landscaping an adjacent lots, public streets, drainage corridors, and landscape easements.~~

~~(f) All plant material used shall meet the minimum standards established by the American Association of Nurserymen, as published in the American Standards for Nursery Stock (comply with ANSI Z60.1).~~

~~25.16.030 Guidelines.~~

~~(a) All development areas should recognize the unique climate, open character, and gentle open topography of the western slope environment and should employ development, construction and landscape forms, materials, and methods that are appropriate to that environment.~~

~~(b) Landscaping should visually frame buildings and buffer parking, garage, and service areas. It should define and enhance the sense of arrival at appropriate site locations.~~

~~(c) Landscape pattern of adjacent lots should be consistent.~~

~~(d) Landscaped areas bordering natural open space should create a transition from developed and irrigated landscape to natural unirrigated landscape and vegetation.~~

~~(e) Landscaping should be used to mitigate areas of large undifferentiated building mass and screen walls.~~

~~(f) Water conserving planting design and irrigation practices should be employed.~~

~~(g) Existing healthy trees or other significant landscape features should be preserved to the greatest extent practicable. Existing damaged, decayed, or diseased trees or scrub vegetation should be removed.~~

~~(h) Construction near existing trees should follow established practices to ensure their survival.~~

~~(i) Substitute irrigation should be supplied to trees or other vegetation that have natural or drainage water diverted or eliminated due to site development or construction.~~

25.16.040 Parking lots.

~~(a) Purpose. The purpose of the parking lots standards and guidelines is to reduce the visual impact of surface parking lots.~~

~~(b) Standards.~~

~~(1) Provide landscaped islands in parking lot interiors per City of Grand Junction requirements.~~

~~(2) Landscaped areas in and around surface parking lots shall be laid out with the intent of minimizing the perception of large, continuous expanses of pavement.~~

~~(c) Guidelines.~~

~~(1) Landscaping around parking lots should be designed so as to buffer the view of parked cars from the street and reduce the impact of headlights on nearby development.~~

~~(2) Parking areas between buildings and the street should consider the use of special paving materials to create parking courts with a higher level of pedestrian amenity.~~



Trees and landscaping soften the visual impact of parked cars

25.16.050 Streetscape within the public right of way.

~~(a) Purpose. The purpose of these streetscape standards and guidelines is to create tree-lined streets in the tradition of older neighborhoods and to create consistencies in tree plantings without creating monoculture problems.~~

~~(b) Standards.~~

~~(1) Street trees shall be provided along all public streets except in the industrial area. Along Patterson and 24 Road where there is a tree lawn, the trees shall be aligned in straight rows~~

parallel to the curb, centered in the tree lawn. Irrigated turf and street trees shall be provided in the tree lawn. Berms and inorganic groundcover shall not be permitted in the tree lawn area. The tree spacing shall be approximately 40 feet on center.

(2) Street trees in paved walks shall be covered with minimum five-foot by five-foot tree grates or planters.

(3) The minimum width of a tree lawn is four feet.

(c) **Guidelines.**

(1) Street tree species should be selected to maximize the cohesiveness of each block without creating monocultures that may be susceptible to disease.

(2) Planting within the tree lawn area should be limited to grass and trees.



Well-designed pedestrian paths incorporating healthy landscaping

25.16.060 Irrigation.

(a) **Purpose.** The purpose of the irrigation design standards and guidelines is to ensure that the landscape is provided with appropriate irrigation to ensure proper growth and maintenance. This applies to xeriscape and non-xeriscape planting and includes improved water conservation and water-efficient and low-maintenance irrigation systems.

(b) **Standard.**

(1) All developed sites are to be irrigated with a permanent automatic system. All irrigation systems are to be below ground, fully automated systems in compliance with all applicable building codes. Use of water-conserving systems such as trickle (drip) irrigation for shrub and tree plantings is encouraged. All backflow control devices are to be located or screened so that they are not visible from public streets or parking lots. All parking areas, drives and walks are to be "trimmed" to minimize spray into pavements.

~~(c) **Guidelines.**~~

~~(1) Where appropriate, low water use landscape and xeriscape is to be irrigated (i.e., trees and shrubs).~~

~~(2) Trees that are appropriate in the Grand Junction environment tend to be indigenous and introduced species established and thriving in the lower elevations of Colorado's Western Slope. A recommended plant materials list is available from the City of Grand Junction.~~

Chapter ~~25.20~~ 25.03

ARCHITECTURAL DESIGN

Sections:

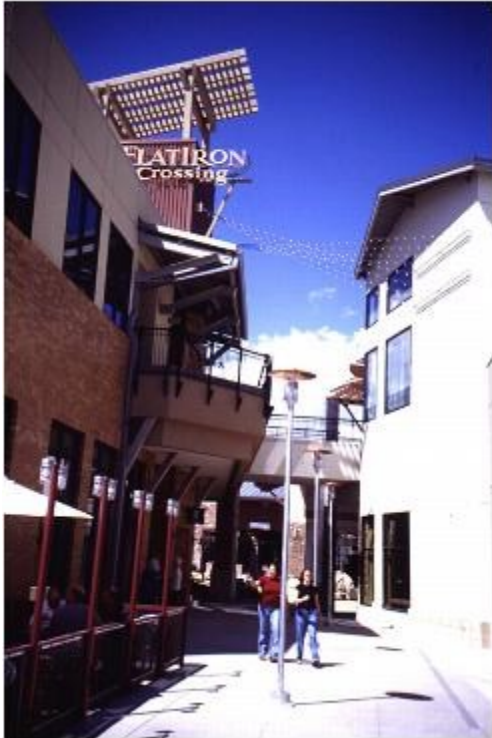
- ~~25.20.010~~ 25.03.010 Purpose Introduction.
- ~~25.20.020~~ 25.03.020 Building form and scale.
- ~~25.20.030~~ Architectural details.
- ~~25.20.040~~ 25.03.030 Building materials.
- ~~25.20.050~~ 25.03.040 Multi-unit residential development.
- ~~25.20.060~~ 25.03.050 Fencing and walls.
- ~~25.20.070~~ 25.03.060 Service and storage areas.

~~25.20.010~~ 25.03.010 Purpose Introduction.

These architectural design standards ~~and guidelines~~ are intended to:

- (a) ~~encourage~~ Encourage a consistent level of architectural quality throughout the 24 Road Corridor;
- (b) ~~and Create~~ Create a unified architectural character at the project level. ~~They addressing~~ building form, and scale and for nonresidential and multifamily residential structures and architectural details and building materials for nonresidential structures. Criteria are also included for including for walls, fencing and service and storage areas. ;
- (c) Reinforce the urban character of streets and open spaces;
- (d) Provide human scale and orientation;
- (e) Define the base, body and top of building elevations through the use of color, materials and details;
- (f) Ensure that the highest level of architectural detail occurs adjacent to areas of pedestrian activity;
- (g) Ensure that service and storage areas are functional yet do not visually impact views from adjacent uses and public areas;
- (h) ~~The standards and guidelines are intended to be flexible~~ Provide flexibility to allow for a number of design alternatives for different building types and to encourage design creativity.

Note: Additional ~~criteria~~ standards for architectural design are included in ~~the~~ Title 21 Grand Junction Zoning and Development Code.



Buildings in a variety of forms reinforce the pedestrian scale

25.20.020 25.03.020 Building form and scale. (Nonresidential and Multifamily Structures)

(a) Standards.

The following standards shall apply to all building facades and exterior walls that are visible from adjacent public streets and other public spaces. These standards are intended to reduce the massive scale of large buildings, which, without application of these standards, may be incompatible with the 24 Road Corridor Overlay desired character.

(a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least 20 percent of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.

(b) Ground floor facades that face public streets shall have display windows, entry areas, awnings, or other such features along no less than 60 percent of their horizontal length. If the facade of the building facing the street is not the front, it shall provide the same features and/or landscaping in scale with the facade.

(c) Variation in roof lines/roof materials, in order to add interest to and reduce the massive scale of large buildings, is required. Roofs shall have no less than two of the following features:

(1) Parapets concealing flat roofs and rooftop equipment, such as HVAC units, from public view. Parapets shall not exceed one-third of the height of the supporting wall and shall not be of a constant height for a distance of greater than 150 feet;

(2) Overhanging eaves, extending no less than three feet past the supporting walls, for no less than 30 percent of the building perimeter;

(3) Sloping roofs that do not exceed an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run; and

(4) Three or more roof slope planes.

~~(1) Buildings shall be designed to relate directly to and reinforce the pedestrian scale and quality of street, civic, and open spaces. The following techniques shall be used to meet this objective:~~

~~(i) Shifts in building massing, variations in height, profile, and roof form that provide human scale while maintaining a consistent relationship of overall building form to the street edge.~~

~~(ii) Minimizing long expanses of wall at a single height or in a single plane.~~

~~(iii) Varying floor heights to follow natural grade contours if significant variation is present.~~

~~(2) Buildings shall be designed to provide human scale, interest, and variety. The following techniques may be used to meet this objective:~~

~~(i) Variation in the building form such as recessed or projecting bays.~~

~~(ii) Expression of architectural or structural modules and detail.~~

~~(iii) Diversity of window size, shape, or patterns that relate to interior functions.~~

~~(iv) Emphasis of building entries through projecting or recessed forms, detail, color, or materials.~~

~~(v) Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.~~

~~(d)(3) Building facades facing arterial streets shall either be the primary entry facade or shall be of comparable quality in terms of architecture, materials and detailing. Primary building entries shall be~~

connected to the public street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street-oriented facade.

~~(e)~~(4) Ground floor retail shall have direct pedestrian entries onto public streets, parks, or plazas. Primary building entries must be easily and directly accessible from a street and shall be either oriented to or easily visible from the street.

~~(5) New construction shall reflect the building form associated with its function. Building design should emphasize horizontal elements and facade treatments. Vertical elements are to be used sparingly for special architectural statements such as entries or to delineate uses within a large structure.~~

~~(6) Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, special functional areas, rooflines, and other features.~~

~~(7) Large, monolithic expanses of uninterrupted facades are not allowed.~~

(f) Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features. Each principal building on a site shall have clearly defined, highly visible main entrances featuring no less than three of the following:

(1) Canopies or porticos;

(2) Overhangs;

(3) Recesses/projections;

(4) Arcades;

(5) Raised corniced parapets over the door;

(6) Peaked roof forms;

(7) Arches;

(8) Outdoor patios;

(9) Display windows;

(10) Architectural details such as tile work and moldings which are integrated into the building structure and design; and

(11) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

(g) To the greatest extent possible, mechanical appurtenances shall be located within the structure. External mechanical appurtenances such as heating and air conditioning equipment shall be screened and finished to match the colors and materials of the building.



Primary building entrances present inviting facades along arterial streets

(b) Guidelines.

- ~~(1) Buildings should be designed to meet site and context design objectives, such as providing edges or enclosure to streets and open space, creating linkages and gateways, as well as framing or terminating views.~~
- ~~(2) Large-scale variations of massing, such as simple shifts in building form and roof shape, may be important to providing light, air, and transitions to nearby properties.~~
- ~~(3) Providing human-scaled architectural features is particularly important in areas where pedestrian activity is occurring or encouraged. The highest level of detail should occur close to pedestrian areas, near streets and entries, and around the ground floor.~~
- ~~(4) The design of the roof form and other related elements such as roof material color, trim, and lighting should be an integral part of the architecture.~~
- ~~(5) Nonresidential building facades adjoining or oriented toward streets and pedestrian areas should incorporate a substantial proportion of transparent glazing at all occupied levels.~~
- ~~(6) Ground floor retail areas should have windows along sidewalks to create visual interest for pedestrians. All individual retail uses should have direct access from the public sidewalk.~~
- ~~(7) For larger buildings, simple flat roof at parapet profiles is preferred as the predominant non-residential roof form (i.e., buildings larger than 20,000 SF in footprint).~~
- ~~(8) Roofs should not be designed as attention-getting devices related to the reinforcement of signage or as an identifiable corporate image.~~

(9) Building entry areas should express greater architectural detail and articulation than other portions of the building. Building entries should be designed at a pedestrian scale.

(10) Building facades should incorporate three-dimensional elements that provide detail and articulation of large surfaces, such as fenestration, offsets, undulations, and variety in surface pattern. Arcades, trellises and single-story lobbies and service appendages should also be used to help reduce monolithic building facades.

(11) The size of the building height and length should be in proportion and related to the site and its proposed function.



Retail development includes pedestrian-scale open space

25.20.030 Architectural details.

(a) Guidelines.

(1) Fenestration on the building shall respect the fundamental design of the building and create a rhythm and organization, although not necessarily symmetrical.

(2) Windows and openings should be used to break up the horizontal facade. Windows should consist of discrete openings in the wall surface, rather than large, continuous walls of glass.

(3) Building designs should define the base, body and top of the building elevations through the use of color, materials and details.

(4) Awnings are encouraged; however, they should respect the architectural integrity of the facades on which they are located. For example, awnings should be placed below the ground floor cornice line and should repeat the vertical, structural divisions of the building facade.

~~(5) First floors of buildings facing the public right-of-way should be 60 percent transparent.~~



Quality materials and attention to detail in newly constructed multifamily housing projects



25.20.040 25.03.030 Building materials. (Nonresidential Structures)

~~(a) Standards.~~

The following standards shall apply to nonresidential structures:

~~(a)(1) All primary buildings shall use materials that are durable, economically maintained, and of a quality that will retain their appearance over time including but not limited to stone, brick, stucco, pre-cast concrete, and architectural metals.~~

~~(b) Facade colors shall be nonspecular, neutral or earth tone colors. Use of high intensity, metallic, black or fluorescent color is prohibited.~~

~~(c) Building trim and accent areas may feature brighter colors, including primary colors.~~

~~(d) Predominant exterior building materials shall not include smooth-faced concrete block, smooth-faced tilt-up concrete panels, or prefabricated steel panels.~~

~~(2) The following cladding materials shall be prohibited:~~

~~(i) Pre-cast concrete and tilt-up wall systems that are primarily structural in appearance (such as Twin-Ts) shall not be permitted.~~

~~(ii) Natural wood or wood paneling shall not be used as a principle exterior wall cladding system except for single-family development. Durable synthetic materials with the appearance of wood may be acceptable.~~

~~(iii) Natural cinder block is not permitted as exterior finish for any development.~~

~~(iv) Materials intended for indoor finishes are not permitted for any exterior cladding.~~

~~(3) Reflective glass whose percentage of outdoor, visible light reflectivity is greater than 19 percent or having a transmittance factor of less than 60 percent shall not be used. Reflective glazing shall be permissible for limited detail and aesthetic effects. Glazing within a facade which adjoins a public street pedestrian walk or bikeway should be generally transparent as viewed from the exterior during daylight hours. No first surface reflective coatings shall be permitted.~~

~~(e)(4) Ancillary buildings, enclosures and projected building elements shall be designed as an integral part of their primary facility. Where detached buildings are necessary, they shall be compatible to the main building in design, form, use of materials, and color.~~

~~(f)(5) Building materials should be used in a manner that achieves a coordinated design on all building facades ("360-degree design").~~

~~(g)(6) High quality, durable materials (brick and concrete masonry, pre-cast concrete, stone) should be the dominant treatment on all building facades facing 24 Road, Patterson Road/F Road, F 1/2 Road, and G Road.~~

~~(b) **Guidelines.**~~

~~(1) High quality, durable materials that provide scale and detail, such as architectural masonry, should be included in street facing facades. Where a variety of wall materials are used, changes in material should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.~~

~~(2) Durable, long lasting materials that also provide scale and detail should always be incorporated close to pedestrian areas, near streets and entries, and around the ground floor.~~

25.20.050 25.03.040 Multi-unit residential development. (Multifamily Structures)

~~(a) **Purpose.** The purpose of multi-unit residential development standards and guidelines is to ensure that the form and scale of multifamily residential architecture reinforces the urban character of streets and open spaces, as well as to provide human scale and orientation.~~

~~(b) **Standards.**~~

~~To ensure that multifamily residential architecture provides human scale and orientation and reinforces the urban character of streets and open spaces, the following standards shall apply to multifamily residential development in the 24 Road Corridor:~~

~~(a)(4) Buildings shall be designed to provide human scale, interest, and variety. The following techniques may be used to meet this objective:~~

~~(1)(i)~~ Variation in the building form related to the scale of individual dwelling units or rooms such as recessed or projecting bays, shifts in massing, or distinct roof shapes.

~~(2)(ii)~~ Diversity of window size, shape, or patterns that relates to interior functions.

~~(3)(iii)~~ Emphasis of building entries through projecting or recessed forms, detail, color, or materials.

~~(4)(iv)~~ Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays, or similar features. Changes in materials should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.

~~(b)(2)~~ Portions of buildings that are functionally limited from including significant window areas shall either be oriented away from public streets or shall make extensive use of the scaling methods defined above.

~~(c)(3)~~ Garages and carports shall either be integrated into the primary building form or shall be constructed of the same materials as the primary buildings.



Examples of ~~Multifamily~~ multifamily housing that provides variety and human scale

~~(c)~~ **Guidelines.**

~~(1) Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space. Visibility of public spaces from within residences should contribute to the sense of community safety. Ground floor residences that adjoin a public street or open space should provide direct resident access to the public street or open space by entrances or gates of similar design quality and prominence as the primary entries.~~

~~(2) Variations of massing, fenestration, materials, color, and detail should be combined and interrelated to create effective expressions of human scale. The highest level of detail should occur adjacent to areas of pedestrian activity. .~~

~~(3) Garages, carports, and service areas should be screened from on-site residential and recreation areas to the greatest degree practicable. If separate from the primary residential buildings, they should be broken up into small structures that relate to the scale and location of individual residential units.~~

~~(4) Buildings within a development should share service areas to the extent possible.~~

25.20.060 25.03.050 Fencing and walls. (Nonresidential and Multifamily Structures)

~~(a) **Purpose.** The purpose of the fencing and walls standards and guidelines is to provide for security, to screen unsightly areas, and to provide visual relief and buffers. Additional objectives include:~~

~~(1) Screen all loading and storage areas from public streets and nonindustrial land uses utilizing walls, fences and landscaping.~~

~~(2) Provide screening that is aesthetically pleasing and complementary to the building and its surroundings.~~

~~(3) Provide for the coordination of design and location of walls and fences to maximize the positive interrelationship of buildings, public streets, and open space.~~

~~(4) Avoid the predominance of long, unarticulated street-facing walls or fences and prevent "fence canyons."~~

~~(b) **Standards.**~~

~~(1) No fence or wall of any kind shall be constructed unless specifically approved by the City of Grand Junction.~~

~~(2) Walls and fences exceeding four feet in height that are located within the setback area adjoining a public street shall provide variety and articulation at intervals not exceeding 100 feet through not less than two of the following methods:~~

- ~~(i) Changes in plane of not less than two feet;~~
- ~~(ii) Expression of structure, such as post column, or pilaster not less than one foot in width;~~
- ~~(iii) Variation of material;~~
- ~~(iv) Variation of form, such as from solid to open pickets.~~

To provide for security, to screen unsightly areas, and to provide visual relief and buffers, the following standards shall apply to multifamily and non-residential structures in the 24 Road Corridor:

(a) ~~(3)~~ The design and materials for walls and fences shall be coordinated with the design and materials of the principal buildings in terms of color, quality, scale and detail. This is not intended to require identical materials and design.

(b) The combined height of walls and fences on top of an earth berm shall not exceed the maximum permitted height for the wall or fence alone.

(c) Fence and wall~~The design will~~ shall not include avoid long, unarticulated street fences facing walks and shall prevent “fence canyons.”

~~(4) Objects such as communications towers, processing equipment, cooling towers, storage tanks, vents, vehicles, or any other auxiliary structures or equipment shall either be compatible with the building architecture or screened from adjacent nonindustrial properties, public right-of-way and common open space.~~

~~(5) In nonindustrial areas, screen fences or walls shall be at least one foot higher than the materials or equipment being screened, and at least six feet tall.~~

~~(6) Materials and colors for fences and walls shall be compatible with the building architecture.~~

(c) Guidelines.

~~(1) Where an alley or service lane abuts a public open space, special effort should be applied to ensuring that the alley has an attractive appearance. For example, additional landscaping should be provided along the alley to blend its appearance with the open space and all refuse/service areas should be screened from the open space or adjoining uses across the alley.~~

(d)~~(2)~~ Chain link fencing in areas visible from nonindustrial properties, parking areas, public streets and pedestrian walkways shall be of a type and color that is aesthetically pleasing and complementary to the building and its surroundings.

~~(e) Chain link fencing and must shall be landscaped. While this type of fencing is not recommended, it may be used when no other solution is available.~~

25.20.070 25.03.060 Service and storage areas. (Nonresidential and Multifamily Structures)

~~(a) **Purpose.** The purpose of the service and storage area standards and guidelines is to ensure that service and storage areas are functional, yet do not visually impact views from adjacent properties, parking areas, common open space, public streets, pedestrian walkways and multi-use trails. It is also important that screening walls and fences match building architecture and design. .~~

~~(b) **Standards.**~~

~~(1) Service and emergency drive lanes shall be designed as part of the site circulation system. Circulation and parking for service areas shall be designed to minimize disruption to the flow of traffic.~~

~~(2) Service areas and storage areas shall not front onto streets and open spaces. Such areas shall be located to the rear or side of buildings, screened from view from the street and/or open space.~~

~~(3) Refuse storage and pick-up areas shall be combined with other service and loading areas to the extent practicable. All outdoor refuse containers shall be screened from view from adjacent properties and streets. All trash containers must be covered. Reinforced concrete aprons are required in front of trash storage areas to accommodate trucks.~~

To ensure that service and storage areas are functional while minimizing their visual impact on adjacent properties, parking and open space areas, public streets, walkways and trails, the following standards shall apply to nonresidential and multifamily structures in the 24 Road Corridor:

(a) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.

(1) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot. If because of lot configuration the Director determines that such placement is not feasible, then the side yard may be used, but in no case shall such area be located within 20 feet of any public street, public sidewalk or on-site pedestrian way.

(2) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be designed so as to be visually incorporated into the overall site design and architecture of the building(s).

(3) Views of outdoor storage, trash collection and/or compaction, HVAC equipment, loading and other service facilities and functions shall be screened from visibility from all property lines and

screened and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principal structure.

~~(b) (4)~~ Rooftop mechanical equipment, including satellite dishes and antennas over 30 inches in diameter, shall be screened from the view of public streets and open space. Alternate structures housing such equipment or wall-mounted painted-to-match units in unobtrusive locations in lieu of traditional screening will be considered; In the discretion of the Director, visual simulation may be required to demonstrate visual impacts on surrounding properties, open spaces, trails, parks, streets or walkways requested.

~~(5) Screening enclosures shall be incorporated into building architecture and utilize the same materials as the principal building to the greatest degree practicable.~~

~~(6) Screening and fences shall be one foot higher than the object being screened, but not more than eight feet high, on all sides where access is not needed. A metal gate shall be included where required for complete screening.~~

~~(7) Utility appurtenances within the right of way shall be located behind the sidewalk and out of the tree lawn, or, where it must be in the tree lawn, equipment shall be centered on the tree line and aligned with but no closer than 42 inches from the face of curb. This includes switch boxes, telephone pedestals, transformers, meters, irrigation, and similar equipment. The use of alleys is encouraged to locate all such equipment to the extent possible.~~

(c) (8) Utility connections to buildings, including but not limited to Switch switch boxes, wires and electrical, and gas or other meters, shall be screened or located out of view from the public streetsstreet. All utilities and their connections shall be underground where permitted by the utility provider and other regulations.

~~(9) Architectural screening of utility substations shall be required, including an architectural wall at least equal to the height of the equipment to be screened from view.~~

~~(10) All storage, loading, or service areas must be located in the side or rear yards of buildings.~~

~~(11) The outdoor storage of any goods, materials, machinery or equipment in nonindustrial sites requires screening.~~

~~(12) No service or storage area shall be visible from public streets or building entries. This may be accomplished through greenery or building design and location.~~

(d)(13) Loading and servicing areas shall be designed so that the entire loading or servicing operations are conducted within the confines of the building site. In addition, these areas must be integrated into the building architecture. Loading doors shall be recessed from the building face to minimize their visual prominence.

(e) In non-industrial areas, screen fences or walls shall be at least one foot higher than the materials or equipment being screened, and at least six feet tall.



Screening blocks views of loading and storage areas



Service areas incorporated into the architecture of the building

~~(c) **Guidelines.**~~

~~(1) Where possible, utility equipment should be located to facilitate access and connection to multiple properties.~~

~~(2) Buildings within a development should share service areas to the extent practicable.~~

Chapter ~~25.24~~ 25.04

SITE LIGHTING

Sections:

~~25.24.010~~ 25.04.010 Pedestrian, accent and security lighting Introduction.

~~25.24.020~~ Street lighting — Public rights of way.

~~25.24.030~~ Pedestrian lighting — Public rights of way.

~~25.24.040~~ Parking area lighting.

~~25.24.050~~ Accent and security lighting.

The purpose of the site lighting standards and guidelines is In order to create a well-balanced, integrated lighting plan for public and private properties that enhances enhance vehicular and pedestrian visibility while minimizing lighting glare and contrast, prevent undesired off-site glare, Lighting should emphasize both public and private attractive features, illuminate sites and attract visitors to and destinations by using the a minimum amount of light to meet these objectives needed to do so, It should provide needed illumination of the site and, at the same time, prevent undesired off-site glare. the following standards in addition to the lighting regulations in the City of Grand Junction Zoning and Development Code (Title 21) shall apply to lighting within the 24 Road Corridor:

~~25.24.020~~ Street lighting — Public rights of way.

(a) ~~Purpose.~~ To provide lighting consistent with the function and character of the street.

(b) ~~Standards.~~

(1) ~~The spacing, location, height, fixture style, light source and level of illumination shall be subject to the standards and review of the City of Grand Junction.~~

(2) ~~All light fixtures shall be of a uniform design. Pole and fixture color shall be selected by the City of Grand Junction.~~

(c) ~~Guideline.~~

(1) ~~Placement of fixtures should provide a coordinated and organized appearance that works with placement of street trees, curb cuts, signage and other features to contribute to the overall continuity of the streetscape.~~

~~25.24.030~~ Pedestrian lighting — Public rights of way.

(a) ~~Purpose.~~ To provide consistent systems of pedestrian lighting that add to the character, aesthetic appeal, and safety, and thereby promote greater pedestrian activity.

(b) ~~Standards.~~

(a) All new development shall provide pedestrian lighting along public streets and pedestrian/bicycle trails.

(b) ~~(1) Lighting shall be designed to provide even and uniform light distribution without hot spots, dark spots, or glare.~~

(c) Lighting shall be designed to minimize dark areas that could pose a security concern near pedestrian areas.

(d) Pedestrian circulation systems shall be highlighted by visible light sources that clearly indicate the path of travel ahead.

~~(2) Pedestrian lighting shall use consistent fixtures, source colors, and illumination levels.~~

~~(3) Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.~~



© ~~Guidelines.~~

Examples of appropriate pedestrian lighting

~~(1) When pedestrian lighting is used in conjunction with street lighting, the pedestrian lighting should be clearly distinguishable from the ambient street lighting to clearly define the pedestrian path of travel.~~

~~(2) Light sources should generally be metal halide. Low wattage high pressure sodium may be desirable in some residential settings where glare may be an issue.~~

~~(3) Placement of fixtures should provide a coordinated and organized appearance that facilitates uniform light levels and works with the placement of sidewalks, landscaping, signage, building entries and other features to contribute to the overall continuity of the streetscape and~~

development. The use of a greater number of low fixtures in a well-organized pattern is preferred over the use of a minimum number of tall fixtures.

25.24.040 Parking area lighting.

(a) **Purpose.** To light parking areas in a consistent, attractive, and unobtrusive manner that minimizes off-site impacts.

(b) **Standards.**

(1) Parking and interior drives shall be lighted to provide functional, attractive, and unified lighting systems throughout the lot.

(2) The maximum height of parking lot light fixtures shall be 35 feet above the ground. Fixtures shall be of low cut-off design to minimize spill light and glare onto adjacent properties.

(3) Parking area lighting adjacent to residential development shall direct the light away from residential units and limit off-site light levels.

(4) Parking area lighting shall be extinguished one hour after the close of business, except as needed to provide for minimum security levels.

(c) **Guidelines.**

(1) Parking area lighting should complement the lighting of adjacent streets and properties and should use consistent fixtures, source colors and illumination levels. When adjacent to pedestrian circulation and gathering areas, parking area lighting should not overpower the quality of pedestrian area lighting.

(2) Poles should be placed to provide a unified, organized appearance throughout the parking area or development and should provide even and uniform light distribution. The use of a greater number of low fixtures in a well-organized pattern is preferred over the use of a minimum number of tall fixtures.

(3) At no point should lighting levels in parking and service areas, including service stations, exceed eight foot candles when measured at the ground.

25.24.050 Accent and security lighting.

(a) **Purpose.** To light building architecture and site areas so as to accentuate design features and promote security in an attractive and understated manner that minimizes off-site impacts.

(b) **Standards.**

~~(1) Architectural accent lighting shall be limited to indirect lighting of architectural features only. No bare bulb or exposed neon lighting shall be used to accentuate building forms or details. Colored accent lighting is not permitted. Holiday lighting displays are exempted from restrictions on bare bulbs and colored accents. More prominent building lighting may be considered for buildings that adjoin I-70. The use of floodlights is not permitted.~~

~~(e) (2) Accent fixtures providing direct illumination shall be in character with the architectural and landscape design character of the development.~~

(f) Architectural lighting shall not be used to draw attention to or advertise buildings or properties. Architectural lighting may be used to highlight specific architectural, artistic or pedestrian features with the intent of providing accent and interest or to help identify entryways.

~~(3) Service area lighting shall be confined within the service yard boundaries and enclosure walls. No spillover shall occur outside the service or storage area. The lighting source shall not be visible from the street. Lights at service or exit doors shall be limited to low wattage downcast or low cut-off fixtures that may remain on throughout the night.~~

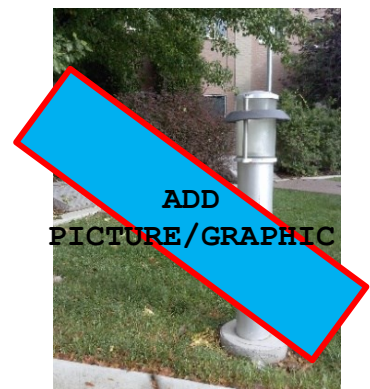
~~(c) Guidelines.~~

~~(1) Building lighting should only be used to highlight specific architectural features. Lighting of architectural features should be designed with the intent of providing accent and interest or to help identify entry and not to exhibit or advertise buildings or their lots.~~

(g)(2) Accent lighting of landscape and/or pedestrian areas shall should be low level be mounted close to the ground and use a low level of illumination, and background in appearance such as bollard lighting or similar low mount fixtures used for illuminating landscaping and pedestrian areas.

(h)(3) All accent and security lighting shall be shielded and downcast. Outdoor storage areas including auto and truck parking and storage should be illuminated from poles similar to those used for parking lot lighting but at lower illumination levels.

~~(4) Security lighting should be limited to low intensity specialty fixtures. The light source should not be visible from the street or adjoining properties. Other wall mounted security lighting is discouraged.~~



Example of low level accent lighting

Chapter ~~25.28~~ 25.05

SIGNS

Sections:

~~25.28.010~~ Introduction.

~~25.28.020~~ General sign criteria.

~~25.28.030~~ Site sign program.

~~25.28.010~~ Introduction 25.05.010 Sign standards.

In order to ensure that signs in the 24 Road Corridor ~~should~~ communicate information for property owners, tenants and users ~~while not~~ without adding unnecessary to the visual pollution ~~that is present in many road corridors~~ to the Corridor, to encourage signage that is on a pedestrian scale, and to preserve and accentuate the views of the natural beauty of the Colorado National Monument and Colorado River corridor, and to ensure continuity of signs within a given project, ~~Additional sign criteria are necessary to accomplish this that supplement the following standards, which include restrictions on sign size, height of freestanding signs and prohibition of billboards, shall apply to signage in the 24 Road Corridor, in addition to the sign regulations in the City of Grand Junction Zoning and Development Code (Title 21):~~

~~25.28.020~~ General sign criteria.

- (a) **~~Purpose.~~** ~~These criteria include restrictions on temporary signs and billboards, as well as a requirement to develop a site sign program for individual projects.~~



Signs should communicate information and not add to visual pollution

- (a) Only the following sign types are permitted: freestanding signs, flush wall signs, exempt signs, and temporary signs as allowed/regulated by the Section 21.06.070, Zoning and Development Code, except as further restricted in this Chapter 25.05.
- (b) **~~Standards.~~** ~~The following minimum criteria shall apply to all signs in the corridor:~~

- (b)(1) Freestanding signs ~~The height of a sign and support shall not exceed 12 feet in height from the finished site grade.~~

~~(c)(2) Sign face area for freestanding and flush wall signs shall not exceed 100 square feet per sign.~~

~~(d)(3) Temporary signs and exempt signs shall be permitted in accordance with Section 21.06.070 of the Zoning and Development Code. Signs shall not be located closer than 10 feet from the property line or right-of-way. (Directional signs may be located six feet from the curb. See guidelines in GJMC 25.28.030, Site sign program.)~~

~~(4) Temporary signs shall be permitted which identify the name of the proposed facility, the parties participating in its design, construction and financing, the anticipated date of occupancy, and leasing information. Temporary signs shall be limited to one eight-foot by four-foot freestanding project sign. All temporary signs shall be subject to time limitations established during the approval process.~~

~~(e) (5) No off-premises signs for outdoor advertising billboard(s) shall be permitted in the 24 Road Corridor. Billboard(s) that were installed in accordance with a permit or planning clearance from the City prior to November 1, 2000 may remain, except that they may not be expanded, enlarged, converted to illuminated or changeable copy signage, or replaced once removed within the corridor subarea.~~

~~(f) (6) Freestanding All-information signage shall be placed perpendicular to approaching traffic and shall be positioned so there is a clear line-of-sight well before the point at which direction must be changed or action taken.~~

~~(7) Informational signage shall be positioned to avoid confusing backgrounds, particularly when directed to vehicular traffic.~~

~~(8) All traffic signs shall comply with the requirements of the State of Colorado Department of Transportation and the U.S. Manual on Uniform Traffic Control Devices.~~

~~(9) A licensed traffic engineer shall design the placement and type of regulatory signs.~~

~~(10) Regulatory signs may be necessary along some of the trails; in such cases the size and lettering shall be consistent with the design speed of the trail.~~

~~(11) If regulatory signage must communicate to vehicular traffic, it shall be placed so that it is visible.~~

~~(c) **Guidelines.**~~

~~(1) Signs within the corridor should be governed by similar restrictions relative to size, number, placement and illumination.~~

~~(2) The design of all signs should be coordinated to ensure a uniform appearance.~~

~~(3) Signs for similar purposes should be consistent in style and detail.~~

~~(4) The sign construction system should be flexible to easily permit changes in message without excessive cost.~~

~~(g) (5) Signs within a development project~~ Continuity of the sign system should shall be designed and installed with continuity maintained by use of standard a coordinating scheme of color, typeface, materials, and construction details throughout the each project area.

25.28.030 Site sign program.

~~(a) Purpose.~~ The site sign program is intended to be flexible and adaptable to different sites and will address sign location, layout, organization, and length of the message, the typeface, the design of the supporting structures and the compatibility with other signs in the system.

~~(b) Standard.~~

~~(1) A site sign program shall be prepared for each development project within the 24 Road Corridor and address building and wall signs. Each site sign program shall be tailored to the requirements of the development (residential, commercial, office, industrial, etc.) and can specify the use of identifying logos. It should specify the height of sign and support, sign face area, location, illumination, type and number of signs for the project. Types of signs shall include entrance and building identification signs, directional signs and regulatory signs. Both permanent and temporary signs shall be addressed.~~

~~(2) The entrance identification sign panel shall include the corporate name, logo, or signature and optional descriptive identifier.~~

~~(3) The street address number must appear on the sign. In the case of multiple tenants, all may be identified on the sign, up to a maximum of three tenants. Where there are more than three tenants, the building should be identified with a name and the tenants listed on a directory inside the building.~~

~~(4) The entrance identification sign shall be placed perpendicular to approaching vehicular traffic.~~

~~(5) Building identification signs provide for specific building identification viewed from the site or adjoining street. Letters may be painted on windows, or mounted on or routed out of the wall or fascia panel (commercial users only) designed specifically for signage.~~

~~(6) Directional signs serve to guide the motorist or pedestrian in, around, and out of the development site. Confine directional signs to a limited number of key decision points along the primary circulation system.~~

~~(7) Consolidate directional signs by “grouping” signs to various destinations within one sign frame.~~

~~(c) Guidelines.~~

~~(1) Entrance signs identify individual building tenants or the name of the building. Tenant entrance identification signs should provide a distinctive sign style that will complement a variety of architectural styles.~~

~~(h) (2) On freestanding signs, All entry identification signs should be either externally or internally illuminated. Only only graphics and typography are to be illuminated.~~

~~(i) (3) Freestanding Entrance identification signs should shall be single- or double-faced and constructed of a metal panel with stone or veneer base. The sign may be single- or double-faced. If the sign is single-faced, the backside ~~should~~ shall be painted the same color as the cabinet and poles.~~

~~(4) No identification sign should be located closer than 10 feet to any property line.~~

~~(5) Generally, one tenant identification sign is sufficient. More than one may be used where a site has more than one vehicular entrance on different sides of the building, or when the nature of the site and adjacent streets requires more than one sign for proper identification. The sign should be placed so it does not obscure any other identification, information or vehicular control signs.~~

~~(j) (6) The owner or tenant of a building may elect to place the identification of the primary tenant on the surface of the building. Sign information should be limited to the display of the building name or the name of the business occupying the site. Only one building identification sign should be provided for each building. Secondary elements should be shown on the interior directory. The Flush wall signs sign shall not be illuminated externally; they may be either non-illuminated or internally illuminated.~~

~~(7) To minimize clutter, directional signs should identify only primary tenants within the development site.~~

~~(8) The positioning of directional signage is critical to its effectiveness. Each site requires careful analysis of vehicular and pedestrian traffic. Decision points must be identified and proper information and directional signage provided.~~

~~(9) Directional signage should be placed no closer than six feet from the curb of a street or drive.~~

~~(k)(10) Trail route identification signs ~~should~~ shall be placed at critical locations which shall be determined by the Director during site plan review.~~

INTRODUCED on first reading the 3rd day of August, 2016 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the ____ day of _____, 2016 and ordered published in pamphlet form.

President of the Council

ATTEST:

City Clerk

ATTACHMENT 4 – Proposed Text – Clean Copy

Title 25

24 ROAD CORRIDOR DESIGN STANDARDS

Chapters:

25.01 Introduction

25.02 Site Development

25.03 Architectural Design

25.04 Site Lighting

25.05 Signs

Chapter 25.01

INTRODUCTION

25.01.010 Background and intent.

The 24 Road Corridor Design Standards provide development standards for public and private improvements in the 24 Road Corridor in order to implement the goals and objectives of the 24 Road Corridor Subarea Plan and to:

- (a) establish a practical, interconnected system of streets, parks, and parkways that allows easy orientation and convenient access for all modes of transportation;
- (b) utilize natural open spaces, such as creeks, and developed public spaces, streets, parks and parkways, to organize and coordinate development;
- (c) accommodate a broad mix of development types that encourage alternative transportation, especially walking, and transit use;
- (d) provide common usable open space that is of mutual benefit to surrounding property owners, businesses, and residents; and
- (e) establish a pattern and character for the long-term evolution of the corridor.

Adherence to these standards and guidelines will ensure that public and private improvements in the 24 Road Corridor will be well planned and executed in a high quality manner, which were important goals established through the 24 Road Corridor Subarea Plan.

These standards supplement other development regulations in the Grand Junction Municipal Code. Where there is a conflict between this Title 25 and the Zoning and Development Code (Title 21), the more restrictive standard shall apply.



*View corridor along 24 Road
highlights natural features*

Chapter 25.02

SITE DEVELOPMENT

Sections:

- 25.02.010 Purpose
- 25.02.020 Community Framework
- 25.02.030 On-site open space
- 25.02.040 Organizing features.
- 25.02.050 Site grading and drainage.
- 25.02.060 Building and parking setbacks.
- 25.02.070 Building location and orientation.
- 25.02.080 Parking, access, and circulation.
- 25.02.090 Auto-oriented uses.
- 25.02.100 Pedestrian and bicycle circulation.
- 25.02.110 Sidewalks.
- 25.02.120 Bicycle circulation.

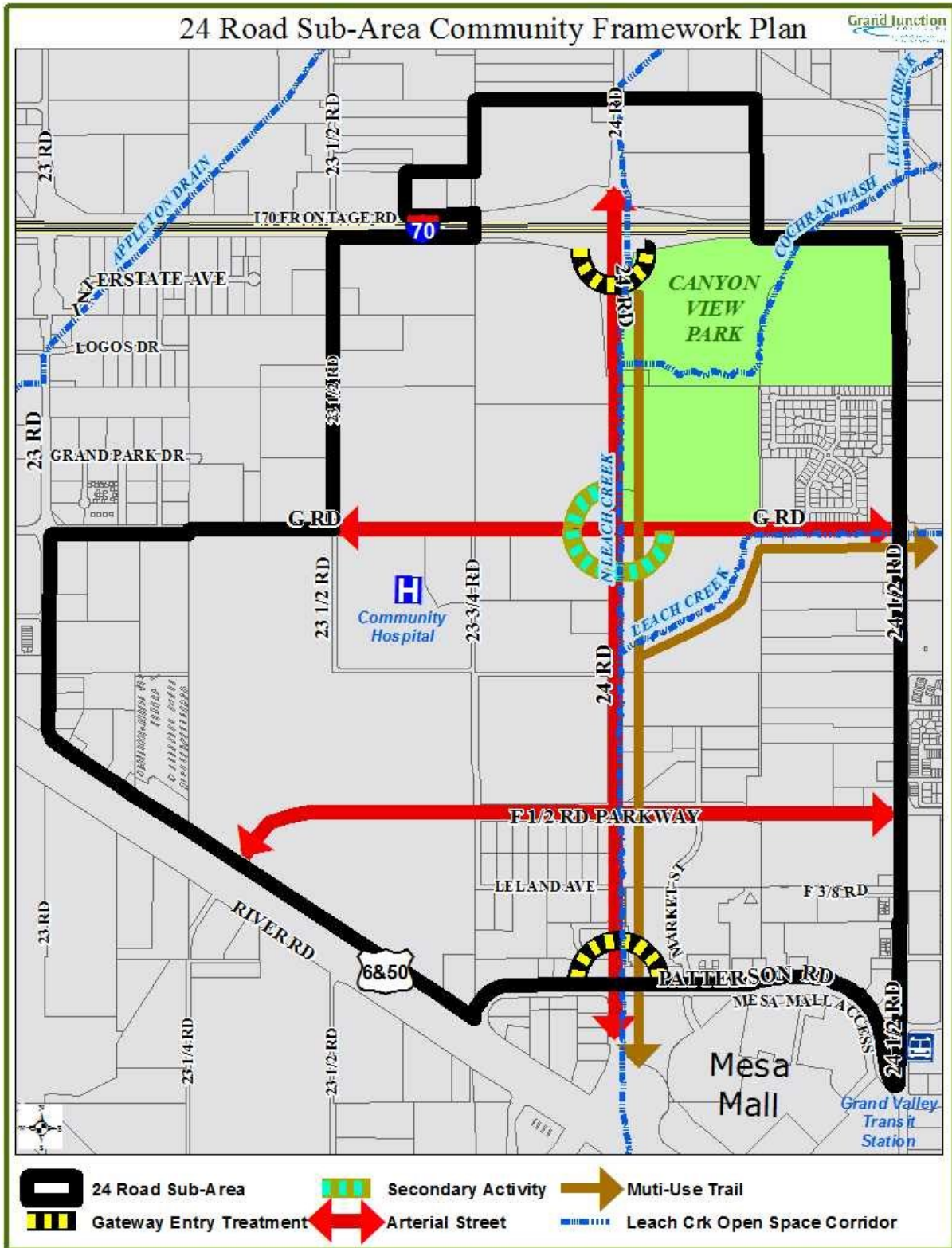
25.02.010 Purpose

The location and design of buildings and site improvements are key to establishing the overall character and function of the 24 Road Corridor. Important site development considerations include large area development planning and coordination, the placement of buildings on the lot, relative amounts of area devoted to open space, buildings and parking areas, and vehicular and pedestrian circulation. With large undeveloped parcels such as those in the 24 Road Corridor, there is an opportunity to implement a “big picture” vision. The vision for the Corridor is to increase pedestrian movement and encourage a mixture of development types integrating housing, commercial uses, neighborhood centers, shared parking, and other appropriate land uses within neighborhoods and within buildings in a flexible pattern of lots and blocks to allow site planning flexibility and consistency of development patterns.

25.02.020 Community Framework

The overall planning concept for the 24 Road Corridor includes a community framework (Figure 2.1) that provides a distinctive image and organizing element for public and private development. The community framework includes public streets, parks, open spaces, natural drainages and future stormwater management facilities that serve and connect part or all of the corridor.

Figure 2.1: Community Framework Plan



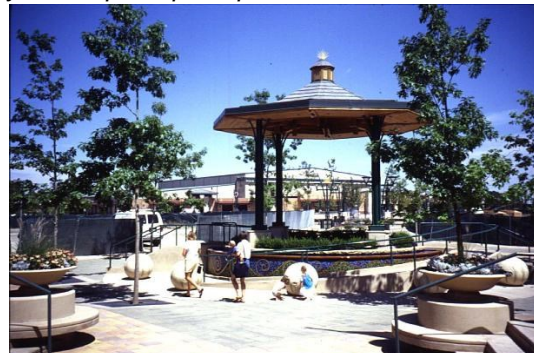
25.02.030 On-site open space.

On-site open space could be provided within areas that are also set aside for stormwater drainage, landscaped setbacks and other landscape areas associated with on-site buffer landscaping and amenities. Open space shall be provided on-site so as to implement and comply with the following:

- (a) Utilize well-defined natural and developed open spaces as features to serve as the focus of block, lot, and circulation patterns.
- (b) Supplement public open space such as parks and drainage corridors with privately developed open space that helps complete linkages and organize development. (Refer to open space requirements of zoning and development code.)
- (c) Open space, such as Leach Creek and developed parks and plazas, shall be used as a positive planning tool to organize and focus lot, block, and circulation patterns. Public access shall be provided to all public open space, natural and developed, directly from the public street/sidewalk system or through a public facility. Natural open space corridors and naturalized drainage ways (with trails) shall be publicly accessible at not less than 800-foot intervals.
- (d) Buildings with frontage on open space shall provide windows, doors, plazas, or other amenities that encourage pedestrian activity and provide views onto and/or are oriented toward the open space.



Examples of privately developed and publicly developed open space amenities



Example of development oriented to open space Organizing features provide a focus for development

25.02.040 Organizing features.

(a) **Purpose.** An organizing feature is a public open space around which development is focused. Organizing features can utilize natural open space, creeks, formal public spaces, streets, parks, and parkways to organize and coordinate development patterns. Organizing features should reinforce the pattern and orientation of streets and buildings through orderly arrangements of landscaping, pedestrian circulation and amenities, such as might be typical of a town square or campus quadrangle. Prominent amenities could be developed within open space to link building groups.

(b) **Standards.**

(1) At least one central feature or gathering place shall be located within a geographically distinct neighborhood, e.g., a convenient outdoor open space or plaza with amenities such as benches, monuments, kiosks, or public art. These places may be located on “civic blocks,” and may include buildings such as libraries, government offices, or public meeting places.

(2) Buildings shall not orient rear, blank, or service dominated facades toward an organizing feature and shall include an entry that is visible, convenient to use, and connected to a public sidewalk by a direct route. Facades facing an organizing feature shall be of at least comparable architectural quality to other primary building facades.

(3) Parking lots and parking spaces shall not be permitted within organizing features.

(4) Multi-building developments shall use an organizing feature to create an internal campus-like arrangement of buildings and open space; provided, that the organizing feature is bounded along at least one side by a public street.

(5) Organizing features shall utilize natural open space, creeks, formal public spaces, streets, parks, and parkways, where such are available on or adjacent to the site, to organize and coordinate development patterns.



Water features invite interaction



Fountain as an organizing feature

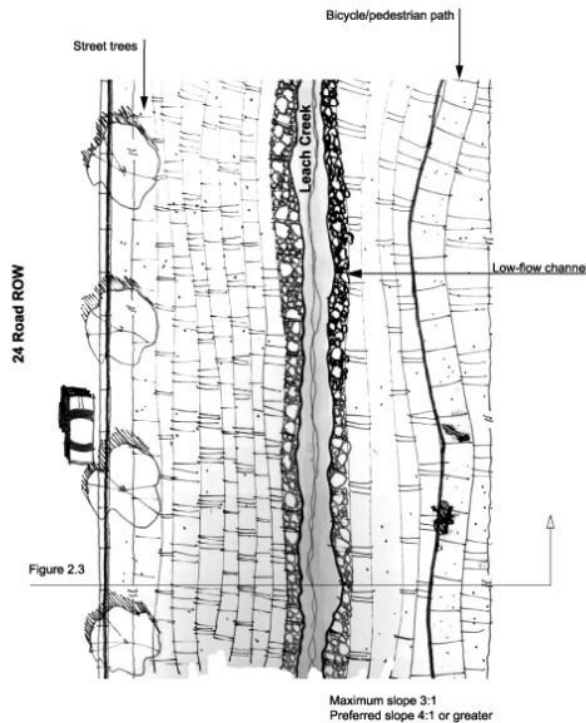
Open space incorporates drainage facility and amenities

25.02.050 Site grading and drainage.

The site grading and drainage standards ensure that development fits within existing topography, reinforces the community open space framework, and effectively diverts and retains stormwater. In addition to other site grading and drainage requirements of the Municipal Code, the following standards shall apply in the 24 Road Corridor:

- (a) Unless precluded by soil conditions, graded slopes shall not be steeper than 3:1 slope. Where space limitations demand, terracing with retaining walls is the preferred solution.
- (b) Existing riparian areas and drainages, such as Leach Creek and its tributaries, shall be developed and maintained as natural open space corridors that provide surface drainage and developed pedestrian trails. The treatment of surface drainages shall be an open channel with gently sloping sides and naturalized landscape, except for the west bank of Leach Creek which is constrained by the 24 Road improvements. (See Figures 2.2 & 2.3.)

Figure 2.2: Natural Corridor Plan



Open space incorporates drainage facility and amenities

Figure 2.3: Natural Corridor Section



25.02.060 Building and parking setbacks.

Building and parking setback standards establish a coordinated streetscape image and provide sufficient space between buildings, roads and parking areas for adequate light, privacy, views, sound control and landscaping. In order to establish additional open space and maintain views, building and parking setbacks shall be provided as specified in Table 3.1.

Table 3.1: Supplemental Building and Parking Setbacks

Frontage	Building Setback	Parking Setback
24 Road – west ROW	50'	25'
24 Road – east ROW	35' from edge of Leach Creek corridor	10' from edge of Leach Creek corridor
Patterson Road (F Road)	Per zoning	10'
F 1/2 Road	Per zoning	10'
G Road	Per zoning	10'

Notes:

- (a) Width of Leach Creek drainage corridor to be determined and will include multi-use trail. (See Figure 2.3.)
- (b) All measurements are from the right-of-way.



Coordinated landscaping in the building setback complements ROW landscaping



Buildings at the edges of project site with pedestrian connections through parking areas

25.02.070 Building location and orientation.

To encourage the orientation of buildings toward the street, reinforce the character and quality of public streets and sidewalks, maximize useful interconnections, and enhance the appearance of properties from the street, the following standards shall apply:

- (a) No development shall be permitted to place or orient buildings, parking, circulation, or service facilities on a lot in such a way as to treat primary street frontage(s) as a rear lot line. "Rear" shall be defined to mean a portion of the property lacking public access and containing a predominance of service functions and/or service facilities that significantly diminish the architectural or landscape quality of the development.
- (b) All sides of a building that are visible from a street, residential area, public park or organizing feature shall have the equivalent architectural treatment of the primary building façade.
- (c) All service and loading facilities that are visible from a street, public park, residential area or organizing feature shall be completely screened from view.
- (d) Nonresidential uses located in the same block with residential uses shall be located on higher traffic streets and at the periphery or the end of each block having both uses and be effectively screened of light, noise, and pollution from service area or other incompatible activities.
- (e) Large retail buildings (over 20,000 gross square feet) shall be located to minimize the impact of windowless walls and service areas on public streets. On sites that include large retail buildings, smaller buildings in-line or on pads shall be located to form edges that frame and reinforce the space and appearance of public streets. Pad buildings shall locate at least one facade including windows and similar architectural features within 35 feet of the public right-of-way. Pad buildings shall be located at site corners and entries.
- (f) All sites abutting 24 Road shall treat 24 Road as a primary frontage with regard to the quality and orientation of buildings, site design, architectural features, and parking area design. This shall be in addition to any other required access and orientation. Primary frontage is intended to include landscape and building design that conveys the project identity and character and is of equal or superior quality to any other frontage of the project. No truck docks or service areas shall be permitted to face 24 Road.

25.02.080 Parking, access, and circulation.

In order to provide for safe and convenient movement of pedestrians and motor vehicles, limit vehicular/pedestrian conflicts, reduce paved areas, provide screening for paved areas and soften the visual impact of parking lots by providing interior planting, the following standards shall apply:

- (a) No more than two double-loaded bays of parking, with a maximum length of 125 feet, shall be allowed in front of buildings smaller than 20,000 square feet in size.
- (b) For retail buildings 20,000 to 30,000 square feet in size, no more than 50 percent of the total surface parking area shall be located in the *restricted area* between the street and a building. For retail buildings larger than 30,000 square feet, no more than 60 percent of the total surface parking area shall be located in the *restricted area*. The restricted area is located between the front facade of the principal structure and the primary abutting street. The restricted area shall be determined by drawing a line from the front corners of the building to the nearest property line as shown in the example.



Example of Restricted Area

- (c) Service entrances, service yards and loading areas shall not be located on a side of any building that faces 24 Road, any arterial street, I-70, or residential uses.
- (d) Opportunities for future auto, pedestrian, and bicycle connections to adjoining sites shall be considered in all site design. Such connections shall be provided where reasonably practicable.



Examples of pedestrian circulation systems within parking lots



Sidewalks and landscaping break up and soften the visual impact of large parking lots

25.02.090 Auto-oriented uses.

To minimize impacts of auto circulation, queuing, drive-up facilities (including speaker systems and similar activities) and to promote street-oriented building design and pedestrian amenities, the following standards shall apply:

- (a) Drive-up and drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, car drop-off areas for auto service or rental, etc.) shall be located on the side or rear of a building and away from residential uses.
- (b) For buildings greater than 100 feet from the street and with no intervening buildings, drive-through windows may be allowed to face a perimeter street, and drive-through lanes may be allowed with adequate landscaping buffer from the right-of-way line.

25.02.100 Pedestrian and bicycle circulation

To promote efficient and safe movement of pedestrians and bicyclists through the 24 Road Corridor, sidewalk and/or multi-use trail links shall be provided between development sites and open space including but not limited to an off-street multi-use trail connecting Canyon View Park and the Colorado River Trail.



Direct pedestrian access from sidewalk



Pedestrian circulation in retail area

25.02.110 Sidewalks

To provide opportunity for continuous pedestrian movement through the 24 Road Corridor, the following standards shall apply:

- (a) A direct pedestrian connection to the building entry shall be provided from the public sidewalk.
- (b) Development shall provide pedestrian circulation from public walks to parking areas, building entries, plazas, and open spaces. Walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses. Primary walks shall be a minimum of five feet wide.
- (c) Clear and safe pedestrian routes shall be defined through parking areas to provide pedestrian access between buildings with minimum conflicts with vehicles. Walkways crossing drive aisles shall be clearly marked with signage, special paving, landscaping or other similar means of demarcation.
- (d) Sidewalks at least eight feet wide shall be provided along all building facades that abut public parking areas and feature a public entrance.
- (e) Pedestrian walks incorporating bicycle lanes shall be not less than 10 feet in width.
- (f) All parking areas located between a street and building shall include a landscaped pedestrian walk linking the building with a public sidewalk.
- (g) Physical barriers between contiguous development shall be prohibited unless necessary for safety or the mitigation of adverse impacts.
- (h) Development shall provide pedestrian linkages between the Leach Creek trail corridor and other public ways and open space areas.



Shared plaza at building entries



Landscaped public sidewalk

25.02.120 Bicycle circulation.

To provide a safe, direct, and attractive system of interconnected public bikeways and bike routes throughout the corridor and defined routes to primary building entries, the following standards shall apply:

- (a) Bicycle parking shall be located in visible, active, and well-lit areas, near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways. If possible, bike parking shall be located so it is visible from the inside of adjacent buildings.
- (b) Bicycle circulation shall connect and align with pre-existing and planned off-site bicycle routes. Crossings at intervening streets shall be located where safe means for crossing can be provided.



Public bikeway provides an interconnected system



On-street bicycle route designation separate from the roadway

Chapter 25.03

ARCHITECTURAL DESIGN

Sections:

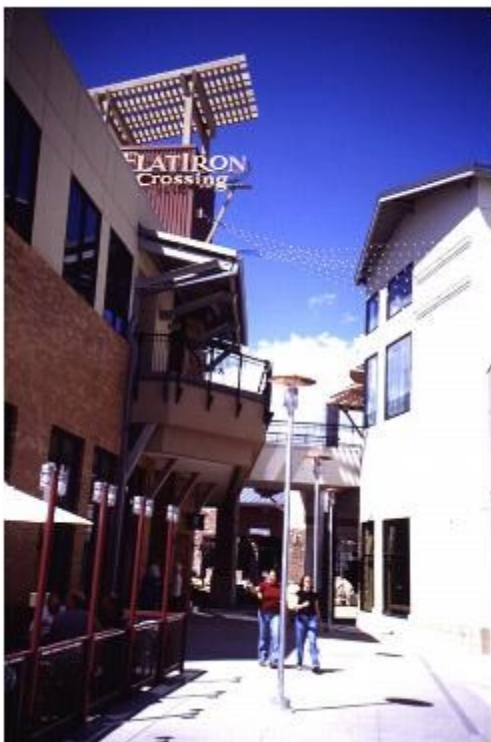
- 25.03.010 Purpose
- 25.03.020 Building form and scale
- 25.03.030 Building materials
- 25.03.040 Multi-unit residential development
- 25.03.050 Fencing and walls
- 25.03.060 Service and storage areas

25.03.010 Purpose

These architectural design standards are intended to:

- (a) Encourage a consistent level of architectural quality throughout the 24 Road Corridor;
- (b) Create a unified architectural character at the project level, addressing building form, scale and materials, including for walls, fencing and service and storage areas;
- (c) Reinforce the urban character of streets and open spaces;
- (d) Provide human scale and orientation;
- (e) Define the base, body and top of building elevations through the use of color, materials and details;
- (f) Ensure that the highest level of architectural detail occurs adjacent to areas of pedestrian activity;
- (g) Ensure that service and storage areas are functional yet do not visually impact views from adjacent uses and public areas;
- (h) Provide flexibility to allow for a number of design alternatives for different building types and to encourage design creativity.

Note: Additional standards for architectural design are included in Title 21, Grand Junction Zoning and Development Code.



Buildings in a variety of forms reinforce the pedestrian scale

25.03.020 Building form and scale. (Nonresidential and Multifamily Structures)

The following standards shall apply to all building facades and exterior walls that are visible from adjacent public streets and other public spaces. These standards are intended to reduce the massive scale of large buildings, which, without application of these standards, may be incompatible with the 24 Road Corridor Overlay desired character.

(a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least 20 percent of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.

(b) Ground floor facades that face public streets shall have display windows, entry areas, awnings, or other such features along no less than 60 percent of their horizontal length. If the facade of the building facing the street is not the front, it shall provide the same features and/or landscaping in scale with the facade.

(c) Variation in roof lines/roof materials, in order to add interest to and reduce the massive scale of large buildings, is required. Roofs shall have no less than two of the following features:

(1) Parapets concealing flat roofs and rooftop equipment, such as HVAC units, from public view. Parapets shall not exceed one-third of the height of the

supporting wall and shall not be of a constant height for a distance of greater than 150 feet;

(2) Overhanging eaves, extending no less than three feet past the supporting walls, for no less than 30 percent of the building perimeter;

(3) Sloping roofs that do not exceed an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run; and

(4) Three or more roof slope planes.

(d) Primary building entries shall be connected to the public street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street-oriented facade.

(e) Ground floor retail shall have direct pedestrian entries onto public streets, parks, or plazas. Primary building entries must be easily and directly accessible from a street and shall be either oriented to or easily visible from the street.

(f) Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features. Each principal building on a site shall have clearly defined, highly visible main entrances featuring no less than three of the following:

(1) Canopies or porticos;

(2) Overhangs;

(3) Recesses/projections;

(4) Arcades;

(5) Raised corniced parapets over the door;

(6) Peaked roof forms;

(7) Arches;

(8) Outdoor patios;

(9) Display windows;

(10) Architectural details such as tile work and moldings which are integrated into the building structure and design; and

(11) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

(g) To the greatest extent possible, mechanical appurtenances shall be located within the structure. External mechanical appurtenances such as heating and air conditioning equipment shall be screened and finished to match the colors and materials of the building.



Primary building entrances present inviting facades along arterial streets



Retail development includes pedestrian-scale open space

25.03.030 Building materials. (Nonresidential Structures)

The following standards shall apply to nonresidential structures:

- (a) All primary buildings shall use materials that are durable, economically maintained, and of a quality that will retain their appearance over time including but not limited to stone, brick, stucco, pre-cast concrete, and architectural metals.
- (b) Facade colors shall be nonspecular, neutral or earth tone colors. Use of high intensity, metallic, black or fluorescent color is prohibited.
- (c) Building trim and accent areas may feature brighter colors, including primary colors.
- (d) Predominant exterior building materials shall not include smooth-faced concrete block, smooth-faced tilt-up concrete panels, or prefabricated steel panels.
- (e) Ancillary buildings, enclosures and projected building elements shall be designed as an integral part of their primary facility. Where detached buildings are necessary, they shall be compatible to the main building in design, form, use of materials, and color.
- (f) Building materials should be used in a manner that achieves a coordinated design on all building facades (“360-degree design”).

(g) High quality, durable materials (brick and concrete masonry, pre-cast concrete, stone) should be the dominant treatment on all building facades facing 24 Road, Patterson Road/F Road, F 1/2 Road, and G Road.

25.03.040 Multi-unit residential development. (Multifamily Structures)

To ensure that multifamily residential architecture provides human scale and orientation and reinforces the urban character of streets and open spaces, the following standards shall apply to multifamily residential development in the 24 Road Corridor:

(a) Buildings shall be designed to provide human scale, interest, and variety. The following techniques may be used to meet this objective:

- (1) Variation in the building form related to the scale of individual dwelling units or rooms such as recessed or projecting bays, shifts in massing, or distinct roof shapes.
- (2) Diversity of window size, shape, or patterns that relates to interior functions.
- (3) Emphasis of building entries through projecting or recessed forms, detail, color, or materials.
- (4) Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays, or similar features. Changes in materials should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.

(b) Portions of buildings that are functionally limited from including significant window areas shall either be oriented away from public streets or shall make extensive use of the scaling methods defined above.

(c) Garages and carports shall either be integrated into the primary building form or shall be constructed of the same materials as the primary buildings.



Examples of multifamily housing that provides variety and human scale

25.03.050 Fencing and walls. (Nonresidential and Multifamily Structures)

To provide for security, to screen unsightly areas, and to provide visual relief and buffers, the following standards shall apply to multifamily and non-residential structures in the 24 Road Corridor:

- (a) The design and materials for walls and fences shall be coordinated with the design and materials of the principal buildings in terms of color, quality, scale and detail. This is not intended to require identical materials and design.
- (b) The combined height of walls and fences on top of an earth berm shall not exceed the maximum permitted height for the wall or fence alone.
- (c) Fence and wall design shall not include long, unarticulated street fences facing walks and shall prevent "fence canyons."
- (d) Chain link fencing in areas visible from nonindustrial properties, parking areas, public streets and pedestrian walkways shall be of a type and color that is aesthetically pleasing and complementary to the building and its surroundings.
- (e) Chain link fencing shall be landscaped.

25.03.060 Service and storage areas. (Nonresidential and Multifamily Structures)

To ensure that service and storage areas are functional while minimizing their visual impact on adjacent properties, parking and open space areas, public streets, walkways and trails, the following standards shall apply to nonresidential and multifamily structures in the 24 Road Corridor:

- (a) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
 - (1) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot. If because of lot configuration the Director determines that such placement is not feasible, then the side yard may be used, but in no case shall such area be located within 20 feet of any public street, public sidewalk or on-site pedestrian way.
 - (2) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be designed so as to be visually incorporated into the overall site design and architecture of the building(s).
 - (3) Views of outdoor storage, trash collection and/or compaction, HVAC equipment, loading and other service facilities and functions shall be screened from visibility from all property lines and screened and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principal structure.
- (b) Rooftop mechanical equipment, including satellite dishes and antennas over 30 inches in diameter, shall be screened from the view of public streets and open space. Alternate structures housing such equipment or wall-mounted painted-to-match units in

unobtrusive locations in lieu of traditional screening will be considered. In the discretion of the Director, visual simulation may be required to demonstrate visual impacts on surrounding properties, open spaces, trails, parks, streets or walkways.

(c) Utility connections to buildings, including but not limited to switch boxes, wires and electrical, gas and other meters, shall be screened or located out of view from public streets. All utilities and their connections shall be underground where permitted by the utility provider and other regulations.

(d) Loading doors shall be recessed from the building face to minimize their visual prominence.

(e) In non-industrial areas, screen fences or walls shall be at least one foot higher than the materials or equipment being screened, and at least six feet tall.



Screening blocks views of loading and storage areas



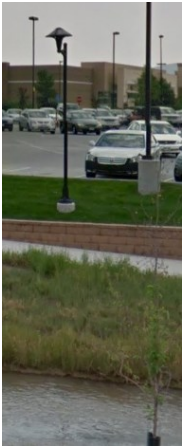
Service areas incorporated into the architecture of the building

Chapter 25.04 SITE LIGHTING

25.04.010 Pedestrian, accent and security lighting.

In order to enhance vehicular and pedestrian visibility while minimizing lighting glare and contrast, prevent undesired off-site glare, emphasize attractive features, illuminate sites and attract visitors to destinations using the minimum amount of light needed to do so, the following standards in addition to the lighting regulations in the City of Grand Junction Zoning and Development Code (Title 21) shall apply to lighting within the 24 Road Corridor:

- (a) All new development shall provide pedestrian lighting along public streets and pedestrian/bicycle trails.
- (b) Lighting shall be designed to provide even and uniform light distribution without hot spots, dark spots, or glare.
- (c) Lighting shall be designed to minimize dark areas that could pose a security concern near pedestrian areas.
- (d) Pedestrian circulation systems shall be highlighted by visible light sources that clearly indicate the path of travel ahead.
- (e) Accent fixtures providing direct illumination shall be in character with the architectural and landscape design character of the development.
- (f) Architectural lighting shall not be used to draw attention to or advertise buildings or properties. Architectural lighting may be used to highlight specific architectural, artistic or pedestrian features with the intent of providing accent and interest or to help identify entryways.
- (g) Accent lighting of landscape and/or pedestrian areas shall be mounted close to the ground and use a low level of illumination, such as bollard lighting or similar low mount fixtures used for illuminating landscaping and pedestrian areas.
- (h) All accent and security lighting shall be shielded and downcast.



Examples of appropriate pedestrian lighting



Example of low level accent lighting.

Chapter 25.05 SIGNS

25.05.010 Sign standards

In order to ensure that signs in the 24 Road Corridor communicate information for property owners, tenants and users without adding unnecessary visual pollution to the Corridor, to encourage signage that is on a pedestrian scale, and to preserve and accentuate the views of the natural beauty of the Colorado National Monument and Colorado River corridor, and to ensure continuity of signs within a given project, the following standards, which include restrictions on sign size, height of freestanding signs and prohibition of billboards, shall apply to signage in the 24 Road Corridor, in addition to the sign regulations in the City of Grand Junction Zoning and Development Code (Title 21):

- (b) Only the following sign types are permitted: freestanding signs, flush wall signs, exempt signs, and temporary signs as allowed/regulated by the Section 21.06.070, Zoning and Development Code, except as further restricted in this Chapter 25.05.
- (c) Freestanding signs shall not exceed 12 feet in height from finished grade.
- (d) Sign face for freestanding and flush wall signs shall not exceed 100 square feet per sign.
- (e) Temporary signs and exempt signs shall be permitted in accordance with Section 21.06.070 of the Zoning and Development Code.
- (f) No billboards shall be permitted in the 24 Road Corridor. Billboards that were installed in accordance with a permit or planning clearance from the City prior to November 1, 2000 may remain, except that they may not be expanded, enlarged, converted to illuminated or changeable copy signage, or replaced once removed.
- (g) Freestanding signage shall be placed perpendicular to approaching traffic.
- (h) Signs within a development project shall be designed and installed with continuity by use of a coordinating scheme of color, typeface, materials, and construction details throughout the project area.
- (i) On freestanding signs, only graphics and typography are to be illuminated.
- (j) Freestanding signs shall be single- or double-faced and constructed of a metal panel with stone or veneer base. If the sign is single-faced, the backside shall be painted the same color as the cabinet and poles.
- (k) Flush wall signs shall not be illuminated externally; they may be either non-illuminated or internally illuminated.
- (l) Trail route identification signs shall be placed at critical locations which shall be determined by the Director during site plan review.



Signs should communicate information and not add to visual pollution

SD

CITY COUNCIL MEETING

CITIZEN PRESENTATION

Date: _____
Citizen's Name: Bruce J Lemley
Address: 536 29th

Phone Number: _____
Subject: Whatman Park (OPEN CAMPING) Night Out w/

Please include your address, zip code and telephone number. They are helpful when we try to contact you in response to your questions, comments or concerns. Thank you.

Certified Write-In Candidates for the General Election

Below is a list of the certified write-in candidates who have filed the required paperwork with the Secretary of State. These candidates may not be listed on the ballot; however, voters may write the candidate's name on the ballot in the appropriate space provided in order to cast a vote for that candidate. As a result, any ballot containing the districts below must contain a write-in line.

A write-in vote should be counted if the write-in line on the ballot includes at least a reasonably correct interpretation of the candidate's last name and the voter fills in the target area next to the write-in line. For more information, please review sections 1-4-1103, 1-5-407(3), 1-7-114, and 1-7-304, C.R.S., SOS Rule 18, and the Voter Intent Guide.

Presidential Electors

- | | |
|---|--|
| (01) Bruce Lohmiller / J.R. Smith
Green / Democratic | (02) Thomas J. Nieman / Bernie Jackson
Unaffiliated / Libertarian |
| (03) Corey Sterner / Jeff Ryan
Unaffiliated / Republican | (04) David Perry / Eric "Rick" Seiley
Republican |
| (05) Brian Anthony Perry / Michael Byron Nelson
Unaffiliated | (06) Cherunda Fox / Roger Kushner
Unaffiliated |

United States Senator

- (01) Don Willoughby
Unaffiliated

Whidman Park (OPEN CAMPING) w/SUPERVISION
Night Patrols Cma. Quimby

Trump Event
Other Policies Should be Discussed

- 1) Choice of Evils
- 2) Energy & H. Prototypes
- 3) Case Files

[Signature]