



**GRAND JUNCTION CITY COUNCIL
MONDAY, JUNE 19, 2017**

**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. Discussion Topics

- a. Discussion on November Ballot Questions including School District 51
- b. Broadband Discussion
- c. Presentation and Discussion on the Adopted Greater Downtown Plan and Related Overlay Zoning Districts

2. Next Workshop Topics

3. Other Business



Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: June 19, 2017

Presented By: Greg Caton, City Manager

Department: City Manager

Submitted By: Greg LeBlanc, Assistant to the City Manager

Information

SUBJECT:

Discussion on November Ballot Questions including School District 51

EXECUTIVE SUMMARY:

School District 51 has been discussing the potential of ballot question(s) for the November election. School district officials will present information regarding the potential question(s).

BACKGROUND OR DETAILED INFORMATION:

School District 51 has been discussing the potential of ballot question(s) for the November election. School district officials will present information regarding the potential question(s).

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

N/A

Attachments

None



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: June 19, 2017

Presented By: Greg Caton, City Manager

Department: City Manager

Submitted By: Greg Caton, City Manager

Information

SUBJECT:

Broadband Discussion

EXECUTIVE SUMMARY:

At the May 15, 2017 Workshop, City Council directed the City Manager to invite incumbent providers to meet with City Council members in order to better understand how they plan on improving Broadband services throughout our community. The results of those meetings will be discussed and staff will look for direction from City Council.

BACKGROUND OR DETAILED INFORMATION:

In April 2015, Grand Junction voters approved an override of Colorado Senate Bill 05-152 by a majority of 77% which allows the City to use City resources and infrastructure to provide broadband capabilities that compete with private providers. As a result of that override, City Council directed staff to explore a public-private-partnership that would accomplish the following goals: The City would have substantial ownership of a fiber optic network that would pass every home and business within the City limits. The City would partner with a company, or multiple companies, to provide broadband services. Broadband services would be available to residences for \$50-80 per month and to businesses for under \$300 per month. Although staff was able to provide a plan that met the objectives of the project, City Council voted 5-2 not to continue with the selected firm, and asked staff to meet with other existing providers for alternative solutions.

The City Manager and staff met with CenturyLink, Fujitsu, Emery Telecom, Charter Communications, and Utopia Fiber. Each firm was provided an overview of the City of

Grand Junction's broadband goals and recent City Council direction to identify partnership opportunities to meet the needs of the community.

City Council was given a synopsis of each meeting at the May 15, 2017 City Council Workshop, but was unable to be provided proprietary details of CenturyLink and Charter's proposals in a public meeting. Council then requested that incumbent providers meet with Council members individually to better understand the companies strategies.

The City has also received an alternative proposal (attached) from SiFi-Nokia for City Council's consideration. This proposal centers on the City entering into a managed services agreement with SiFi Networks to provide long-term Smart City fiber infrastructure.

In addition, the City Manager and Broadband Team met with Zayo Group. Zayo is a publicly traded company headquartered in Boulder, and provides communications infrastructure services, including fiber connectivity. They are currently in discussions with other municipalities to participate in Fiber-to-the-Premise (FTTP) projects. Zayo has indicated they are hoping to complete a fiber optic backbone project that would reach Grand Junction, from Denver to Salt Lake City. Conduit negotiations are expected to take several months, and a completed project may be 2-3 years away. This project could help with a local FTTP development, or could help bring down wholesale pricing by providing increased competition.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

After updates and discussion, staff looks forward to receiving direction from City Council regarding next steps.

Attachments

1. SiFi-Nokia Proposal



Citywide Fiber to the Premise and Smart City Proposal

for



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NOTIFICATION

Any and all references in this document or any related attachments to the term “team”, “partner”, “partnership” or any derivative thereof including, but not limited to, “framework Partners”, “public-private-partnership”, “project partner”, “deployment partners”, “open partner ecosystem” and “preferred partner”, do not refer to the legal creation or formation of a partnership, but instead refer to the joint or combined effort of the various contributors to the project.

EXECUTIVE SUMMARY

City of Grand Junction
250 N 5th St,
Grand Junction,
CO 81501

Dear Mr Taggart,

SiFi Networks, in collaboration with our selected Team partners: KeyBanc, Henkels & McCoy and Nokia, are excited by the opportunity to work with the City of Grand Junction (City) in delivering a gigabit speed, citywide Fiber to the Premise (FttP) and Smart City infrastructure that any Service Provider can access to serve the Grand Junction community.

SiFi Networks approach to the opportunity is based upon a Hybrid Model partnership with the City:

SiFi Networks 100% finance the citywide FttP project, with SiFi Networks also taking on all operations, maintenance and management costs and responsibilities for the FttP network and Smart City fiber.

To ensure ubiquitous fiber network coverage throughout Grand Junction, City Council would issue SiFi Networks access to the city's entire public rights-of-way, approval of the FOCUS™ system, additionally, City enters in to a managed services agreement with SiFi Networks to provide long term Smart City fiber infrastructure. The municipality is responsible for Smart City devices and applications that connect to the fiber infrastructure. Prior to commencement of any construction, one or many Service Providers enter in to network access agreements with SiFi Networks to deliver IP based services to the Grand Junction community to ensure long term project financial sustainability.

We will talk to SiFi Networks selected Partners, the approach taken to ensure the successful delivery of a neutral, impartial, efficient and least social disruptive citywide Smart City infrastructure and the technologies used to connect end users on the network to advanced Services Provider services. This will be followed by the commercial structure of the partnership between SiFi Networks and the City, including assigned roles and responsibilities. Finally, we conclude on the immediate and long term benefits City Staff and people of the City will receive in return for entering in to a partnership with SiFi Networks.

Sincerely,

Ben Bawtree-Jobson
CEO
SiFi Networks
Office: 973.285.3386
Email: ben@sifinetworks.com

BEST IN CLASS PARTNERS

Grand Junction is one of many municipalities across the U.S. considering long term economic development strategies, IT efficiencies and community enrichment programs that involve large scale infrastructure projects. There are several characteristics municipalities are looking for from a project partner to ensure a successful project, as well as positive community engagement; these are:

- ❖ Quality of Performance; Ability; Capacity; Integrity; Experience; Reputation

It is for this reason that the Team are working together to deliver a **Best-in-Class Partnership** with a turnkey FTTx solution for Grand Junction. This offering is structured into 8 distinct layers, with each partner delivering upon their industry expertise within their assigned layer, as illustrated below:

- ❖ The Developer: - SiFi Networks
- ❖ Finance: - SiFi Networks; KeyBanc and/or others
- ❖ Design: - SiFi Networks
- ❖ Construction: - Henkels & McCoy
- ❖ Technology: - Nokia
- ❖ Public Rights of Way - Municipality
- ❖ End User Services - Service Providers
- ❖ Operations - Nokia, SiFi Networks

SiFi Networks as a developer has the experience to lead and bring together all the necessary skills of their partners to fulfil a specific function in the delivery of a successful project. SiFi Networks takes the lead, acts as the single point of contact and ensures all stakeholder requirements are addressed and delivered upon. Most importantly however, SiFi Networks takes the business risk to generate a return on the capital it is investing, thus ensuring long term project sustainability is the highest priority.

Within each layer SiFi Networks coordinates the Partners, each of which have been approved via a rigorous due diligence process. All the Partners are talked to on the preceding pages:

SiFi Networks



As the Developer, SiFi Networks designs and architects the project, including managing all facets of the project's implementation and subsequent business operations. SiFi Networks is dedicated to FTTx network development and has a highly skilled and experienced team to handle each facet of a development. Their in-house team of engineers, network architects, financial analysts and developers with decades of experience in the industry. SiFi Networks is responsible for influencing significant improvements in economically efficient micro-trenching solutions, blown fiber deployment, Wastewater Fiber Technology, world leading network architecture and innovative financing structures all centered around creating long term sustainable FTTx networks.

In 2012, the two founders of SiFi Networks, Roland Pickstock and Michael Harris, who both have extensive experience in the formation of PPP's, recognized municipalities were becoming increasingly aware that next generation fiber-optic infrastructures are a necessary utility, similar to that of water, sewer and electricity, yet municipalities have very little, if

any, in-house expertise in being a Service Provider or the delivery and operation of such infrastructures. Furthermore, the financial burden in bonding the capital needed to deliver such a project is a path some municipalities often do not wish to pursue, if at all. Therefore, in 2013, Roland, Michael and CEO, Ben Bawtree-Jobson, officially formed SiFi Networks, a company with offices in New Jersey and California, that would create best-in-class partnerships with some of the leading companies within the fiber industry to help support municipalities deliver upon their connected community vision.

Roland Pickstock

Is chairman and founder of The Pickstock Group of companies (www.thepickstockgroup.com). Thirty years since its inception, the group has an annual revenue of \$335m and a current project pipeline valued at c. \$3billion, with successful trading businesses across construction, property development, investment, manufacturing and food. Roland's experience and expertise in selecting and managing efficient Framework Partners to deliver large scale projects on time and in budget such as, billion-dollar city master plans, food stores, hotels and student accommodation. His superb reputation instills confidence in his company's Framework Partners, and valuable guidance to SiFi Networks' management.

Mike Harris

Founded his first company building on the experience he gained working for British Telecom (BT Group plc); the company eventually became known as TNS (Total Network Solutions), which integrated and managed networks for large private institutions and governments alike, creating high speed internet networks. Whilst growing the business, Mike won several awards, one of which was Entrepreneur of the Year by Ernst & Young. TNS were recognized as having the best technical support and engineering capacity in their area and were ultimately sold to BT in 2005.

KeyBanc



The Firm is a leading financial institution arranging and underwriting debt in support of major infrastructure projects in the US. KeyCorp, the parent corporation of KBNA and KBCM, headquartered in Cleveland, is one of the nation's largest bank-based financial services companies with total assets of \$94.2 billion. KeyBank has over 992 full-service retail branches across 15 states and a market capitalization of \$12 billion. KBCM has served in leadership roles for similar transactions regarding municipal broadband exceeding \$285 million paramount. The Firm's Public Private Partnership practice was started at the beginning of 2012 and is actively engaged in multiple infrastructure projects throughout the U.S. KeyBank has extensive infrastructure project finance experience having completed more than 25 transactions in the past 3 years. Also, KeyBank's Public Sector Group maintains a portfolio of over \$1.2 billion of municipal infrastructure loan transactions secured by taxes and/or general project revenues. KBNA's long term issuer ratings are A3 / A- / A- by Moody's, S&P and Fitch, respectively.

The Firm has direct and extensive experience in providing both bank balance sheet and capital markets financings for a wide range of state and local social infrastructure projects procured through a DBFM solution. Collectively through KBNA and KBCM, the Firm has completed or is currently engaged on the multiple financings for public facilities including transportation information systems, municipal utilities and municipal administrative and service buildings throughout the U.S. utilizing turnkey DBFM structures backed by public concession revenue and/or appropriation backed sources of repayment.

Henkels & McCoy



Founded in 1923, Henkels & McCoy Group builds and connects the world's strongest utility infrastructure networks. As a premier, privately held construction and engineering contractor, they serve leading companies in the power, oil & gas pipeline, gas distribution and communications markets.

Generations of workers pride themselves on connecting with customers and helping them connect with the world. Over time, they have grown from a tree-trimming and landscaping company into a nationwide utility infrastructure contracting firm with more than 70 offices. They operate under two wholly owned subsidiaries: Henkels & McCoy Inc. and HMI Services. Using their proven Connected Infrastructure Model™, they connect all fundamental parts and processes of successful infrastructure construction. Over the past century, they have successfully designed and constructed millions of miles of safe, reliable and world-class infrastructure for their utility, commercial and government customers. Henkels & McCoy consistently rank in the top 10 of Engineering News Record's ranking of Specialty Contractors.

Nokia



Nokia is uniquely positioned to help governments; communications service providers and large enterprises deliver on the promise of smart cities. Nokia's solutions are designed to provide shared, secure and scalable platform that ensures the best use of urban resources and data to enable the human possibilities of smart, safe and sustainable cities.

Working with an open partner ecosystem including diverse organizations - technology vendors, application developers, service providers, system integrators, utility companies, research institutions and others -, Nokia continuously explores new systems, applications, content, devices and services.

NOKIA, has deployed multiple FTTx projects throughout the USA. Highlights include EPB of Chattanooga, Lafayette Utility Systems, Bristol, VA., Bristol, TN, Dalton GA., Westfield, MA, and Holyoke, MA. These cashflow positive networks deployed FTTx solutions within their communities to enhance economic development and retain businesses who may have otherwise relocated to other communities. Nokia is currently providing Managed Services on behalf of telecommunications companies to over **3,000,000** subscribers throughout the USA and **650,000,000** worldwide.

PROJECT APPROACH

The Team structures citywide fiber projects in 4 distinct categories: **Network Design, Electronics, Construction Efficiencies and Operations**, which are all covered through the 3-layer approach below. The 3-layer approach is paramount in the delivery of a neutral, impartial and competitive environment, ensuring not one company is favored over any other and innovation of products and services is not hampered by monopolistic environments. The 3-Layer approach talks to the use of technology, internet interconnections and route diversity.

3-Layer Separation

Layer 1 – The Infrastructure

This represents the physical infrastructure itself, both passive and active components, which are designed and constructed to be future proof, meaning the network can adapt to city growth, changing technologies, and Service Provider models over the next 30+ years. Only through creating a resilient and scalable network which is secure and affordable to maintain, can long term sustainability be achieved.

To ensure the infrastructure is not a digital island within Grand Junction, sufficient diverse connectivity to major carrier hotels of data centers is built, connecting users to Service Providers outside of the network.

Layer 2 – The Operator

Any network infrastructure needs to be fully monitored and maintained on a 24x7x365 basis to deliver any professional services. Small community networks have in the past been operated on a best endeavors basis. Operation of a professional network must be **independent of any Service Provider** in order to provide comfort and confidence that each Service Provider's data is kept separate, secure and without any prioritization bias.

An operator must also manage the infrastructure for the impartial benefit of all users and ensure that the actions of any one user or Service Provider cannot have a detrimental effect on another user or Service Provider. When a Service Provider needs to provide a Service Level Agreement (SLA) to their customer the operator has to match or exceed the customer's SLA being provided by the Service Provider.

Layer 3 – The Service Provider

The Service Provider is the company that provides one or many services direct to the end user over the network, whether this be residential, business or government. As new technologies become available Service Providers will continue to evolve, offering potential services such as home automation, education, tele-health, security and smart metering.

Not all services offered by the Service Provider are transmitted over the internet i.e. businesses frequently require network services which are used to provide direct connectivity between branch offices or direct connections to cloud service providers. Municipalities are similar to business users of the network and frequently require connectivity between City hall and municipal buildings, including police departments, fire stations, schools, libraries and community facilities.

The term Service Provider should therefore be thought of as the total range of services that can now, and in the future, be delivered over the network and open access should be thought of as a network that is capable of providing separate and secure data paths for all services to use at Layer 1.

The Infrastructure, Technology and Networks Operations

The infrastructure is only as good as the civil techniques used to build it and electronics that enable service delivery to end users.

The Team firmly believes in designing and building any network to be as fault tolerant as possible, delivering high availability of services through multi-ring topology configurations. With that in mind, SiFi Networks has created a construction and technology brand named FOCUS™. All components deployed using the FOCUS™ system are **warranty protected for the term of the project lifetime**, with suitable insurances in place ensuring high level SLA agreements.

SiFi Networks has discussed the FOCUS™ system suite in length with City Staff to ensure a range of the most advantageous technologies are being used within each Grand Junction neighborhood, rather than being restricted to one construction technique and type of technology. This significantly reduces socially disruptive, increases speed of deployment and ensures capital spend efficiencies.



Technology

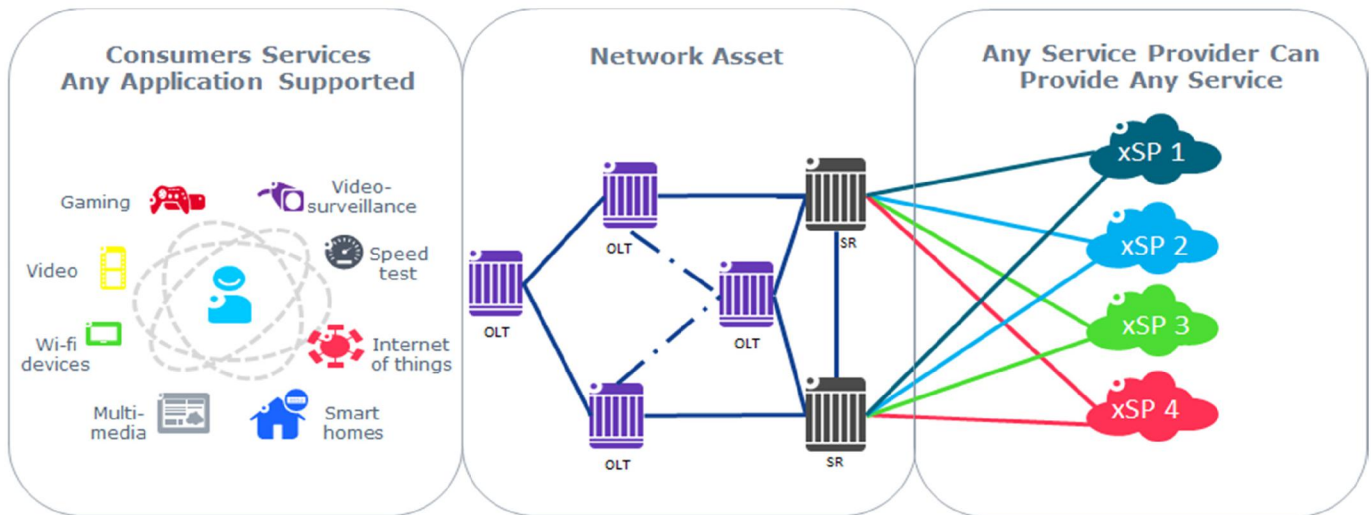
The network electronics encompasses the NOKIA 7360 Optical Line Terminal (OLT), which supports up to 200 Gigabits of traffic from two Network Termination cards in the shelf to each of the GPON line cards. This not only guarantees all GPON traffic coming from the subscriber side will have complete non-blocking throughput across the backplane, but it also guarantees the ability to continue using the same 7360 shelf should it be decided to migrate to NG-PON2 in the future. This option strongly differentiates the NOKIA equipment from its competitors, as it allows providers to upgrade to the next available technology without replacing their existing OLT shelves.

The 7360 OLT leads the industry with support for up to 160 Gigabit connectivity to the routers in the Northbound direction. This large capacity will continue to support bandwidth demands for data, IPTV and voice far into the future.

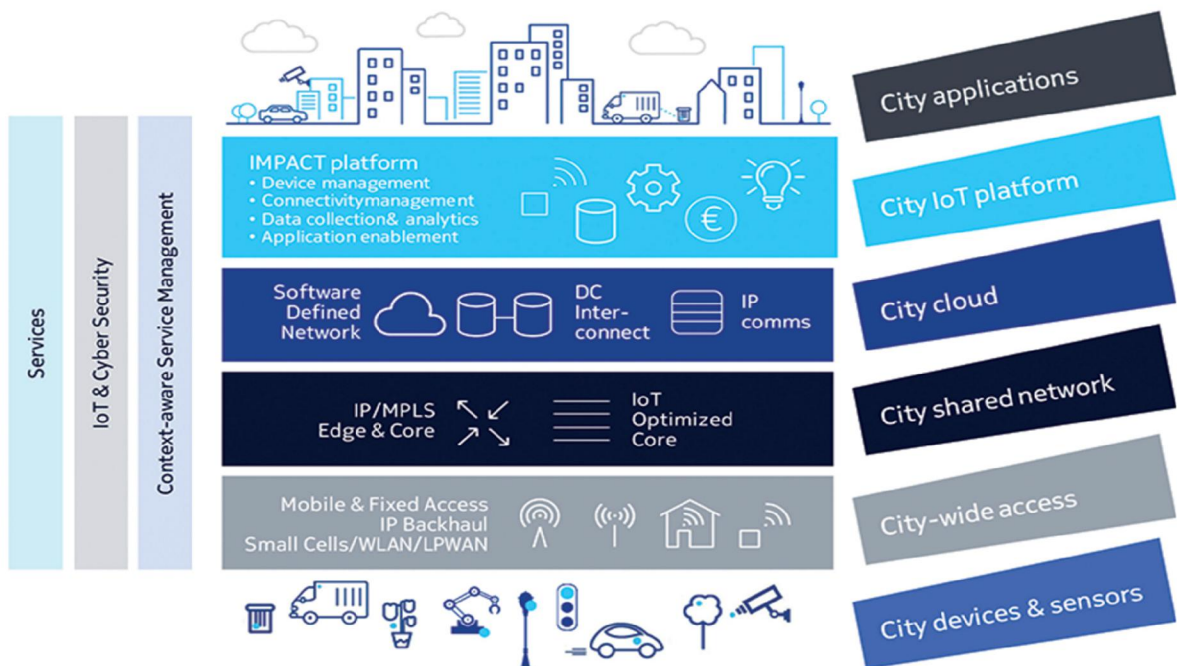
In regards to the bandwidth simultaneously available to all homes, the GPON standard dictates there will be 2.5 Gigabits in the downstream direction and 1.25 Gigabits in the upstream. How much bandwidth is actually provided at the home is dependent upon the number of homes on the PON and how many of those homes are using data at the same time. When traffic conditions allow, the ONT can achieve up to 990 Mbps traffic. Dynamic Bandwidth Allocation (DBA) is used to assure bandwidth is available for best effort traffic.

Also, the 7360 OLT can be outfitted for 1 Gigabit Active E, (point to point) services on the same shelf. This allows for specific business services to be delivered to small and medium business clients. It should be noted that GPON allows for a more efficient use of the fiber facilities, whereas AE solutions require more physical fiber in the Feeder Network.

Separating the services and applications for the Service Provider and network infrastructure



Smart City Figure



The Operator

The independent Network Operations Center (NOC) assumes all responsibilities for the fiber network, from responding to fiber breaks or faults in the electronics to the provisioning of services to new customers on behalf of Service Providers. The NOC proactively monitors the performance of the network on a 24x7x365, as well as backhaul and Service Provider contract management. The ethos is to use open management platforms that are not custom built, allowing seamless integration between service delivery and operating equipment. Through active surveillance of network alarms and events, the NOC team assess the impact of network incidents using pre-defined procedures to provide a formulated response to such alarms or unplanned events.

The Developers global Network Operations Center (NOC) is led by a Network Operations Director who has over 33 years' experience in the telecommunications sector and brings a unique level of expertise in the development and implementation of workflows for large service centers that specialize in the delivery of high quality customer service. The Network Operations Director formerly worked at the world-renowned BT Central Operations Unit, where he was responsible for service development, engineering and customer operations at Carrier-1, which operated Europe's largest telecoms and IP backbone serving over 13 countries. Furthermore, the Developers operations center is backed by Nokia's 24x7x365 advanced technology support team, who provide the next level of operations support for incidents requiring a more detailed problem and resolution analysis.

Nokia currently provides Global Managed Services on behalf of telecommunication carriers to over **650,000,000** subscribers and are the platform for the FTTx poster child build in Chattanooga, TN; a community that currently offers 10 Gigabit internet connectivity to their residents.

The network design provides a true open platform, allowing subscriber 'choice' i.e. over their fiber connection, end users can select multiple services from different providers such as home automation, security, telemedicine, and e-learning. Business symmetrical services can be provisioned with high-level 99.999% SLAs, delivered over fully diverse paths, and Service Providers can cater to specific business needs such as cloud device provision or inter-site connectivity, even when business locations are in different states within the USA.

HYBRID MODEL PROPOSAL STEPS

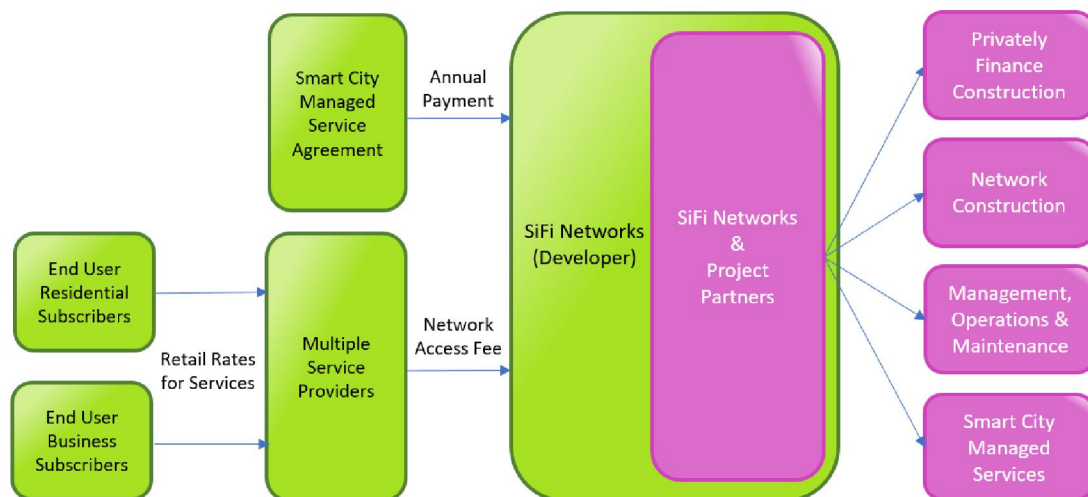
Community Demand Survey; Citywide Development Agreement; Investment, Operations and Maintenance; FttP and Smart City; Service Providers

1. In late 2016 the independent demand survey was conducted by The Think Agency and 360 Market Reach, which yielded a positive response to bring competitive and advanced services to the Grand Junction community. The ongoing due diligence of SiFi Networks created two sustainable models. Municipal and Hybrid.
2. September, 2017, the municipality enters in to a long term citywide Development Agreement permitting SiFi Networks access to the public right-of-way and a range of permissible civil construction methods for the infrastructure.
3. October, 2017, the municipality enters in a Managed Service Agreement with SiFi Network for the dedicated use of a fiber infrastructure that passes up to 7,000 demand points requested by City Staff.
 - a. SiFi will also provide city staff which subscribe with access to a city intranet system from their homes.
 - b. The City will pay SiFi Networks an initial set up fee of \$450,000 due at commencement of construction
 - c. The next 24 months shall be a rent free period then \$1,682,000 per annum for a 20-year term shall be due, the first payment will be due 24 months after commencement of construction and shall increase by 2% per annum throughout the term of the Agreement. The 24 month rent free period allows for both

construction of the network and strategies to be developed by the city to maximize the use of the network.

4. As a first time mover advantage SiFi Networks will offer a revenue share to the City in accordance with the below structure for residential wireline subscribers:
 1. \$1 per month per subscriber providing take rate is over 50% and less than 60%
 2. \$2 per month per subscriber providing take rate is over 60% and less than 70%
 3. \$3 per month per subscriber providing take rate is over 70%
5. As a first time mover advantage SiFi Networks will offer a revenue share to the City in accordance with the below structure for business wireline subscribers:
 1. \$2 per month per subscriber providing take rate is over 50% and less than 60%
 2. \$4 per month per subscriber providing take rate is over 60% and less than 70%
 3. \$6 per month per subscriber providing take rate is over 70%
6. As a first time mover advantage after year 25 SiFi Networks will share 5% of EBITDA generated from the Grand Junction Network with Grand Junction for the following 25 years.
7. Multiple Services Providers will enter in to long term network access agreements with SiFi Networks to access the Grand Junction FttP network to deliver a range of advanced services to the Grand Junction community. These can in local, in-state or out-of-state providers.
8. SiFi Networks privately fund the citywide FttP and Smart City fiber network, which is built, operated, maintained and managed by our Partners, and owned by SiFi Networks.

For visualization, the following is an illustration of how revenues generated within the project lifetime flow from end users subscribing to Service Provider services to daily management of the fiber citywide fiber network. A breakdown of this revenue illustration is outlined in the roles and responsibilities table.



	Project Finance	Smart City Managed Services	Smart City Annual Payments	Network Access Fee	Design & Build	Construction Risk	Maintenance & Upgrades	Marketing	End User Services	End User Customer Service	Billing
SiFi Networks	✓	✓	x	x	✓	✓	✓	x	x	x	x
City of GJ	x	x	✓	x	x	x	x	x	x	x	x
Service Providers	x	x	x	✓	x	x	x	✓	✓	✓	✓

CONCLUSION

The analysis shows that in order to provide fiber to the city demand points requested in the future would cost up to \$30m but through working together now and SiFi Networks incorporating those most vital city uses today, a network serving the entire city can be created. The Team's Hybrid model partnership is based on providing a long term financially self-sustaining next generation fiber-optic network that anyone within the city boundary has access to through a combination of fiber, wireless and Wi-Fi connectivity. A network that is not only capable of offering Symmetrical Gigabit internet service from the outset but has an advanced design topology and architecture capable of delivering mission critical and high-demand services that conform to stringent 99.999 SLA agreements - this is a significantly enhanced offering over a regular Gigabit Internet Service.

Without such SLA's the City will not attract companies who offer advancing services such as telemedicine, or fulfil your Smart City requirements, as these require high-availability guarantees from the network operator. Our network design and SLA agreements provide such guarantees and will be supported on a 24x7x365 by a field services team located in Grand Junction, who is able to respond to any network faults, breaks or equipment failures. Our network design is based on a dual, diverse and redundant path topology that offers sub 50 millisecond data auto-rerouting so that users are never aware of when a terminal card fails or fiber link break occurs in the field.

There are many benefits the City will receive from the partnership with SiFi Networks, a few of which are noted below:

- ✓ Privately financed citywide network
- ✓ Smart City fiber optic infrastructure connecting up to 7,000 city requested demand points
- ✓ Multiple Service Providers accessing the network from the outset, providing an array of competitive services to those experienced in the City today
- ✓ Unrestricted dark fiber connectivity between the School buildings, capable of allowing virtually unlimited data speeds
- ✓ All premises passed within the City boundary, including connectivity to the network on the islands
- ✓ Multi-ring architecture that offers stringent 99.999 reliability and redundancy.
- ✓ Cost assurances,
- ✓ Operational guarantees

Finally, as the infrastructure is a citywide infrastructure, it contributes towards removing the digital divide. What's more, multiple Service Providers will be entering in to long term agreements with SiFi Networks to access the network, creating a platform for the delivery of a competitive, innovative network.



Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: June 19, 2017

Presented By: Tamra Allen, Community Development Director, Kathy Portner, Planning Manager

Department: Community Development

Submitted By: Tamra Allen, Community Development Director

Information

SUBJECT:

Presentation and Discussion on the Adopted Greater Downtown Plan and Related Overlay Zoning Districts

EXECUTIVE SUMMARY:

City staff will present an overview on the Greater Downtown Plan including the process that went into forming the plan and the goals of the plan, as well as the resulting overlay zoning districts and the general standards for development within the designated subareas of the plan.

Staff will also discuss the general process for project review for proposed development within the downtown area.

BACKGROUND OR DETAILED INFORMATION:

The Greater Downtown Plan and related zoning overlay districts were adopted by the City Council in 2013 after significant public input over the course of the 2 years in which the development of the plan took place. The Plan creates three districts including the Downtown District, the Rail District and the River District and highlights goals for these areas. In order to implement the plan, the City Council concurrently adopted zoning overlays with associated goals, design standards and guidelines for new and substantial development.

In general, the Plan was developed to address the community's goal to "support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions" (Comprehensive Plan). The

general goals and policies of the Plan are to:

Goal 1: Enhance the transportation system to accommodate automobiles, bikes and pedestrians and provide adequate, convenient parking.

Goal 2: Establish and improve entry points into the Greater Downtown area

Goal 3: Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District

Goal 4: Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.

The City is beginning to see interest in new development within the Downtown District Overlay especially those properties within the area designated as the Transitional Subarea. When the Greater Downtown Plan was adopted standards and guidelines for development within these areas were adopted alongside of the plan. For the Transitional Subarea, development that is defined either as new or substantial is required to meet the standards of the Downtown Overlay District. These include standards for Land Use and Development Intensity, Architectural Considerations, Signs, and Parking and Site Development. The Transitional subareas standards have been attached for review.

At the time the Greater Downtown Plan and the Overlay Districts (and subareas) were adopted, it was the intent to be able to have a predictable process and to be able to review and approve projects expeditiously if they aligned with and were consistent with the adopted plans and standards. As such, most projects today that are found to be consistent with these plans undergo City review at an administrative level for Major Site Plan Review. This review requires evaluation of the project with adopted regulations and approvals and, if the project is found to be compliant, an approval (or conditional approval) can be issued by the Community Development Director.

Specifically, Major Site Plan Review projects subject to administrative review are required to provide public notice to properties within 500 feet of the proposed project and are required to have the property posted, but are not required to have a public hearing conducted with either the Planning Commission or City Council. The Director is asked to review the project for compliance with the adopted land use code and associated standards and has been enabled to issue a permit subject to compliance with the adopted land use code. The criteria used to evaluate each site plan review are provided as follows:

Section 21.02.070(a)(6) General Approval Criteria. No permit may be approved by the Director unless all of the following criteria are satisfied:

- (i) Compliance with the Comprehensive Plan and any applicable adopted plan.
- (ii) Compliance with this zoning and development code.
- (iii) Conditions of any prior approvals.
- (iv) Public facilities and utilities shall be available concurrent with the development.
- (v) Received all applicable local, State and federal permits.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

N/A

Attachments

1. Transitional Areas Standards and Guidelines
2. Greater Downtown Plan
3. Greater Downtown Zoning Overlay

V. Transitional Areas Standards and Guidelines

24.12.150 Applicability.

The following standards and guidelines apply to the Transitional areas shown in Figure 11 (yellow areas). The standards and guidelines are intended to apply to new development or substantial redevelopment within the area. Substantial redevelopment is any reconstruction, rehabilitation, addition or other improvements to the existing structure(s) on site where the value of the improvement exceeds 50 percent of the fair market value of the building(s) before the start of construction.

(Ord. 4572, 3-20-13)

24.12.160 Policy.

The peripheral areas of the CBD provide a mix of established residential uses and low intensity, nonretail, neighborhood service and office uses that are compatible with adjacent residential uses and neighborhoods. New development or reuse of existing structures will maintain compatibility with residential building scale and appearance.

(Ord. 4572, 3-20-13)

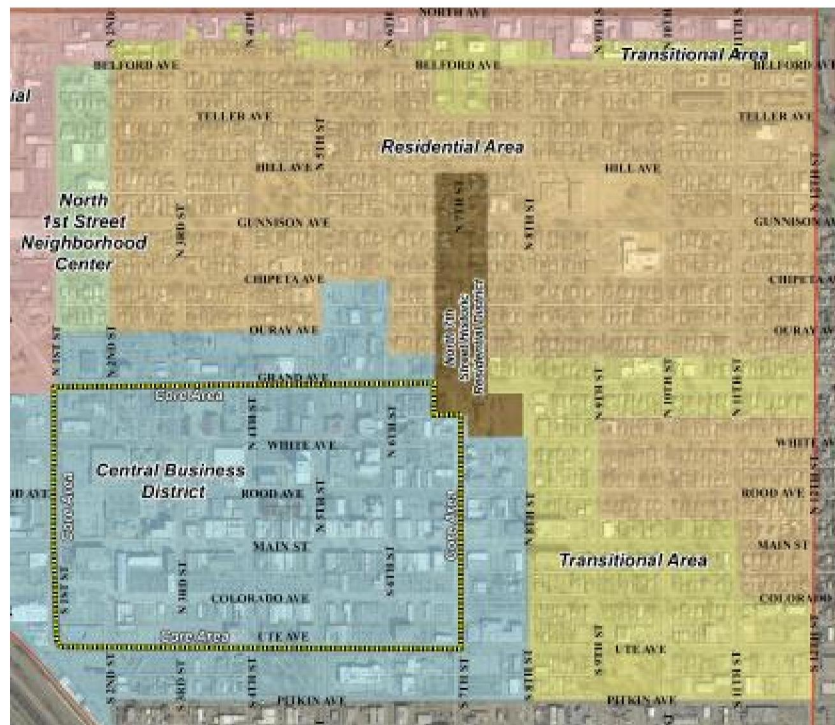


Figure 11

24.12.170 Standards.

(a) Land Use and Development Intensity.

- (1) Any mix of residential and nonresidential uses on the same lot shall be located in the same structure.
- (2) No uses within the transitional subareas shall open earlier than 7:30 a.m. and shall close no later than 8:00 p.m.
- (3) Maximum building size shall not exceed 10,000 square feet unless a conditional use permit is issued.
- (4) Outdoor storage and display areas are prohibited in the transitional subareas.

(b) **Architectural Considerations.** New residential or nonresidential construction, including additions and rehabilitations, in the transitional subareas shall be designed to have a single-family residential character consistent with existing buildings in the area. "Consistent" means the operational, site design and layout, and architectural considerations described below.

(1) Every new principal building shall be located so that it aligns with existing buildings within the same block. "Aligns" means elevation (e.g., horizontal lines of peaks of roofs, cornices, window sills) and plan (e.g., setbacks from the street and rear property lines and spacing between structures/setbacks from side property lines).



Example Infill Development in Transitional Area - 9th Street and Colorado Avenue

(2) Main entrances shall open onto a street and shall vertically align with those of adjacent residential buildings in the same block. For example, in areas adjacent to the transitional subareas, raised foundations and steps that define the main entrance are prevailing residential characteristics. Door styles shall be similar to those found on residential buildings.

(3) Each new principal building, its mass in relation to open spaces and its windows, doors, and openings shall be visually compatible. Visually compatible means compatible with adjacent and neighboring buildings including mass, shape, window, doors, openings, roof shape, roof pitch and orientation. For example, a large building shall be compatible with surrounding smaller dwellings by dividing its mass into smaller components to create a building elevation that is more like the size and proportion of the nearby single-family homes.

(4) The roofs of new principal buildings or additions to principal buildings shall be visually compatible with buildings within the same block. When pitched, the roof pitch shall be at least 4:12.

(5) Structures shall be visually compatible with surrounding residential structures. Visually compatible includes the relationship of width to height, and the spacing of windows and doors. For example, tall evenly-spaced rectangular windows are typical of certain residential styles near the transitional subareas.

(c) **Signs.** Development of non-single-family uses in the downtown transitional areas may directly abut existing single-family residential areas. Thus, in order to maintain compatibility, more restrictive sign regulations shall apply.

(1) Flush wall signs and monument signs shall be the only sign type allowed. Only one real estate sign advertising the property for sale or lease shall be allowed and shall not exceed 10 square feet.

(2) Signs shall be located at least 10 feet behind the front property line. Total sign area, excluding real estate signs advertising the property for sale or lease, shall not exceed 25 square feet per street frontage. The sign

allowance for one street frontage may be transferred to a side of a building that has no street frontage, but cannot be transferred to another street frontage. Monument signs shall not exceed eight feet in height.



Example Signs within Transitional Subarea

(3) Signs may only be illuminated between 7:30 a.m. and 8:00 p.m.

(4) Sign enhancement features such as bases, pillars, and other decorative elements as part of monument signs shall not be counted as part of the maximum square footage of the sign, provided such features do not exceed the size of the sign face.

(d) Parking and Site Development.

(1) Non-single-family uses in the transitional subareas shall be designed and utilized not to increase on-street parking in front of single-family dwellings in the neighborhood.

- On-site parking shall be provided pursuant to the Zoning and Development Code; and
- On-site parking spaces shall only be located in the side and rear yards. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, side and rear yards shall mean on the opposite side of the building from the front door or the main public door entrance to the building; and
- On-site parking shall be screened from nearby single-family residential uses by a solid wall, fence or vegetation having a height of not less than four feet nor more than six feet (vegetation may exceed six feet in height).

(2) Service entrances, loading areas and dumpster areas shall be located only in the rear or side yard. If the property has more than one street frontage, the rear or side shall mean on the opposite side of the building from the front door or the main public door entrance to the building; and each loading area shall be screened from each abutting residential use or zone.

(3) Front yards shall contain only landscaping, sidewalks, driveway access to parking areas and signage.

(Ord. 4572, 3-20-13)

24.12.180 Guidelines.

(a) New buildings should have the same number of stories and a height which is compatible with those of nearby single-family residential buildings.

(b) The exterior of all new buildings, additions and alterations should be similar in size and appearance to nearby dwellings. Sign materials should be visually compatible with materials used on the building facade.

Title 36

GREATER DOWNTOWN PLAN



Chapters:

- 36.04 General Provisions**
- 36.08 Site Analysis**
- 36.12 Greater Downtown Goals and Policies**
- 36.16 Implementation Strategies**
- 36.20 Appendices**

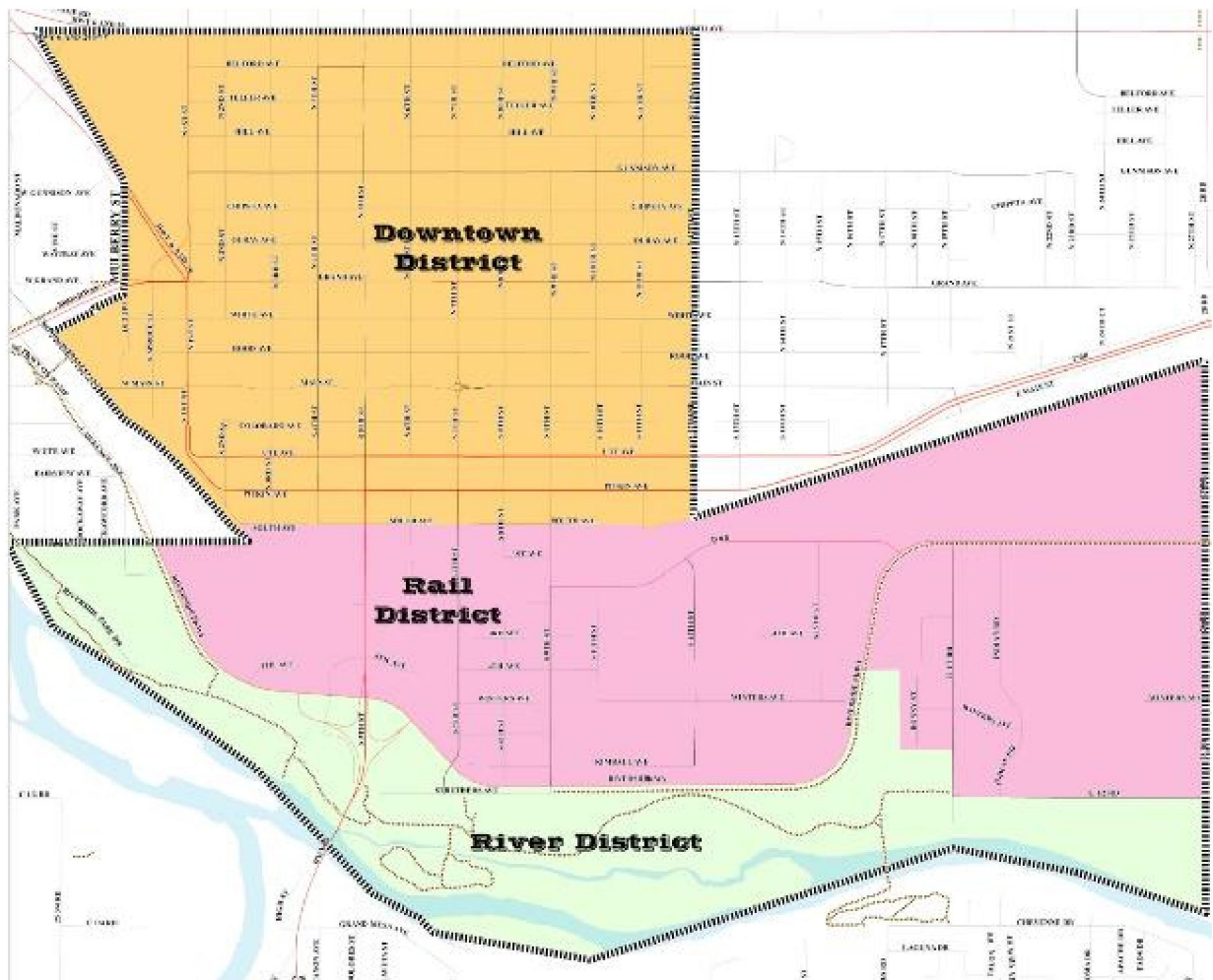
Chapter 36.04
GENERAL PROVISIONS

Sections:

- 36.04.010 Study area context.
- 36.04.020 Planning background.
- 36.04.030 Comprehensive Plan.

36.04.010 Study area context.

The Greater Downtown planning area is comprised of three subdistricts: the Downtown, Rail and River Districts. The areas are distinctly different due to their location, influences and historic development but complement each other to form a developed area that is central to the community with uses that range from single-family residential to rail-oriented heavy industrial.



(Ord. 4571, 3-20-13)

36.04.020 Planning background.

(a) A Strategic Downtown Master Plan (SDMP) that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested

downtown merchants, property owners and policymakers during 2007-2008. The SDMP defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay.

The vision of the SDMP addressed the transportation network and other infrastructure, introduction of green treatments, creation of design standards and strategies for community marketing and promotion efforts. The goals of the SDMP were to:

- (1) Maintain and enhance the economic, cultural and social vitality of downtown;
- (2) Promote downtown living by providing a wide range of housing opportunities;
- (3) Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking;
- (4) Stabilize and enhance the historic residential neighborhoods;
- (5) Establish and promote a unique identity;
- (6) Jump-start the revitalization and reinvestment in the downtown area with strategic catalyst projects.

The Strategic Downtown Master Plan was considered by City Council on September 14, 2009, but, due to pending adoption of the Grand Junction Comprehensive Plan (Comprehensive Plan), Council voted to continue the SDMP to an unspecified future date.

(b) A South Downtown Neighborhood Plan (South Downtown Plan) encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, three public open houses with 80 to 100 people in attendance at each open house. The South Downtown Plan included an existing conditions analysis, goals and implementation including a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The goals of the South Downtown Plan were to:

- (1) Create, maintain and enhance a green waterfront;
- (2) Recognize existing heavy industry and rail service that supports it;
- (3) Recognize the distinction between “industrial” streets and “public” streets;
- (4) Promote higher quality, “cleaner” uses in the area generally between 7th and 9th Streets;
- (5) Improve entry points and connections to downtown;
- (6) Increase light industrial opportunities;
- (7) Create areas of mixed uses to screen and transition to the heavy industry;
- (8) Create and enhance redevelopment opportunities and partnerships.

The South Downtown Neighborhood Plan was considered by City Council on June 16, 2008, but was not adopted.

(c) The planning process for the Greater Downtown Plan reanalyzed the two previous planning efforts and made revisions as conditions have changed, included areas that had not been covered by either of those plans, and integrated them into a single plan for the downtown area. In addition, the Greater Downtown Plan incorporates elements of the Downtown Development Authority’s potential projects in order to support the DDA’s Downtown Plan of Development, as well as incorporating elements of the Comprehensive Plan discussed below.

(Ord. 4571, 3-20-13)

36.04.030 Comprehensive Plan.

(a) The Grand Junction Comprehensive Plan is based on extensive public input that identifies what kind of community we want to have and identifies ways to achieve our vision. It charts the course to help us become the most livable community west of the Rockies. It establishes a vision that focuses the community on what it should do to sustain the quality of life that all residents desire and expect. The Comprehensive Plan establishes the following guiding principles that will shape growth, all of which apply to development of the Greater Downtown area:

- (1) Concentrated Centers. The plan calls for three types of centers: the City Center, Village Centers and Neighborhood Centers.
- (2) Sustainable Growth Patterns. Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment.
- (3) Housing Variety. Allow, encourage more variety in housing types that will better meet the needs of our diverse population.
- (4) A Grand Green System of Connected Recreational Opportunities. Take advantage of and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces.
- (5) Balanced Transportation. Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.
- (6) A Regional Center. Preserve Grand Junction as a provider of diverse goods and services and residential neighborhoods.

(b) Specific policies within the Comprehensive Plan further support the concepts of the Greater Downtown Plan as outlined below.

- (1) Goal 4. Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.
- (2) Goal 5. To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.
- (3) Goal 6. Land use decision will encourage preservation of historic buildings and their appropriate reuse. For purposes of the Greater Downtown Plan and overlay district, a historic building is defined as one that would be eligible for inclusion on the City Register of Historic Sites, Structures and Districts according to criteria outlined in the Zoning and Development Code.
- (4) Goal 8. Create attractive public spaces and enhance the visual appeal of the community through quality development.
- (5) 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.

(Ord. 4571, 3-20-13)

Chapter 36.08
SITE ANALYSIS

Sections:

Article I. Downtown District

- 36.08.010 Downtown District.
- 36.08.020 Central Business District (CBD).
- 36.08.030 Transitional subarea.
- 36.08.040 Residential subarea.
- 36.08.050 North 1st Street neighborhood center.
- 36.08.060 Existing commercial.

Article II. Rail District

- 36.08.070 Rail District.

Article III. River District

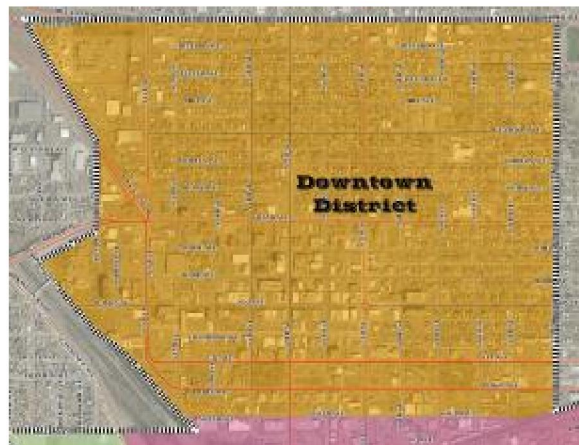
- 36.08.080 River District.

Article I. Downtown District

36.08.010 Downtown District.

The Downtown District encompasses the original square mile, the area south of North Avenue between 1st Street and Highway 6 and 50, a small triangle of properties north of Grand Avenue and west of Highway 6 and 50, and the area south of Grand Avenue between 1st Street and the railroad tracks (see map).

The Downtown District should retain its role as the City's center and a regional destination. With a diverse mix of land uses, civic and public amenities, art and cultural facilities, the Downtown District offers a hub of activity that supports and reflects the regional demographics. Every effort should be made to keep and maintain existing public amenities and services in the Downtown District. These uses attract large numbers of residents and visitors to downtown which contributes to its economic vitality.



The Downtown District benefits from a number of characteristics that make it appropriate for development of retail, office, residential, institutional and community uses as described below.

- (a) On average, urban residents spend a greater percentage of household income on retail expenditures, particularly on items such as apparel and food away from home. This indicates an opportunity for additional specialty retail and entertainment space in the Downtown District.

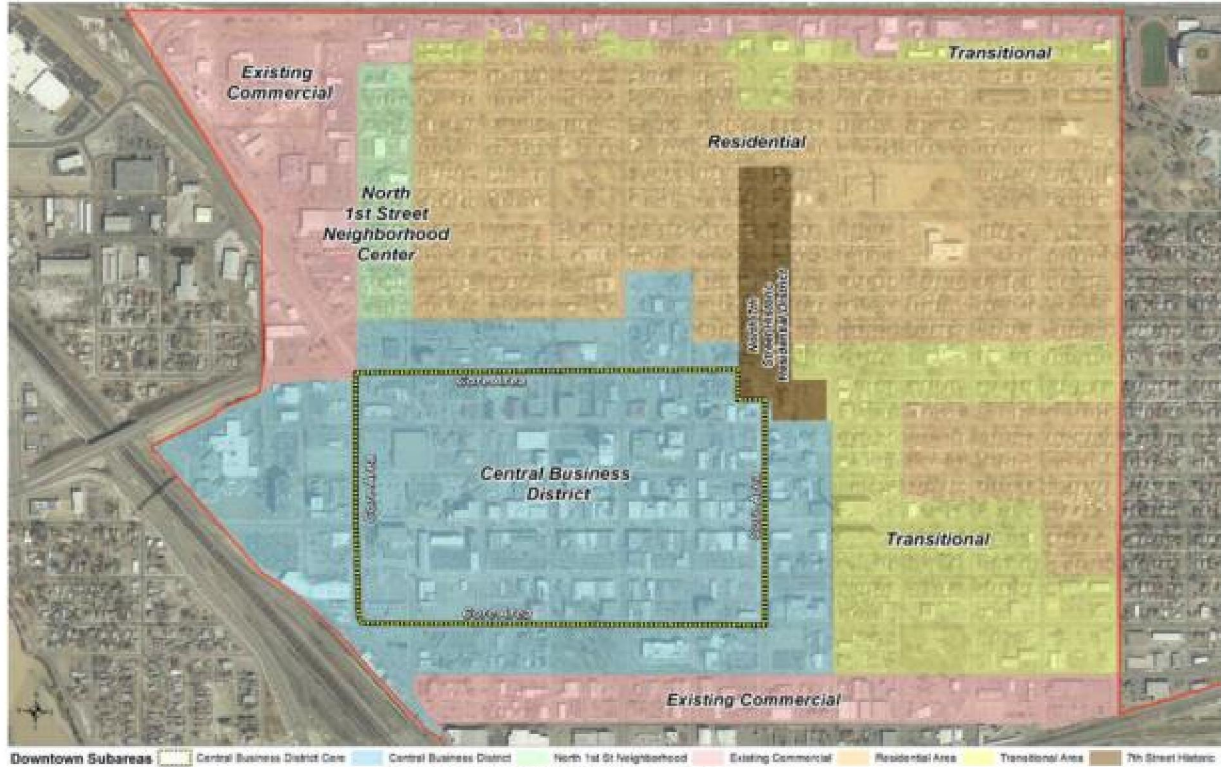
(b) Housing within the Downtown District has been and is expected to continue to increase in density with smaller households comprised of young and old, and moderate- and lower-income residents. However, with a growing concentration of middle-aged, moderate- to high-income households in the City as a whole, there is an opportunity for the Downtown District to attract more diverse, higher-income resident base. The entirety of Grand Junction (urban and fringe) faces a growing shortage of quality affordable housing for its very low- and moderate-income residents, as well as working-wage families. This planning process emphasized the need for a set of strategies tailored specifically to the housing challenges present within the Downtown District.

(c) Downtown commercial vacancy and rental rates are approaching levels required to support new development and/or redevelopment. However, “seed” money will likely be necessary to leverage private investment in projects that will catalyze reinvestment activity throughout the Downtown District.

(d) Among the higher growth employment sectors in Mesa County are service industries often consisting of small businesses. This represents an opportunity for the Downtown District to develop not only additional live/work units, but also to promote the adaptive re-use of historically significant buildings and less traditional spaces including former church facilities.

(e) Forecasts indicate that more than one million square feet of employment space (office), more than 1,600,000 square feet of retail space and nearly 1,100 residential units could be absorbed in the market over the next 10 years, from which the Downtown District could benefit. The degree to which the Downtown District is able to capture new demand within the trade area and beyond will be a function of the redevelopment process itself. Redeveloping key catalyst areas as residential, retail, employment and community destinations will necessarily increase its ability to capture not only a greater share of trade area demand, but also to reach beyond those boundaries.

(f) The Downtown District is comprised of many uses that result in a number of diverse neighborhoods. While some areas within downtown are comprised of one single use, such as residential or business/commercial, there are many areas that include a range of uses, such as along Grand Avenue. In order to more fully understand specific issues facing the many, diverse neighborhoods within downtown, the Downtown District was divided into seven subareas: Central Business District (CBD), Central Business District Core Area (Downtown Core), Transitional, Residential, North 1st Street Neighborhood Center (Neighborhood Center), Existing Commercial, and the North Seventh Street Historic Residential District.



Downtown District Subareas

(Ord. 4571, 3-20-13)

36.08.020 Central Business District (CBD).



Main Street Character

The CBD contains primarily commercial uses and is located generally south of Ouray Avenue. The CBD also contains a significant number of public and civic facilities. While much of the CBD is zoned to permit a wide range of uses, there are several new projects that have integrated uses into one cohesive project. Pedestrian accessibility and amenities, public facilities, traffic patterns, building heights and commercial development densities combine to create an urban character that attracts local businesses, employees, residents and visitors to the CBD. Within the CBD, the Downtown Core includes the streets and development patterns that most depend on and are defined by the heaviest pedestrian activity.

(Ord. 4571, 3-20-13)

36.08.030 Transitional subarea.

The Transitional areas of downtown contain a mix of residential, commercial and institutional uses. Development densities and building heights are not as extreme as in the CBD and residential uses, which includes single-family homes adapted to multifamily uses, are prevalent throughout the Transitional areas. With the exception of the main arterial Grand Avenue, traffic is less congested and parking is available, both on-street and in publicly and privately owned surface parking lots.

Existing homeowners in the Transitional areas, especially along Grand Avenue, expressed concern over the rapidly expanding commercial character of the area. Traffic congestion, parking issues, vehicle accessibility, lighting and signage were each cited as an adverse impact that existing single-family residential homeowners were grappling with as more homes are converted to business uses.



New Infill Development Building on Right



Residential Subarea Character

(Ord. 4571, 3-20-13)

36.08.040 Residential subarea.

A significant amount of the Downtown Core contains single-family residential uses. The large number of older, historic structures results in a definitive architectural character that local residents want preserved. The North Seventh Street Historic Residential District contains 34 historic homes with a high concentration of early Twentieth Century architectural styles and construction methods. The district covers five blocks of North Seventh Street and is the most intact historical residential area in Grand Junction with a variety of Queen Anne, Colonial Revival and Mission style homes. A detailed analysis of, and specific guidelines and standards applicable only to, properties within the North Seventh Street Historic Residential District were adopted in 2012 and thus, the District is not further addressed in the Greater Downtown Plan.

Along the edges of the downtown residential areas, commercial activity is encroaching on established single-family residential neighborhoods. Although existing residents expressed their satisfaction with existing development and uses along North 1st Street and North Avenue, many participants expressed concern over future expansion and potential rezoning along these edges and wanted to see the Greater Downtown Plan respect existing zone districts and development patterns and prohibit any further rezoning or variances.

(Ord. 4571, 3-20-13)

36.08.050 North 1st Street neighborhood center.

This subarea of the Downtown District is an extension of the neighborhood center defined along the North Avenue corridor. The intent of the neighborhood center is to provide for limited employment, residential, open space and limited retail uses that primarily provide convenience to the immediate neighborhood. While much of the area is already developed with commercial area, there is a need to create a better transition between the commercial uses facing North 1st Street and the side streets to the residential areas on the east side of North 2nd Street.

(Ord. 4571, 3-20-13)

36.08.060 Existing commercial.

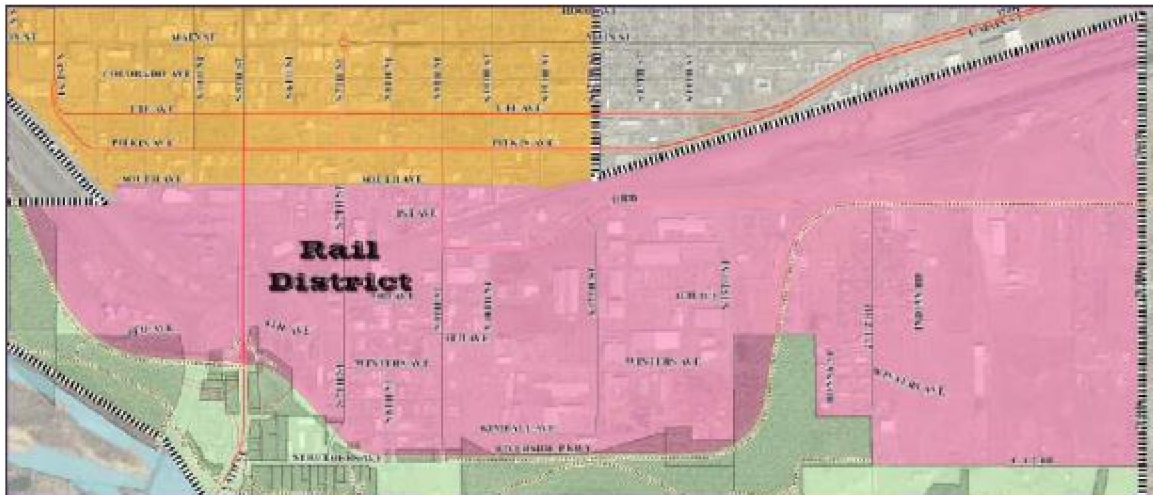
This subarea of the Downtown District corresponds with developed commercial corridors on the north/northwest and south sides of the district that have a different character than the type of uses that exist in the other subareas.

(Ord. 4571, 3-20-13)

Article II. Rail District

36.08.070 Rail District.

The Rail District is the area bounded by South Avenue and the railroad tracks to the north, Riverside Parkway and C-1/2 Road along the west and south and 28 Road on the east. The man-made framework of the area consists of the buildings and infrastructure that already exist, some of which is very old, and some of which was recently constructed. The railroad tracks along the northern portion of the Rail District as well as the sidings that come into the area are very important considerations. Several spurs continue to be heavily used by the industry in the area, while others have been abandoned but may be available for future use. The former Grand Junction Steel site, located in the center of the Rail District, historically received three to four rail cars per week of raw material and finished products were then trucked from the site. Castings, Inc. handles approximately 480,000 pounds of materials and products in containers by rail each week. Thus, as in the past and as long as it continues to be used as a means of transport, the railroad is a valuable asset to this area and to the community as a whole.





Existing Sidings in the Rail District

The existing street network in the Rail District is incomplete. The plan for the area addresses how the existing streets should be used and how new streets should be planned in the eastern and western ends of the Rail District to continue to provide and enhance access for many modes of transportation to, from and through the area. Presently, 9th, 12th and 15th Streets are the primary north-south streets utilized by the heavy commercial and industrial uses in the area. 7th Street is generally perceived by the community as the “public” access to and from the Rail District and points south. Certainly, the completion of the Riverside Parkway through and along the southern edge of the Rail District has had a major impact on the area with a positive influence.

Part of the existing conditions of the built environment is the pattern of land ownership and use. In the central part of the Rail District there are numerous small parcels. Some have been aggregated into large holdings such as for the larger industries in the area including the former Grand Junction Steel site, Whitewater Building Materials Castings, Inc. and Munroe Pump. The railroad has large landholdings in the area as do various public entities. City-owned properties primarily include remnant parcels that were acquired for construction of the Parkway. Mesa County recently disposed of several small parcels and the State of Colorado has the Department of Transportation complex on the east side of 9th Street and D Road. To the east, the parcels are larger but some are not configured very conducive to development. There are also still remnants of the early days of this area. There are some remaining pockets of occupied single-family residential homes.

There are also a few isolated commercial structures with historic significance, most notably the one pictured below which is a remnant of a sugar beet factory complex. The building was previously most visible from the riverfront trail and Orchard Mesa but it is now very visible from the Riverside Parkway. As this area becomes more familiar to people passing through on the trail and on the Parkway, perhaps some of the buildings like this one can become a more integral part of redevelopment.



Existing Single-Family Residence

It is estimated that there is a daytime population of over 1,000 employees in the Rail District that have very little available in the way of goods, services, restaurants and other commercial uses in close proximity. There appears to be a need and a desire to promote and develop uses that could not only service the daytime working population but also support the recreational and park users in evenings and on weekends.



Remnant Building from Sugar Beet Factory



Existing Business on South 7th Street

There are surrounding influences that impact the Rail District such as the proximity of the area to the Downtown District. This plan considers the main entrances and connections to the other Districts within the Greater Downtown area and how they can be improved as well as determine if or where there are barriers such as the railroad crossing and how those can be mitigated.

An inventory of existing land uses within the Rail District was completed as part of the planning process, identifying patterns of development and architectural character. Existing land use in the more developed central area of the Rail District is and has historically been primarily heavy commercial and industrial with remnant pockets of residential. The area between 5th Street and 9th Street is characterized by smaller parcels with older structures. A few businesses have aggregated parcels into larger parcels which are more conducive to future improvement and/or redevelopment. This area presents the best opportunities within the Rail District for redevelopment that could be accomplished through creative incentives and partnerships.

The heavy industries are primarily located between 9th and 15th Streets, clustered around the existing railroad spurs on larger parcels. Since the rail and its users are valuable assets to the area and the community as a whole, the core of this area is unlikely to change. However, there appears to be some opportunity and community support to create transitional areas of varied land uses in a tier surrounding the core industrial area. These transitional areas can be used to create compatibility between adjacent uses such as the park and the heavy industrial as well as help visually screen the industrial areas.



Existing Heavy Industrial Uses

On the eastern side of the Rail District, much of the property is held in larger ownerships and is vacant or underutilized. There is also a small pocket of existing residential use along 27-1/2 Road just south of the Riverside Parkway but which has been zoned for future commercial/industrial uses for many years. Much of the eastern area

presents the greatest opportunity for increasing heavy commercial and industrial use within the Rail District and the Greater Downtown area as a whole.

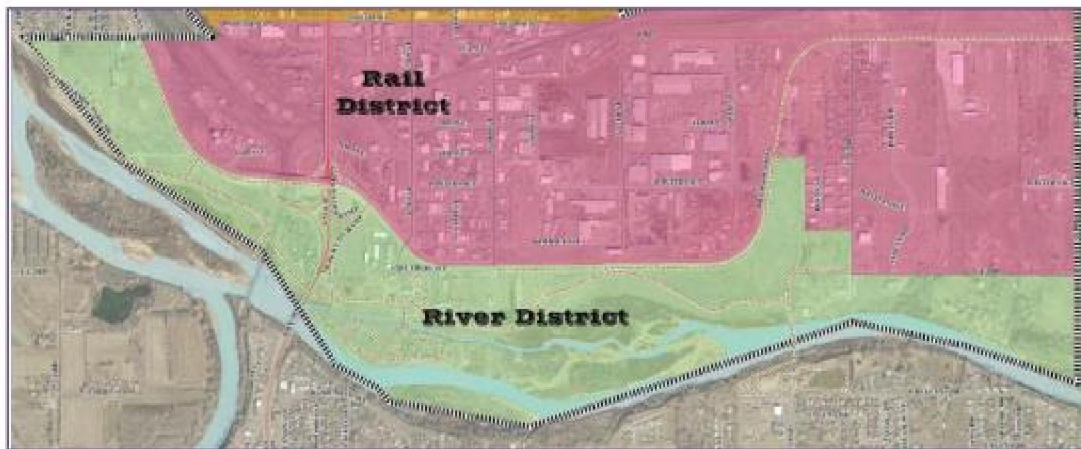
(Ord. 4571, 3-20-13)

Article III. River District

36.08.080 River District.

The River District is located on either side of the confluence of the Gunnison and Colorado Rivers, roughly between the Riverside neighborhood to the northwest to 28 Road on the east and the Riverside Parkway to the Colorado River. At this “grand junction,” the area transformed from an agricultural based community into the commercial and industrial area it is today. Over time, the area has been used to store mill tailings along the river, process sugar beets in the historic beet packing complex, and more recently the community has rediscovered its natural value for green space, trails and public uses such as the Botanical Gardens. The majority of the property in the River District is publicly owned including the Las Colonias Park site, the Botanical Gardens property, the Jarvis property, some remnants of land that were acquired for construction of the Parkway and State Parks properties on the east end of the district.

There is an existing trail through the area that must be recognized as the area develops and redevelops. The plan considers that the trail will eventually be extended to the east along the river and that improved public access to the trail system throughout the area is a necessity.



Located within walking distance from the other downtown areas, the River District offers both easy access to recreational amenities along the river, as well as convenient access to shopping and businesses in the adjacent Central Business District. It also functions as a gateway into downtown from Highway 50. Its location and context establishes it as one of the most important places in the City.



Botanical Gardens

The River District is a critical area of the community. It virtually is THE Grand Junction. The Colorado River has a big influence on the area which presents both constraints and opportunities. The floodplain associated with the Colorado River has been altered by construction of a levee that protects a large part of the River District from flood inundation but there are some areas that are still impacted by potential flooding of the Colorado River.

On the other hand, the Colorado River does present excellent opportunities to maintain and enhance amenities that have already been placed along the Colorado River including the Botanical Gardens, the riverfront trail system, the Old Mill pedestrian bridge and the community investment of the Riverside Parkway.

The proximity of the area to Orchard Mesa influences the plan both physically and visually. There are also recreation and open space uses within and nearby – Eagle Rim Park on Orchard Mesa and the Botanical Gardens along the Colorado River. The Greater Downtown Plan addresses how these spaces should be connected, enhanced and integrated into redevelopment of the area.

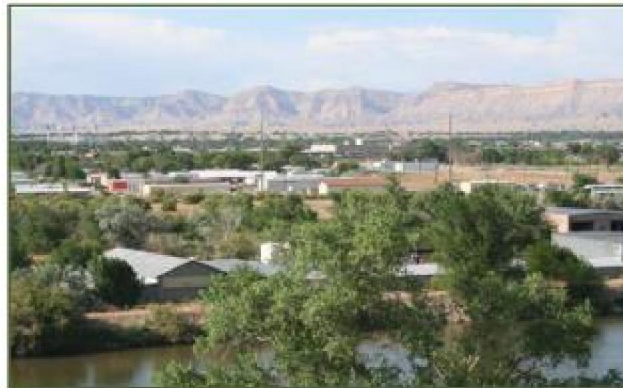


The topography of the site is also an important consideration. While the River District area itself is flat, it is significantly lower than Orchard Mesa to the south. This makes it a very visible area as well as presents some unique opportunities for views and vistas.

In addition, the plan considers the planning efforts that have been completed for areas within the River District including the Botanical Gardens, Las Colonias Park and the City-owned Jarvis property. The Greater Downtown Plan integrates with the adjacent uses to the east that were included in the Pear Park Neighborhood Plan.

Several design concepts have been developed for the Las Colonias Park site which lies south of the Riverside Parkway (Parkway) from 9th Street to 27-1/2 Road. A trail has been constructed through the property and now that the Parkway has been in use, there is renewed interest in developing a more specific plan. Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, a kayak park, tree walk and a disc golf course.

The Jarvis property was historically used as a salvage yard until purchased and cleaned up by the City in the late 1980s. Since then, the property has been vacant with the exception of the recent trail construction through the site. Other uses on the west end of the River District are industrial along the south side of the railroad tracks. A mixed use conceptual plan has been developed for the Jarvis property which was considered through the development of the Greater Downtown Plan.



Views of the Rail and River District from Eagle Rim Park

There are areas of low density residential uses along the south side of C-1/2 Road just west of 28 Road. These uses are intended to remain, along with future development of the riverfront trail system from 27-1/2 Road to 28 Road. The Colorado State Parks has acquired several properties in this area in anticipation of continued trail development.

(Ord. 4571, 3-20-13)

Chapter 36.12

GREATER DOWNTOWN GOALS AND POLICIES

Sections:

- 36.12.010 Background.
- 36.12.020 Area-wide goals and policies.
- 36.12.030 Downtown District goals and policies.
- 36.12.040 Rail District goals and policies.
- 36.12.050 River District goals and policies.

36.12.010 Background.

City staff held a series of meetings with property owners, including elected City officials, representatives of large industries, economic redevelopment interests and owners of small businesses and properties. The meetings were conducted as informal brainstorming sessions in order to define more specific issues, constraints and opportunities and continue to discuss the community's vision for the Greater Downtown area.

In addition to these meetings, two public open houses were held (December 2011 and February 2012) and questionnaires and information were available on the City's website for several weeks to invite similar input from other property owners, tenants and citizens at large. Participants were asked to evaluate various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that are translated to the goals and policies listed below for the Greater Downtown Plan.

(Ord. 4571, 3-20-13)

36.12.020 Area-wide goals and policies.

(a) **Goal 1.** Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.

(1) Policy 1a. Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees, appropriate to and complementary of the adjacent land use.

(2) Policy 1b. Street design will achieve a balance between travel mobility, land use access and livability and improve connections to the Greater Downtown area and the connections between subdistricts.

(3) Policy 1c. Emphasize "walkability" of the downtown area through street design that is pedestrian friendly to provide a foundation for a safe, active and livable area, including sidewalks, accessibility improvements, bicycle facilities, off-street trail connections and safe crossings, where appropriate.

(b) **Goal 2.** Establish and improve entry points into the Greater Downtown area (refer to the wayfinding and signage map in GJMC 36.16.070).

(1) Policy 2a. Street and streetscape design will include signage, landscaping and other design elements to delineate appropriate entry points into Greater Downtown.

(c) **Goal 3.** Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District.

(1) Policy 3a. Support a regional housing strategy with an emphasis on infill, downtown housing.

(2) Policy 3b. Promote development patterns and regulations that accommodate vertical mixed-use development, primarily in the Central Business District.

(d) **Goal 4.** Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.

(1) Policy 4a. Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.

(2) Policy 4b. Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.

(Ord. 4571, 3-20-13)

36.12.030 Downtown District goals and policies.

(a) **Goal 1.** Maintain and enhance the economic, cultural and social vitality of the Downtown District.

(1) Policy 1a. Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.

(2) Policy 1b. Implement infill and redevelopment policies that support downtown.

(3) Policy 1c. Encourage a wide mix of uses, offering retail and commercial services at ground level and business/office/residential on upper floors in all but residential areas.

(4) Policy 1d. Maintain and expand public amenities and services in the Downtown District.

(5) Policy 1e. Enhance and preserve Whitman and Emerson Parks to integrate the space into the downtown fabric and encourage use by the community.

(6) Policy 1f. The City with assistance from the Downtown Development Authority will explore the alternative street configuration to relocate the one-way couplet of streets that are currently Ute and Pitkin Avenues to utilize Pitkin and South Avenues for this purpose.

(7) Policy 1g. Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.

(8) Policy 1h. Within the CBD, encourage shared parking, discourage single-use, surface parking and develop new means of paying for shared parking (e.g., develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).

(b) **Goal 2.** Require density/intensity in the Downtown District as prescribed by the Comprehensive Plan, primarily within the Central Business District.

(1) Policy 2a. Strengthen means of implementation that promote vertically mixed-use structures, primarily within the CBD.

(2) Policy 2b. Require minimums in height and density/intensity for new development in the CBD.

(3) Policy 2c. Require minimal or no building setbacks within the Downtown Core to maximize site intensity/density.

(c) **Goal 3.** Develop a pedestrian-oriented, walkable Downtown Core.

(1) Policy 3a. Discourage uses on ground level that do not support pedestrian activity.

(2) Policy 3b. Require building facade details that activate the ground floor, particularly on corner buildings to activate north-south streets.

(d) **Goal 4.** Stabilize and enhance the residential subareas.

(1) Policy 4a. Discourage further encroachment of nonresidential uses into the established residential neighborhoods.

- (2) Policy 4b. Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.
 - (3) Policy 4c. Establish design standards for the transitional subareas to emphasize use and development compatibility with adjacent residential areas.
 - (4) Policy 4d. Promote the establishment of neighborhood watch and neighborhood organizations.
 - (e) **Goal 5.** Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.
 - (1) Policy 5a. Develop a set of guidelines within each subarea to address building and facade design, streetscape, landscape and other elements of site development.
 - (f) **Goal 6.** Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.
 - (1) Policy 6a. Plan and budget for strategic property acquisition for future development.
 - (2) Policy 6b. Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.
- (Ord. 4571, 3-20-13)

36.12.040 Rail District goals and policies.

- (a) **Goal 1.** Preserve the opportunity for heavy industry and rail service that supports it.
 - (1) Policy 1a. The City will maintain industrial zoning in those areas served by rail lines and sidings.
 - (b) **Goal 2.** Recognize distinction between “industrial” streets such as 9th and 12th Streets and “public” streets 7th Street and Riverside Parkway.
 - (1) Policy 2a. Develop street sections that reflect the differences in development patterns along and the use of the street.
 - (2) Policy 2b. Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.
 - (c) **Goal 3.** Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.
 - (1) Policy 3a. Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.
 - (d) **Goal 4.** Re-establish and improve a street grid in the Rail District.
 - (1) Policy 4a. The City will implement the Grand Valley Circulation Plan in the Rail District, including construction of new streets as development occurs in the industrial and commercial/industrial areas.
- (Ord. 4571, 3-20-13)

36.12.050 River District goals and policies.

- (a) **Goal 1.** Create/maintain/enhance a green waterfront.
 - (1) Policy 1a. Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.
 - (2) Policy 1b. Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.

(b) **Goal 2.** Create retail, general commercial and mixed use opportunities that complement the uses along the riverfront.

(1) Policy 2a. Utilize zoning, overlay districts and incentives for development and redevelopment of complementary uses.

(c) **Goal 3.** Create/enhance redevelopment opportunities and partnerships.

(1) Policy 3a. The City will work with the Downtown Development Authority to expand its boundaries.

(2) Policy 3b. The City will consider implementation of incentive strategies for redevelopment.

(3) Policy 3c. The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.

(Ord. 4571, 3-20-13)

Chapter 36.16

IMPLEMENTATION STRATEGIES

Sections:

- 36.16.010 Implementation strategies.
- 36.16.020 Downtown District future land use and zoning.
- 36.16.030 Rail District future land use and zoning.
- 36.16.040 River District future land use and zoning.
- 36.16.050 Development standards.
- 36.16.060 Conceptual plan for traffic circulation in Greater Downtown.
- 36.16.070 Entryways and signage.
- 36.16.080 Economic redevelopment.
- 36.16.090 Greater Downtown area parks.
- 36.16.100 City-owned Jarvis property.

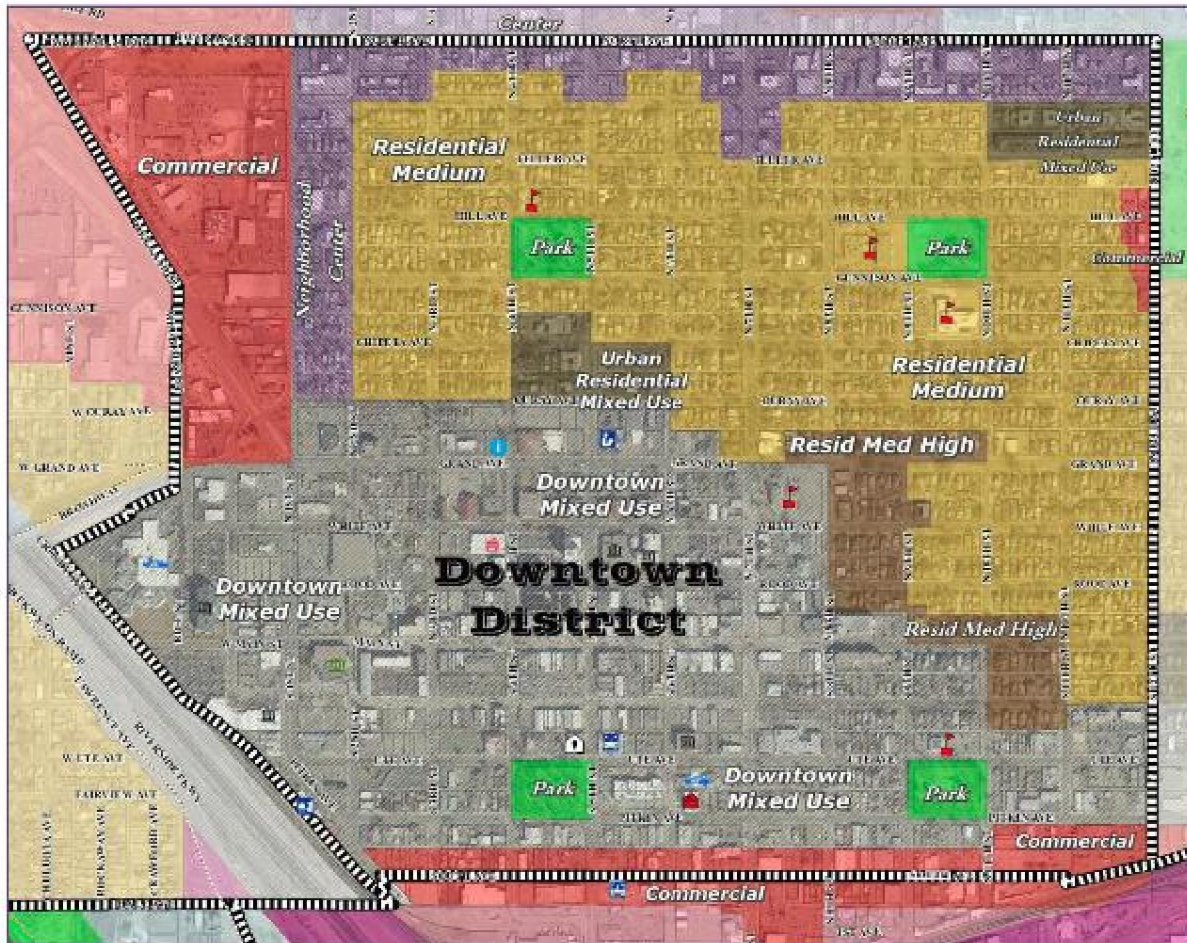
36.16.010 Implementation strategies.

The City has a variety of tools available through which these goals can be implemented so that the vision for Greater Downtown can materialize and eventually be realized. This plan represents the first phase of implementation and includes the basic implementation strategies of designating future land use designations, zoning properties accordingly as needed, amending development standards of the zoning districts through a zoning overlay and establishing goals and policies for future phases of plan implementation such as economic (re)development strategies.

(Ord. 4571, 3-20-13)

36.16.020 Downtown District future land use and zoning.

(a) **Future Land Use.** The Downtown District is formulated around seven general land use designations: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use, Residential Medium High Density, Residential Medium Density and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan and are illustrated in Figure 1. A more detailed description of the land use designations may be found in the Comprehensive Plan. The Blended Land Use Map that is included in the Comprehensive Plan and allows for increases in residential density in compatible areas does not apply to properties within the Downtown District. This is due to the strong public sentiment in the Downtown District residential neighborhoods that the existing historic character of the single-family development be protected.

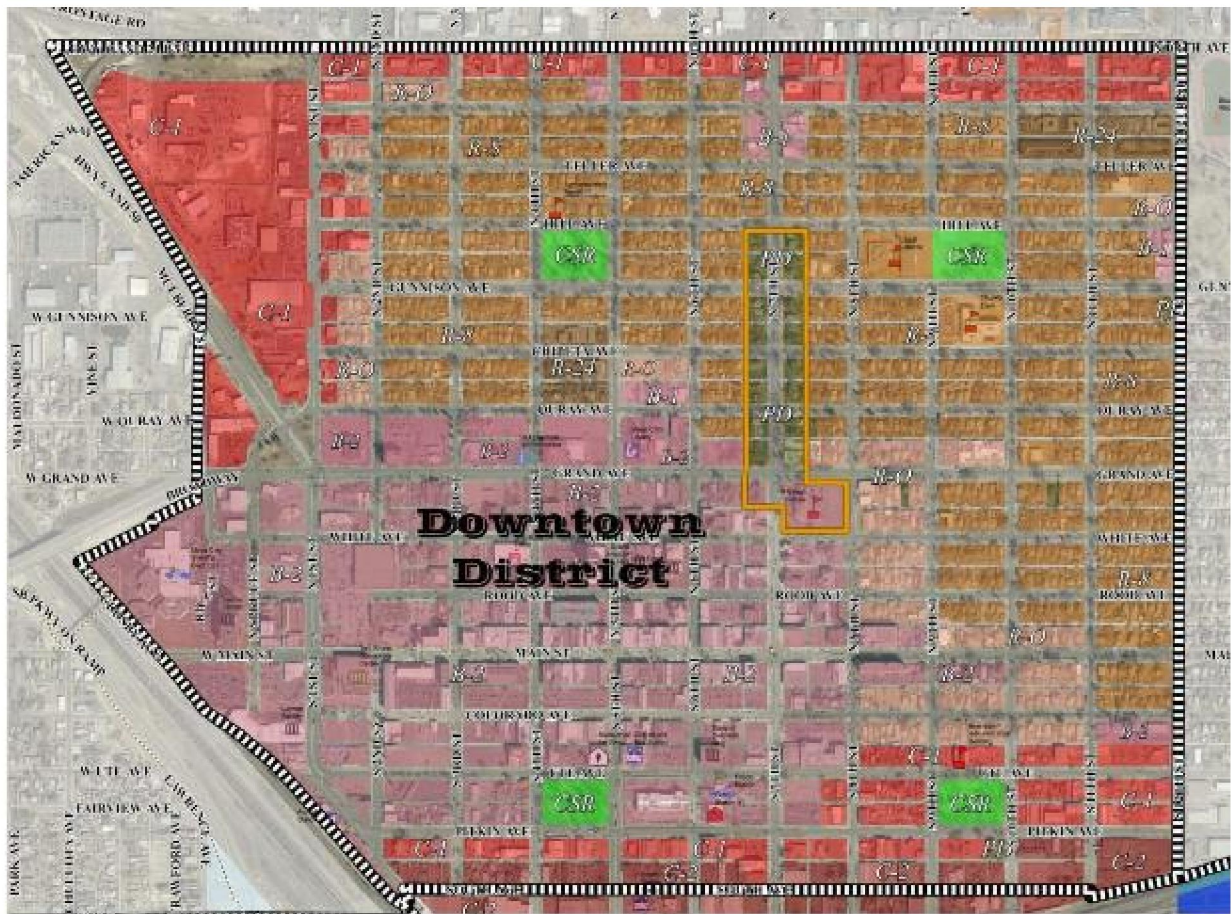


Greater Downtown Future Land Use Categories

Description	Residential Medium (RM) (4-8 DU/Acre)	Conservation/Mineral Extraction (COM) (1 DU/5 Acres)
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium High (RMH) (8-16 DU/Acre)	Commercial (COM)
Neighborhood Center-Mix Use (NCMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Park (PK)	Industrial (IND)

Figure 1 Downtown District Future Land Use Plan

(b) **Zoning.** Proposed zoning within the Downtown District is shown in Figure 2 and includes the following zone districts: Residential 8 units per acre (R-8), Residential 24 units per acre (R-24), Residential Office (RO), Neighborhood Business (B-1), Downtown Business (B-2), Light Commercial (C-1), General Commercial (C-2), and Community Services and Recreation (CSR). Generally, the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Downtown District may be found in the Zoning and Development Code.



Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 2 Downtown District Zoning Map

(Ord. 4571, 3-20-13)

36.16.030 Rail District future land use and zoning.

(a) **Future Land Use.** The Rail District is shown in Figure 3 and is formulated around five general land use designations: Business Park Mixed Use, Commercial, Commercial Industrial, Industrial and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.

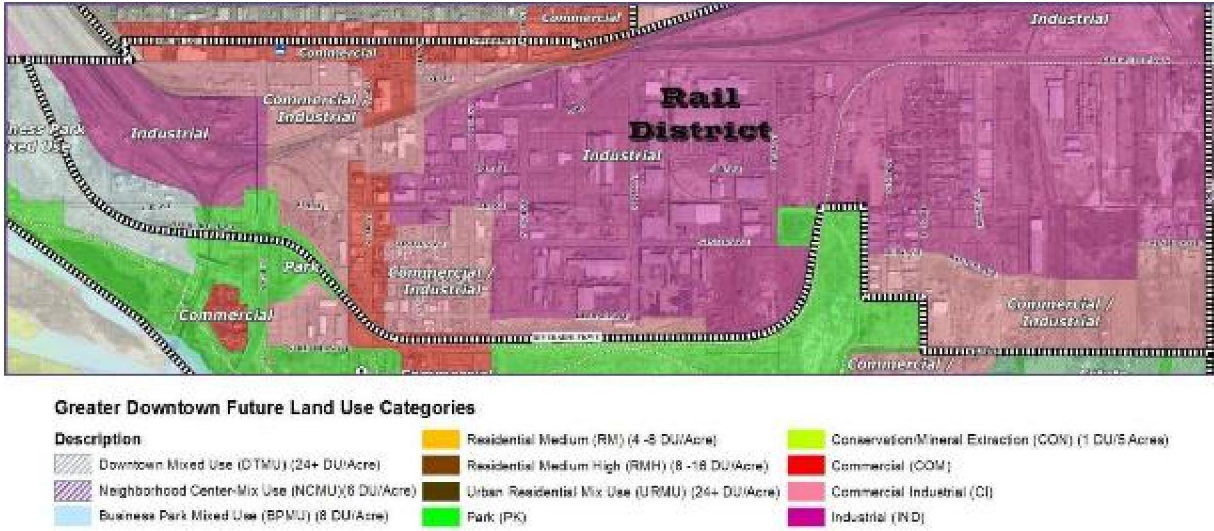


Figure 3 Rail District Future Land Use Plan

(b) **Zoning.** Proposed zoning within the Rail District is shown in Figure 4 and includes the Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), Light Industrial, and General Industrial (I-2) zone districts. The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Rail District may be found in the Zoning and Development Code.

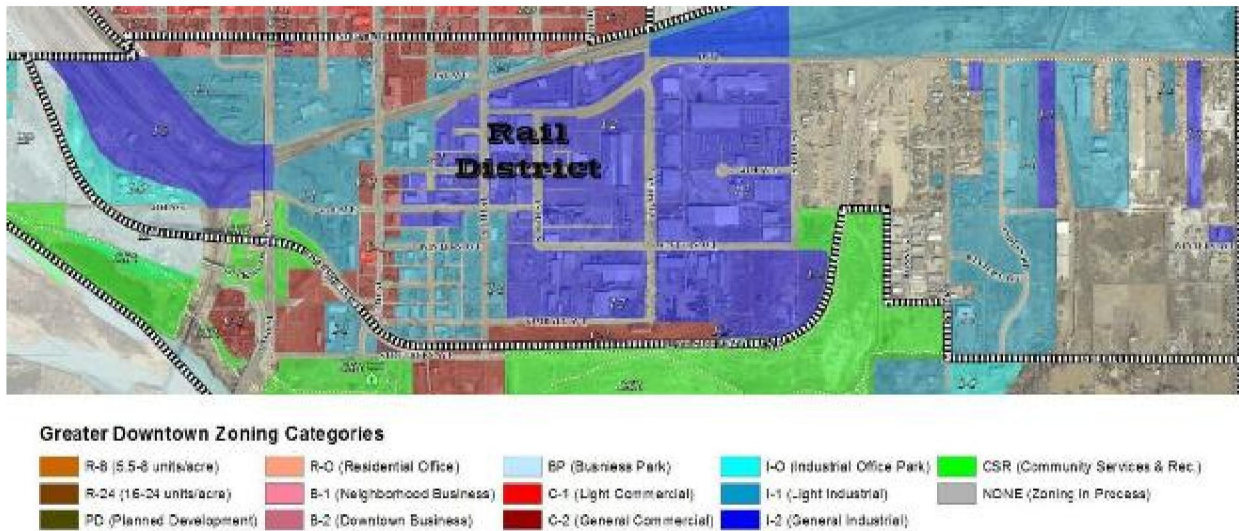
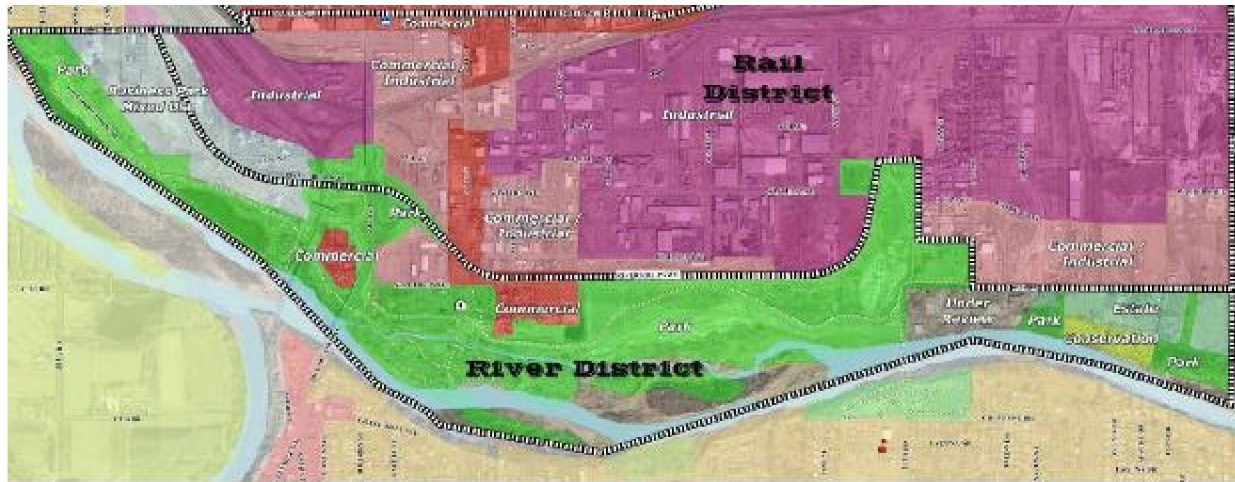


Figure 4 Rail District Zoning Map

(Ord. 4571, 3-20-13)

36.16.040 River District future land use and zoning.

(a) **Future Land Use.** The River District as shown in Figure 5 is formulated around six general land use designations: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.



Greater Downtown Future Land Use Categories

Description	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Material Extraction (COM) (1 DU/5 Acres)
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (C)
Business Park Mixed Use (BPMU) (5 DU/Acre)	Park (PK)	Industrial (IND)

Figure 5 River District Future Land Use

(b) **Zoning.** Proposed zoning within the River District is shown in Figure 6 and includes the following zone districts: Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), and Light Industrial (I-1). The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the River District may be found in the Zoning and Development Code.



Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-C (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 6 River District Zoning Map

(Ord. 4571, 3-20-13)

36.16.050 Development standards.

The community desires to improve the visual character of the Greater Downtown areas that are most visible along major public corridors or from the major public spaces. Consequently, the plan promotes a higher quality built environment through improved architectural character, reduced visual clutter and enhanced streetscape. These elements are addressed through the Greater Downtown zoning overlay detailed in a companion document to this plan. The elements of the overlay are intended to augment the zoning district standards in the Zoning and Development Code.

(Ord. 4571, 3-20-13)

36.16.060 Conceptual plan for traffic circulation in Greater Downtown.

(a) The Grand Valley Circulation Plan adopted by the City of Grand Junction and Mesa County serves as the traffic circulation plan for the Greater Downtown area. The following conceptual plan for traffic circulation in Greater Downtown describes the policies for streets and corridors in the Greater Downtown, depicts preferred conceptual designs and proposes additional unclassified streets which support those policies. This conceptual plan for circulation does not modify the Grand Valley Circulation Plan, but provides preferred concepts and designs for future consideration and development of public rights-of-way.

(b) Policies.

(1) Conduct a more detailed traffic analysis of the area to determine needed intersection control, street cross-sections, pedestrian and vehicle facilities, additional streets and access control, and amend the Grand Valley Circulation Plan accordingly.

(2) Continue the review process for the Grand Valley Trails Plan to determine needed pedestrian and bicycle transportation facilities such as trails, pedestrian paths and bike lanes, and amend the Grand Valley Trails Plan accordingly.

(c) In the Grand Valley Circulation Plan, urban streets are classified according to their function in the transportation network. The two components of function of the Grand Valley Circulation Plan are (1) to provide access to properties and (2) to carry traffic safely and efficiently from point to point. In order to preserve safety and capacity and to enhance the quality of living, these two components should be inversely related, such that busier streets have limited access (resulting in more efficient flow) and quieter streets provide access to properties.

(d) **Major Street Corridors.** The components of the major street system are identified on the Grand Valley Circulation Plan. These corridors primarily function as carriers of traffic from point to point. The conceptual circulation plan in the Greater Downtown Plan includes proposed unclassified roadways shown in yellow on Appendix C, GJMC 36.20.030.

As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS). The conceptual circulation plan in the Greater Downtown Plan provides preferred alternatives for specific design and layout of certain streets, corridors and intersections in the planning area. For example, in commercially-zoned areas, the Commercial Street cross-sections of TEDS will apply, but modifications may be made according to the conceptual circulation plan illustrated and described here (street cross-sections, illustrations and text).

(1) North Avenue – Arterial Street. A potential layout for North Avenue between 1st and 12th Streets was adopted with the North Avenue West Corridor Plan. The layout is incorporated into the Greater Downtown Plan as depicted in Figure 7.



Figure 7 North Avenue Cross-Section

(2) Grand Avenue – Arterial Street. While Grand Avenue is an established street with improved streetscape elements the length of the segment within Greater Downtown (1st to 12th Streets), there could be improvements made in some blocks that would enhance traffic flow, pedestrian safety and visual aesthetics. A typical, potential median improvement to Grand Avenue is shown in Figure 8. The segment of Grand Avenue between 1st Street and 7th Street also has the potential to be used as a “sharrow”. A sharrow is marked as in Figure 9 so that the travel lane may be used by both bicycle and vehicular traffic.

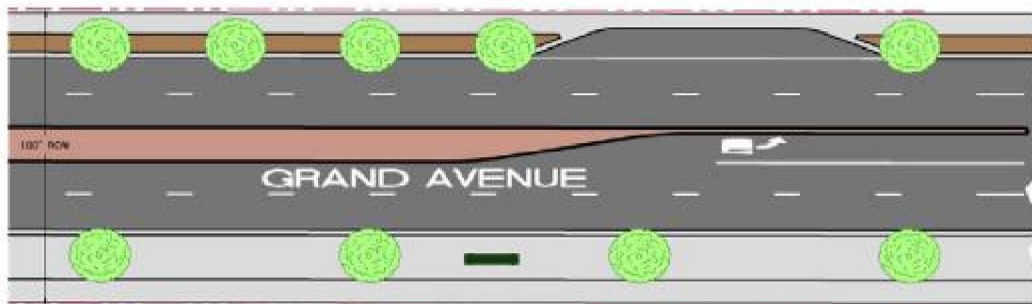


Figure 8 Grand Avenue Cross-Section



Figure 9 Example of a Sharrow

(3) North 1st Street – Arterial Street. The segment of North 1st Street from Grand Avenue to North Avenue is deficient in street design and pedestrian amenities. The Greater Downtown Plan envisions eventual

redevelopment of this street to improve safety, drainage, pedestrian circulation, access and improve on-street parking. A potential layout is shown in Figure 10.

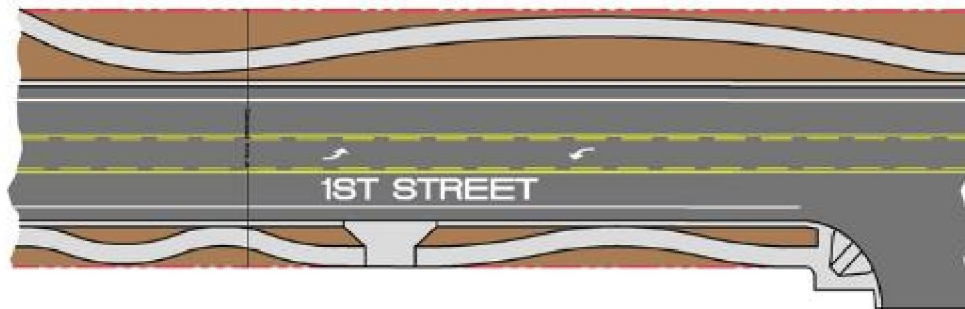


Figure 10 1st Street Cross-Section

(4) 1st Street and Grand Avenue Intersection. The Colorado Department of Transportation (CDOT) completed an environmental assessment for the I-70B/6 and 50 corridor which recognized circulation needs at the 1st and Grand intersection. A potential design is shown in Figure 11. This design is incorporated into the Greater Downtown Plan as are any potential improvements CDOT may include in this project on 1st Street from Grand Avenue to Pitkin Avenue.

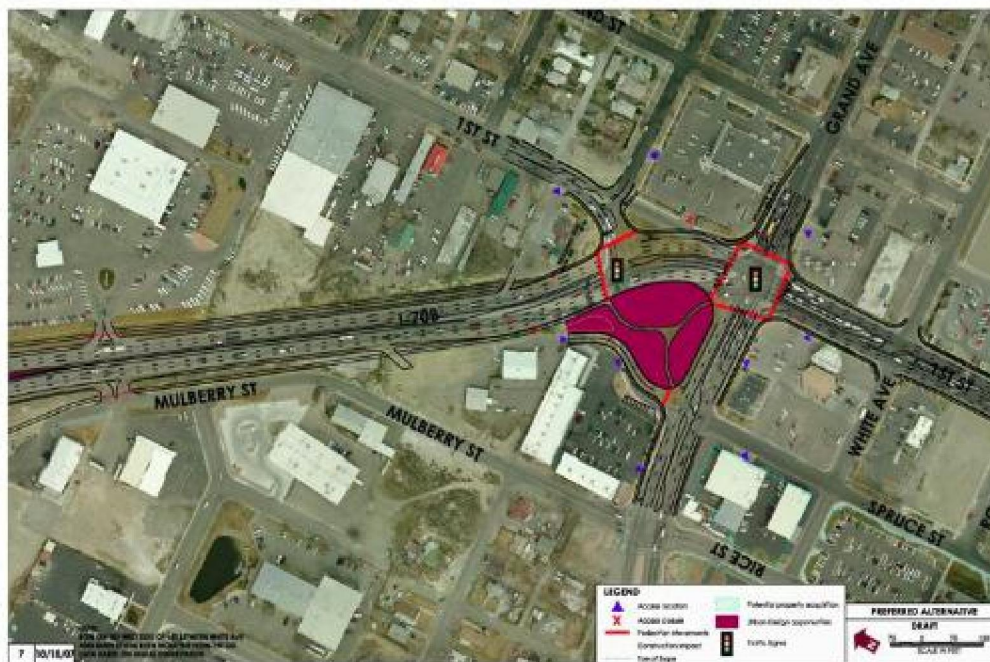


Figure 11 Proposed Design 1st Street and Grand Avenue

(5) 7th Street and Grand Avenue Intersection – A design for a roundabout was included with the plans for 7th Street improvements that were completed in 2007-2008. The roundabout was not constructed at that time, but the intersection still warrants vehicular and pedestrian improvements. The plan as originally proposed is shown in Figure 12.

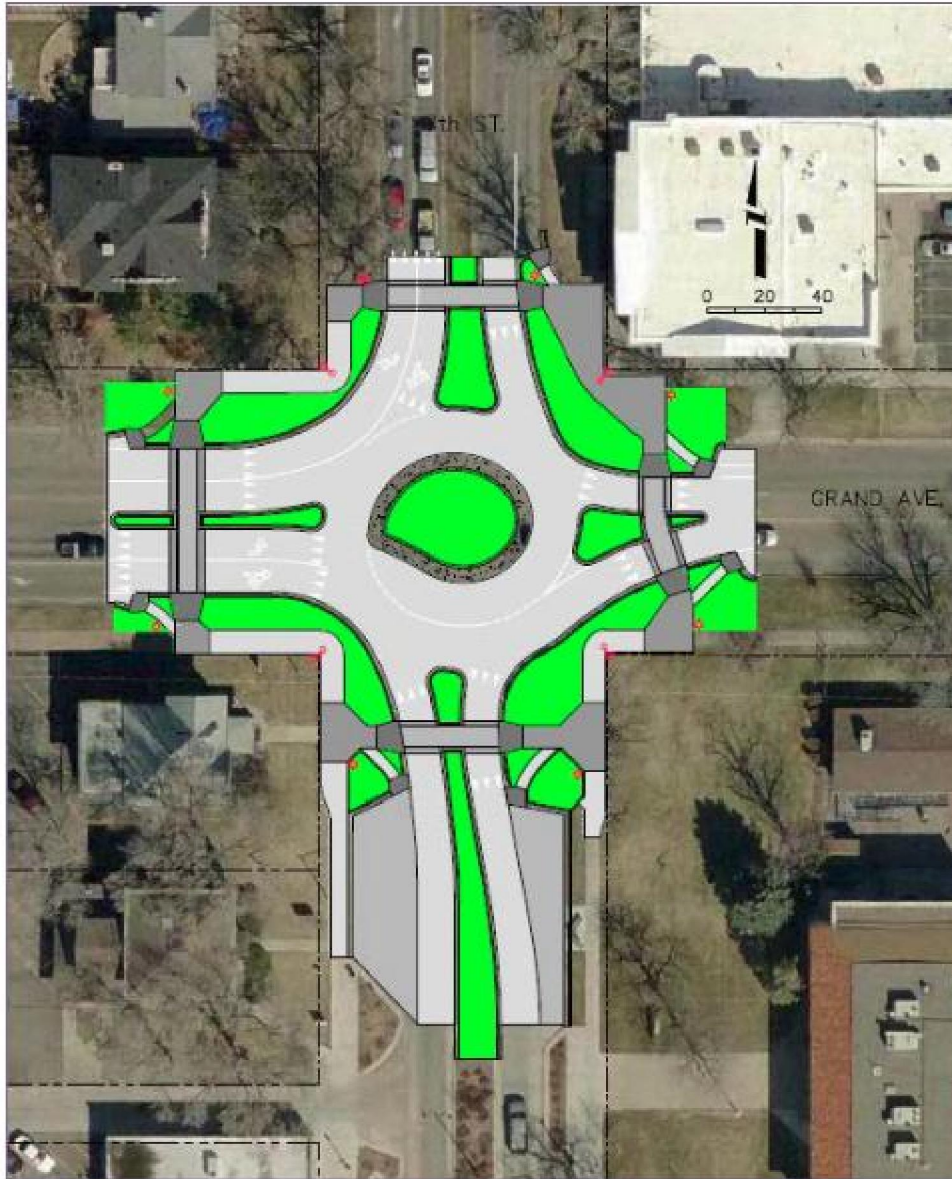


Figure 12 Proposed Design 7th Street and Grand Avenue

(6) West Main Street and Spruce Street Intersection. Vehicular and pedestrian traffic has increased on the West Main Street corridor due to activity at the County Justice Center and the Mesa County Central Services building. To ease traffic flow through the area and improve pedestrian safety, this potential project for a roundabout at Spruce and West Main Streets was originally conceived during the visioning of Main Street in 2008 (Figure 13). The roundabout would serve as a visual anchor to the west end of Main Street just as the one at 7th Street serves the east end. The roundabout would also allow for a circulator bus to serve the Main Street corridor from Spruce Street to 7th Street.

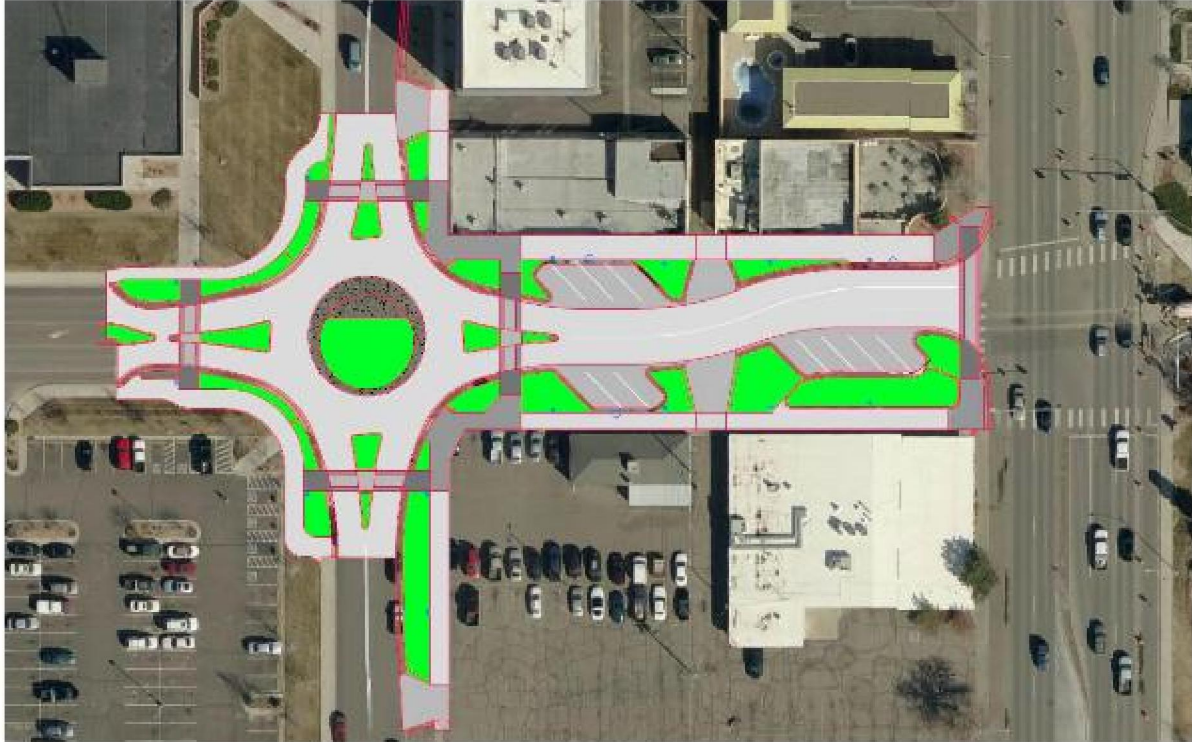


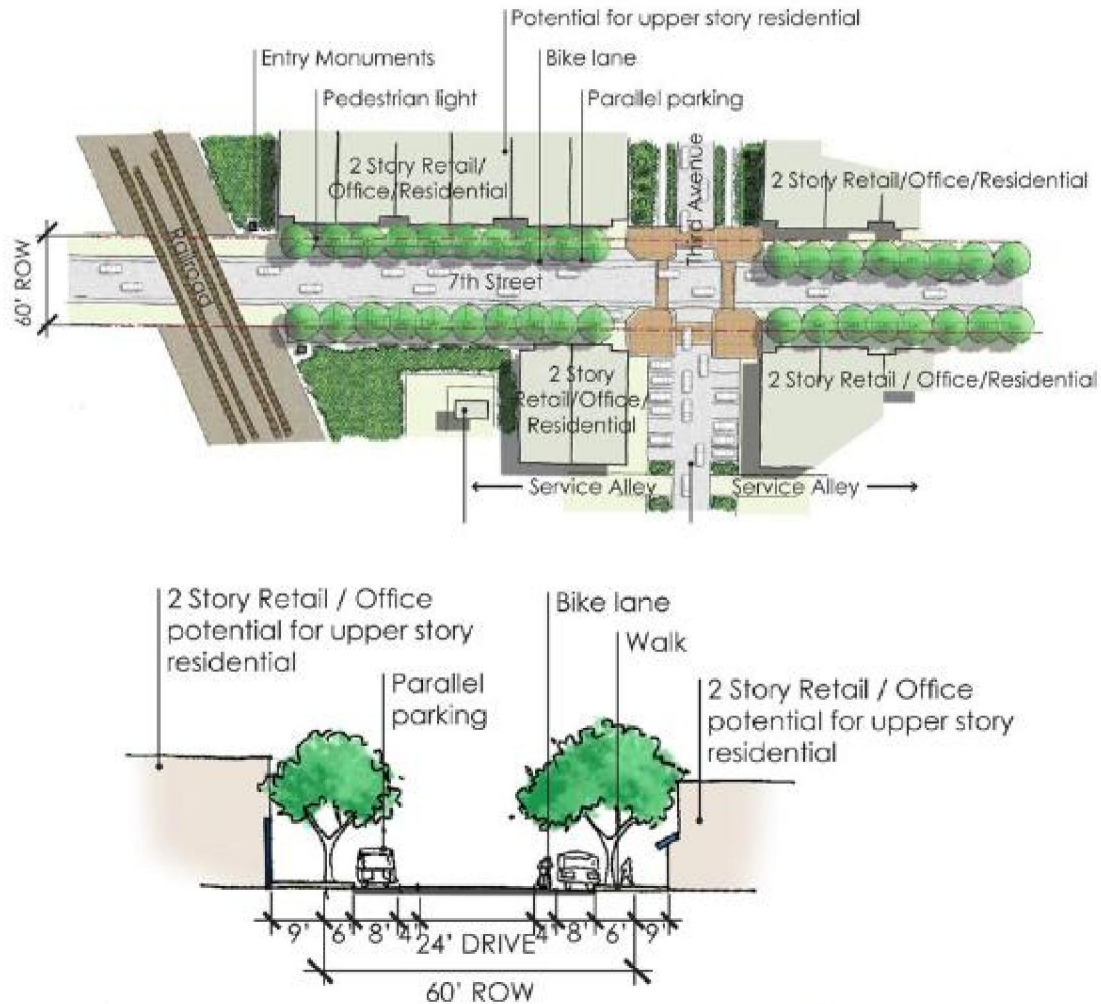
Figure 13 Proposed Design West main Street and Spruce Street

(7) Riverside Parkway – Arterial Street. The right-of-way width varies; multi-lane; bike lanes; detached walk on the south side; no on-street parking. Completed in 2007.



(8) South 7th Street. Suggest two lanes; bike lanes; on-street parking both sides; detached walks with landscaping. The streetscape plan for South 7th Street should be enhanced with a similar design as was constructed on 7th Street south of Grand Avenue. Generally, the design would continue the 7th Street boulevard treatments from downtown, Ute and Pitkin to the Botanical Gardens and riverfront area with

additional street trees, historic street lights, street furniture and public art. This concept would create a more consistent visual character to connect the River and Rail Districts to the traditional downtown area and improve the visual design of the corridor and emphasize its use as the primary public north-south corridor through the neighborhood. The concept features enhanced pedestrian facilities with colored concrete, pedestrian safe zones at the “bulb-outs” for easier crossing and additional landscaping.



7th Street Section

(9) South 9th Street and 27-1/2 and C-1/2 Roads. Suggest two lanes; on-street parking both sides; detached sidewalk preferred where possible. The streetscape plan for South 9th Street is to develop similar to what presently exists along South 7th Street with a more defined hardscape of curb and gutter, enhanced pedestrian facilities and street trees. This concept improves the visual quality of the corridor without requiring improvements on private property or compromising adjacent uses. The concept also allows the street to function for the commercial/light industrial traffic that it carries as well as provides for a more comfortable pedestrian or bicycle environment since South 9th Street may be used by the public to access business/commercial areas and Las Colonias Park.



- (10) Kimball Avenue. Suggest two lanes; on-street parking; detached walks with landscaping.



- (11) D Road (from 9th Street east to the Riverside Parkway). Section yet to be determined.

(e) **Local Streets.** The components of the local street system are identified on the Grand Valley Circulation Plan. The primary function of the local street network is to provide access to and connections among individual parcels and subdivisions, provide a safe network for movement of pedestrians and bicycles, and serve short length trips to and from collector and higher order streets. Trip lengths on local streets should be short with a lower volume of traffic moving at slower speeds. As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the

proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS), GJMC Title 29.

(f) **Trails.** The Grand Valley Trails Plan shows the location of future bicycle facilities, trails and pedestrian paths. As development or redevelopment occurs, trails, paths, bike lanes and pedestrian facilities will be constructed in accordance with the adopted Grand Valley Trails Plan. Also the City may construct these facilities using transportation capacity payments (TCP) funds as part of one or more capital improvement project(s). The Grand Valley Trails Plan is currently undergoing review by the City of Grand Junction and Mesa County. The conceptual circulation plan of the Greater Downtown Plan includes, in Appendix C, GJMC 36.20.030, the a preferred alternative for trails, paths, bike lanes and pedestrian facilities in the Greater Downtown planning area. The preferred alternative shown comes from a 2012 draft of proposed amendments to the Grand Valley Trails Plan, and it includes the following:

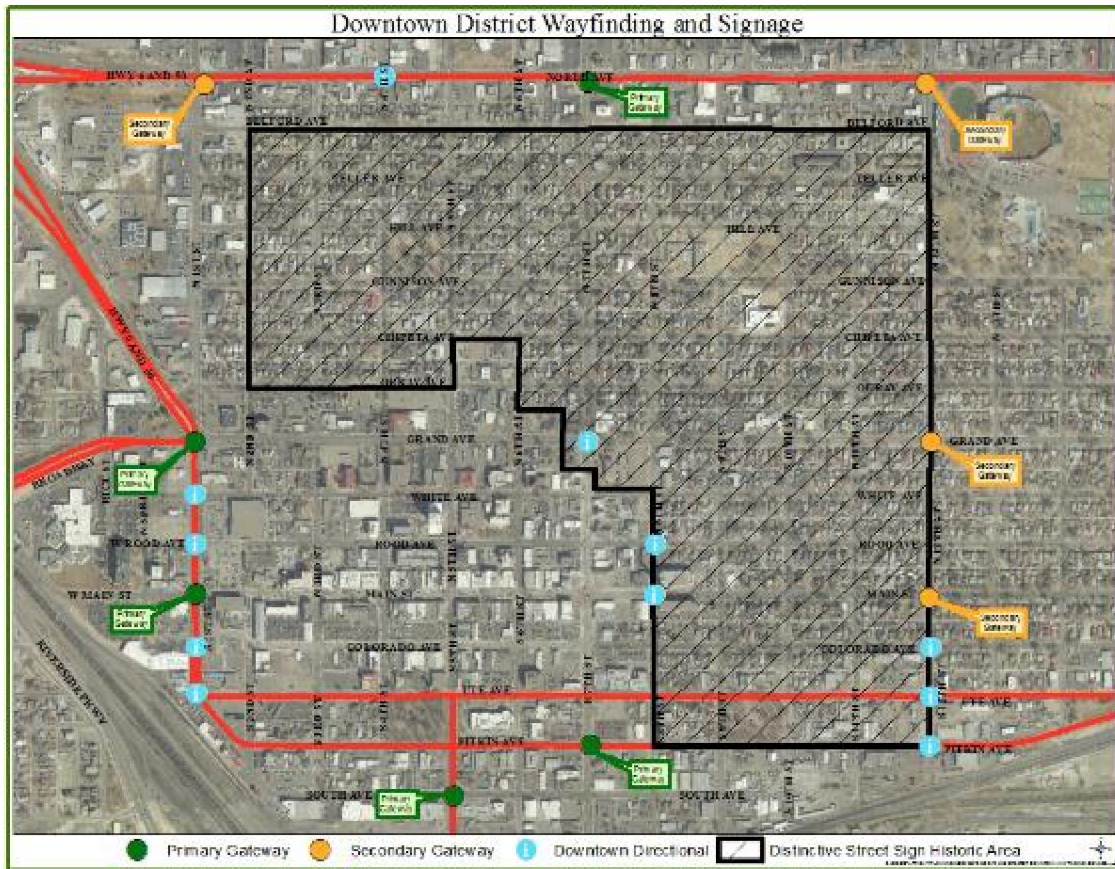
- (1) Extension of Riverfront Trail from Las Colonias Park east to 28 Road (and beyond).
- (2) Bike routes (signs but no separate lane) on Grand Avenue from 7th Street east and 28 Road between the Riverside Parkway and C-1/2 Road.
- (3) Sharrow bike routes (bikes share slightly wider lane with cars as depicted in Figure 9) on Grand Avenue between 1st and 7th Streets.

(g) **Riverside Parkway Pedestrian Overpass.** This conceptual circulation plan envisions one or more pedestrian overpasses from the commercial areas of the Rail District to the riverfront areas and Las Colonias Park. Activities and uses in the future park, types of development along the north side of the Parkway will determine where such facilities may be needed. An overpass on the western end in the vicinity of 7th or 9th Streets could also serve as an entrance feature to the neighborhood as further discussed in GJMC 36.16.070.

(h) **Public Transportation.** Grand Valley Transit (GVT) presently serves the Downtown District but does not provide service in the Rail and River Districts. Future transit needs within the Rail and River Districts should be monitored as development or redevelopment occurs in these areas and as Las Colonias Park sees more activity.

(Ord. 4571, 3-20-13)

36.16.070 Entryways and signage.



Important intersections in the street network offer opportunities to develop a unique theme and identity for the Greater Downtown area. The primary intersections vary in scale and include entries to the Downtown, Rail and River Districts. Each of these should be developed according to general concepts and criteria that are appropriate for their scale, function and importance.

(a) **Downtown District Entryways and Signage.** While the Downtown District has a strong base of local and regional users, approaches to the District offer no distinguishing features or directional signage that orient first time visitors. When approaching or traversing perimeter streets, visitors have no sense that they are within eyesight of the historic town site or even that they are headed in the right direction toward downtown. Creating gateways at key entry points, as well as simple perimeter identifiers, will orient visitors, as well as strengthen and celebrate the heritage of the Downtown Districts. Because of the diversity of uses and neighborhoods within the Downtown District, the design of entryways should include a range of sizes, poles and ornamentation of signage and varied landscape elements, lighting and other features that are integrated with the signage. The primary gateways to the Downtown District and between downtown and the Rail District include the following intersections:

- (1) 7th Street and North Avenue.
- (2) 1st Street and Grand Avenue.
- (3) 1st Street and Main Street.
- (4) 5th Street and South Avenue.
- (5) 7th Street and Pitkin Avenue.

In addition, the distinctive public sign palette already started in the Downtown District should be continued and expanded to include street signs and directional signs that have recognizable poles, ornamentation, colors, fonts and

logos. The City, together with the DDA, will further develop sign standards and guidelines for private signage placed on buildings or as freestanding signs.

(b) Rail and River District Entryways.

(1) 5th Street/Riverside Parkway. There are opportunities to celebrate the entry into Grand Junction and the Rail and River Districts at the 5th Street bridge and Struthers Avenue area in conjunction with the Western Colorado Botanical Gardens with attractive low scale signage and sculpture. In addition, there are smaller monuments at various points along the Riverside Parkway that indicate to motorists that they are approaching or traveling on the Riverside Parkway. Due to the scale of the 5th Street/Riverside Parkway intersection and the publicly-owned area around it, this intersection affords the opportunity to create a monument/sculpture of a much larger scale to mark the entrance and give identity to the Rail and River Districts and/or to this "Grand Junction."

Another possibility in this vicinity is if a pedestrian overpass is desired/needed near the 7th Street/Riverside Parkway intersection it could serve several purposes: pedestrian access across the Parkway, include design elements that give a distinct character to the Rail and River Districts and integrate with surrounding open space, pocket parks and/or water features at the landings on each side of the Parkway.

(2) South 7th Street/Railroad Tracks. There is an existing silo on the Mesa Feed property that identifies the Rail District as you travel south on 7th Street. It is of a scale that is visible from the southern perimeter of downtown and represents the historical agriculture and industrial base upon which the Rail and River Districts have developed. Such a structure could be enhanced and/or replicated to become an even stronger element at this major entrance to the area.

(3) 28 Road/Riverside Parkway. This intersection is a smaller scale than the others, but a neighborhood entry could be created, particularly along the north side. The sense of arrival at this location could be created through a water feature, public art, an architectural feature with signage paving patterns and/or landscaping. The design of the entry feature should be of the same character of those that might be created at the other major entry points.

(Ord. 4571, 3-20-13)

36.16.080 Economic redevelopment.

(a) **Downtown District Economic Redevelopment.** While the Downtown District is the heart of the community, it is but one subset of a larger market and has strengths which can be capitalized on and limitations which should be overcome. The Downtown District has a tremendous influence on the economic well-being of the entire region. Therefore, it is widely accepted that early projects in any revitalization effort could be publicly assisted until market conditions reach levels where new construction can support itself.

The Grand Junction Strategic Downtown Master Plan presented guiding principles which, while general in nature, were considered responsive to prevailing conditions, market opportunities, framework elements and stakeholder input. These guiding principles are still relevant to the Greater Downtown Plan and are listed and described below.

(1) The Downtown District is one submarket that competes with other submarkets in Grand Junction. The downtown environment, while presenting tremendous opportunity for investment in a setting uniquely positioned to offer both heart and history, carries with it certain limitations, particularly for land-intensive non-destination-oriented land uses. Several market sectors, however, not only survive, but also thrive in a downtown setting. Recognize the obstacles associated with downtown development and encourage regulatory and financial solutions including public subsidies and creative financing mechanisms.

(2) The Downtown District must be market-responsive to changing conditions, with implementation tools and mechanisms in place to both offset competitive disadvantages and capitalize on competitive assets. Market conditions should be continually monitored and information distributed to a broad audience including developers, business and property owners, lenders, city staff and elected and appointed officials.

(3) The Downtown District infrastructure must be protected and retained including physical features, service organizations, mix of employers, historic residential neighborhoods and community attitudes toward the Downtown District. Unlike many communities across the country, Grand Junction's Downtown District existing infrastructure is more than sufficient to promote itself as a downtown neighborhood. These assets, which provide the impetus for investment, need to be protected and promoted.

(4) The Downtown District's "tool bag" must contain a variety of strategies and mechanisms to attract investment. These tools can be financial, physical, market, or organizational in nature and can be used independently or in various combinations. Given the obstacles associated with downtown development, it is imperative that whatever mix of tools is put in place it be comprehensive, flexible and creative.

(5) Public investment must leverage private investment. Historically, the planning, financing and implementation of projects in the downtown market were the primary responsibility of public sector entities such as the City and the DDA. However, while the public sector continues to play a significant role in most downtown efforts, a critical component to the success of any revitalization strategy today is participation by both the public and private sectors. Leveraging of resources is key, as no one entity, public or private, has sufficient resources alone to sustain a long-term downtown improvement effort.

(6) Public policy must support development in the Downtown District. Experience has proven that downtown development will best succeed if regional growth management programs reward efficient development patterns. If growth is allowed to occur in a land extensive, inefficient way that effectively subsidizes lower densities, downtown development will operate at a competitive disadvantage. Given Grand Junction's existing land use patterns, the Downtown District is susceptible to continued dilution of its role as the community's central business and shopping district.

(7) Public-private partnerships are essential. Under any investment strategy, local government needs to have strong involvement, a visible presence, perhaps be the entity that provides continuing leadership, regulatory incentives, and seed capital for early projects. Not only does government have the legal responsibility to address many of the implementation components, but it is also the logical conduit to local, regional, state and federal funding sources.

(b) Rail and River District Economic Redevelopment.

(1) The changes that have occurred in portions of Greater Downtown such as completion of the Riverside Parkway and planning for the future development of Las Colonias Park have already had a positive influence on the River and Rail Districts. Many properties have been renovated or redeveloped, new uses are relocating to the area and property values are generally on the rise. The Greater Downtown Plan envisions this trend continuing and being enhanced by the following redevelopment concepts:

- (i) Allow existing heavy industry to remain, taking advantage of rail spurs within the area.
- (ii) Intensified commercial edge along the north side of the Riverside Parkway with opportunities for mixed use development.
- (iii) New general commercial, retail and residential uses will provide activity at the edge of the park after business hours to create a safe park environment that gives "ownership" of the park to the adjacent local business owners and residents.
- (iv) New retail and commercial uses such as restaurants, shops and services along South 7th Street to serve the employees, recreational users and residents of the neighborhood.
- (v) Commercial industrial uses bridge the existing industrial and the commercial corridors.

(2) In addition, discussions with the Grand Junction Economic Partnership, Business Incubator, Manufacturers' Council and Chamber of Commerce during development of the Greater Downtown Plan brought to light many opportunities for the area, the majority of which is within the established Mesa County

Enterprise Zone. The Greater Downtown Plan outlines goals, policies and strategies that can be used to further the economic (re)development of the Rail and River Districts.

- (i) Need for flex space for different types of small business – new to area or graduating from the business incubator. Opportunity for these businesses to serve employee base, residents and recreational users in the area.
- (ii) Opportunity to develop additional incentives for redevelopment that has taken advantage of partnerships and/or assembled parcels of land totaling a minimum of one-half acre or more.
- (iii) Allow for live-work opportunities.
- (iv) Opportunity to develop partnerships.

(Ord. 4571, 3-20-13)

36.16.090 Greater Downtown area parks.

(a) The four downtown parks were included on the original town plat created by the Grand Junction Town Company in 1882. All four parks still exist as downtown open space. The City acquired Las Colonias Park from the State Parks Department in 1997. It encompasses the mill tailings clean-up site.

- (1) Hawthorne Park – 400 Gunnison Avenue.
 - (i) New restroom/shelter constructed 2010;
 - (ii) South picnic shelter requires new roof; scheduled 2013;
 - (iii) Playground surfacing replaced in 2012;
 - (iv) Playground equipment on a five- to seven-year replacement schedule;
 - (v) Irrigation is good, 10- to 15-year replacement.



- (2) Washington Park – 10th Street and Gunnison Avenue.
 - (i) No restrooms or shelter at this park;
 - (ii) Playground equipment scheduled for replacement in 2013;
 - (iii) Playground surface scheduled for replacement every two years;
 - (iv) Irrigation will be replaced every five to seven years.
- (3) Whitman Park – 5th Street and Pitkin Avenue.
 - (i) Restroom scheduled for replacement in 2013;
 - (ii) Development of a new master plan for the park recommended (see potential concepts in subsection (b) of this section).
- (4) Emerson Park – 9th Street and Pitkin Avenue.
 - (i) Restroom scheduled for replacement in 2013;
 - (ii) Playground area for ages two to five is good;
 - (iii) Playground for ages five to 15 scheduled for replacement in five to seven years;

- (iv) Playground surfacing replaced in 2012;
 - (v) Development of a new master plan for the park recommended (see potential concepts in subsection (b) of this section).
- (5) Las Colonias Park – Struthers Avenue and 7th Street.
- (i) A master planning process for the park is anticipated to occur in 2013;
 - (ii) Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, kayak park, tree walk and a disc golf course.



(b) Potential Concepts for Whitman and Emerson Parks.

- (1) Provide for a diversity of uses to create a higher level of utilization.
- (2) Minimize the impact of adjacent streets and automobile traffic.
- (3) Activate the edges of the parks with mixed use.
- (4) Contemplate programmed, active use.
- (5) Redevelop as more active, flexible urban open space rather than as passive, green parks.

(Ord. 4571, 3-20-13)

36.16.100 City-owned Jarvis property.

The City completed an initial planning analysis for the City-owned property on the west side of 5th Street between the Colorado River and the Riverside Parkway known as the Jarvis Property. The property is constrained by natural features and the encroachment of the Parkway, but does have approximately 43 acres of developable land.

The initial study was to chart a direction for revitalization of the property. It summarized the key assets, identified some important issues and potential impediments to development, analyzed current market conditions and outlined a concept for organizing potential development of the property. The property and potential project are viewed as a unique opportunity for the City to chart the future of a rare property type, a place where it may be possible to provide a mix of uses, including residences, along the bank of the Colorado River. The major opportunities and

constraints identified for potential development of the Jarvis Property were to: continue the riverfront greenway through the property, restore habitat, relocate the high voltage power facilities that run through the site, and provide flood protection for the property.

(Ord. 4571, 3-20-13)

Chapter 36.20

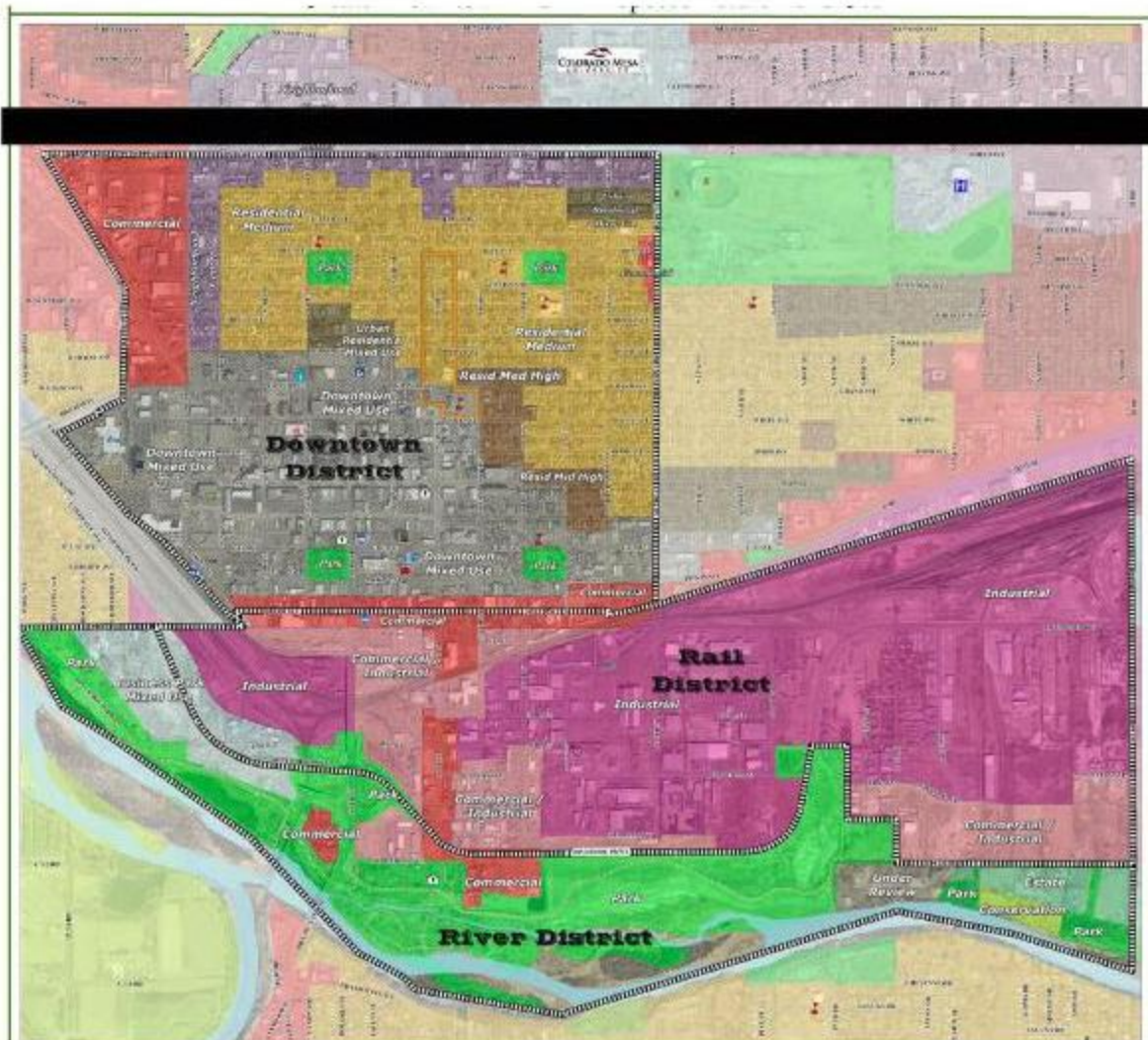
APPENDICES

Sections:

- 36.20.010 Future Land Use Map.
- 36.20.020 Zoning Map.
- 36.20.030 Conceptual plans for traffic circulation and trails.
- 36.20.040 Development concepts.

36.20.010 Future Land Use Map.

Appendix A – Future Land Use Map



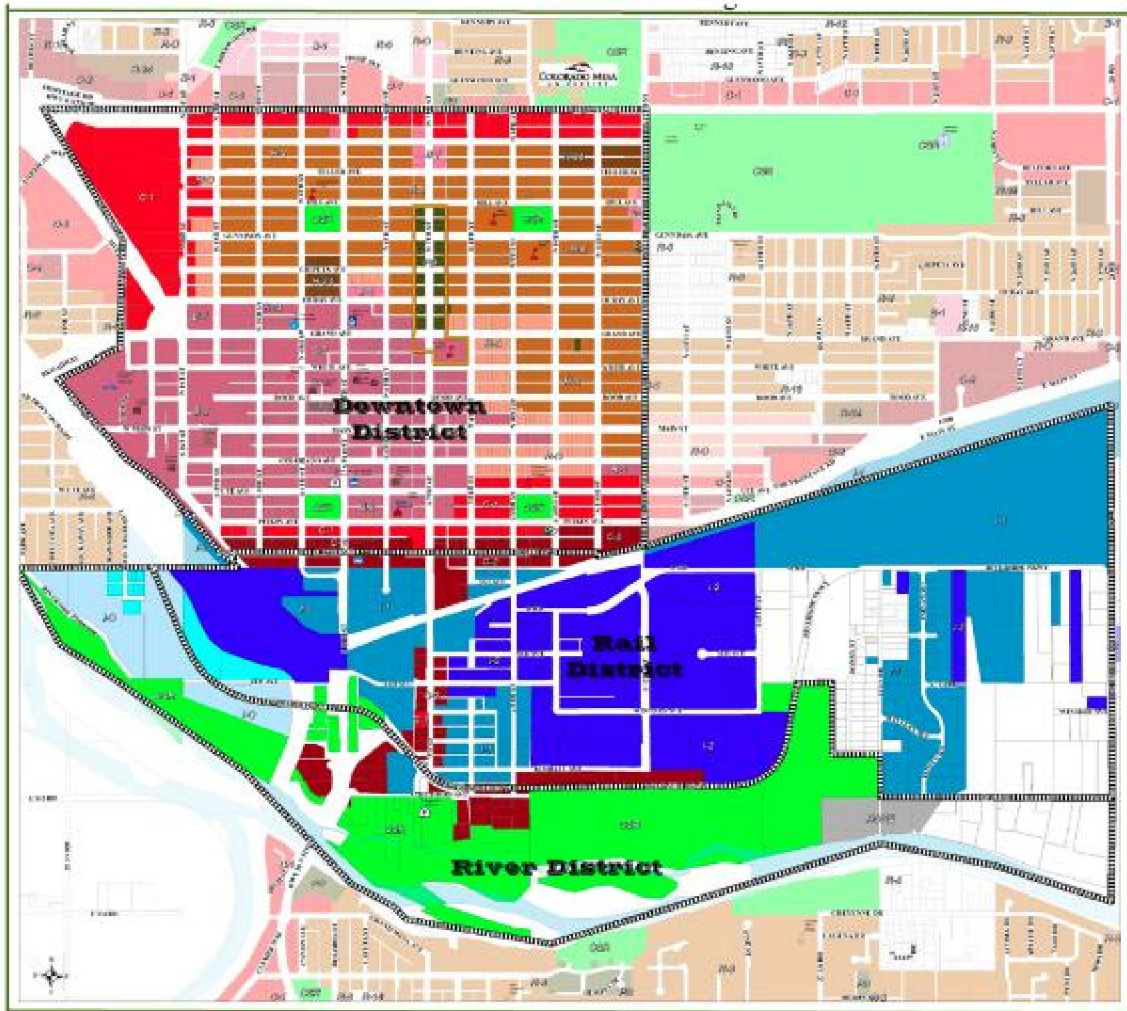
Greater Downtown Future Land Use Categories

Description	Residential Medium (FM) (4 - 8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium High (RMH) (8 - 18 DU/Acre)	Commercial (COM)
Neighborhood Center-Mix Use (NCMU)(8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Park (PK)	Industrial (IND)

(Ord. 4571, 3-20-13)

36.20.020 Zoning Map.

Appendix B – Zoning Map



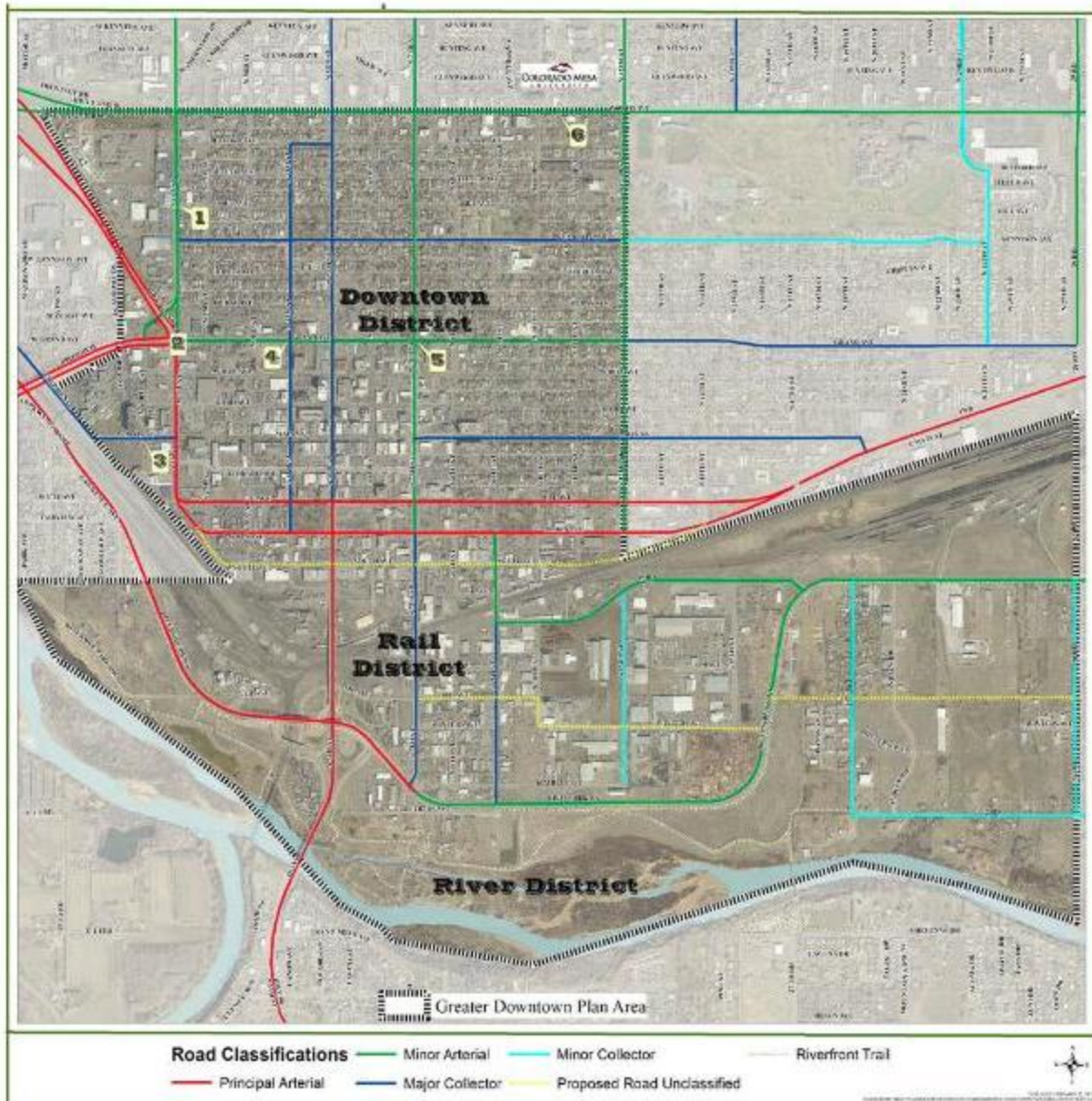
Greater Downtown Zoning Categories

R-6 (3.5-8 units/acre)	R-O (Residential Office)	DP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

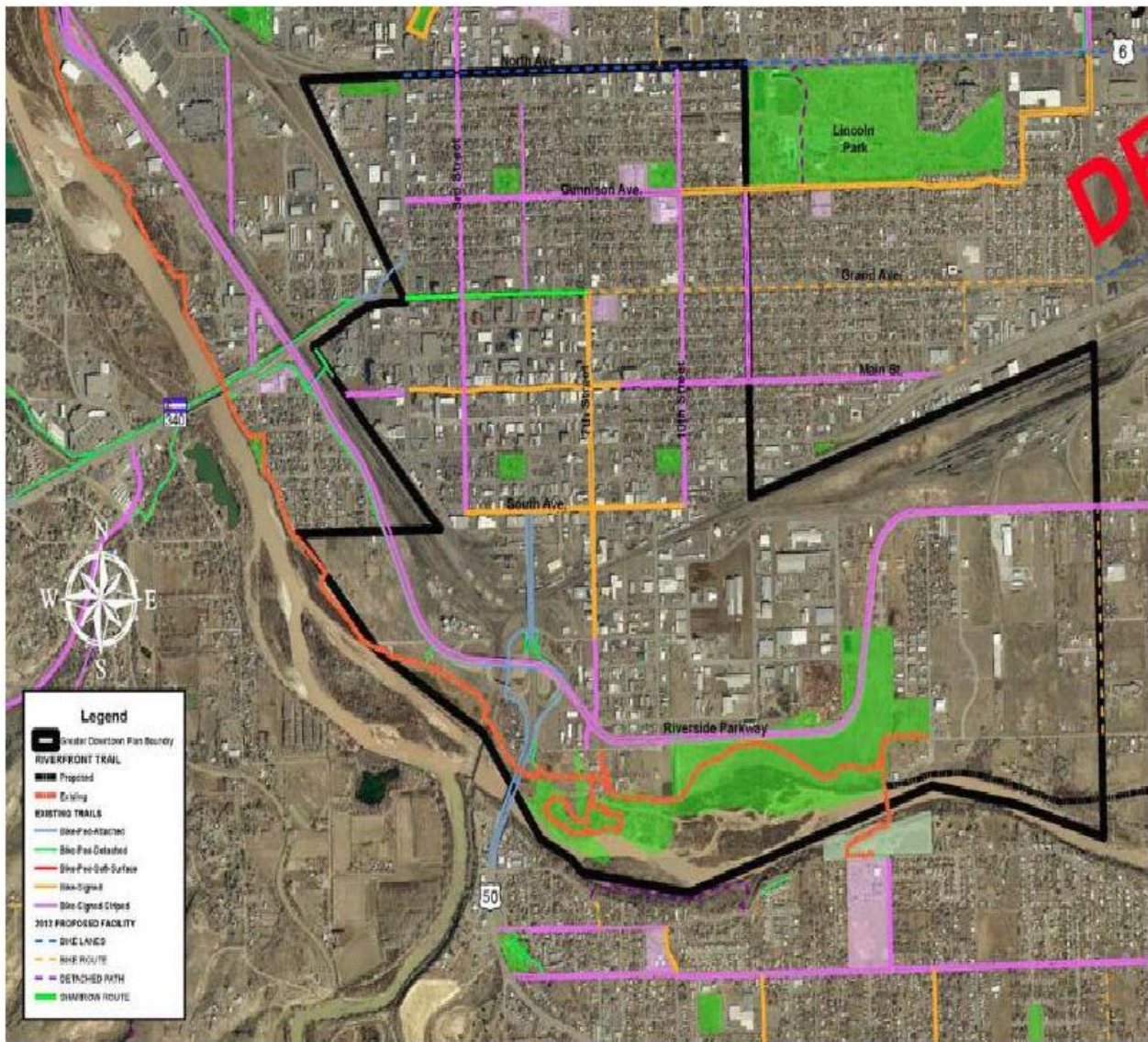
(Ord. 4571, 3-20-13)

36.20.030 Conceptual plans for traffic circulation and trails.

(a) Conceptual Traffic Circulation Plan.



(b) **Conceptual Trails Plan.**



(Ord. 4571, 3-20-13)

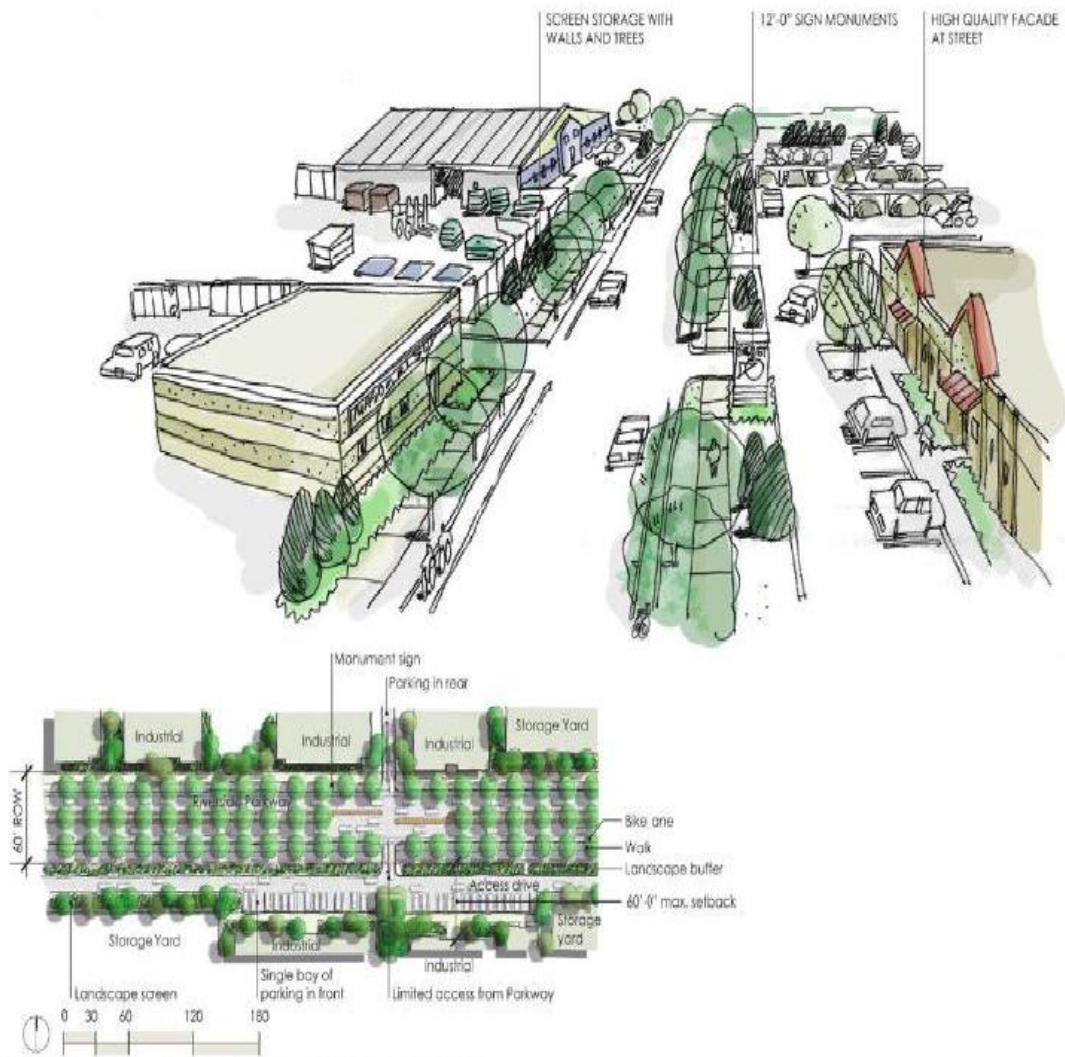
36.20.040 Development concepts.

(a) 7th and Struthers Redevelopment.



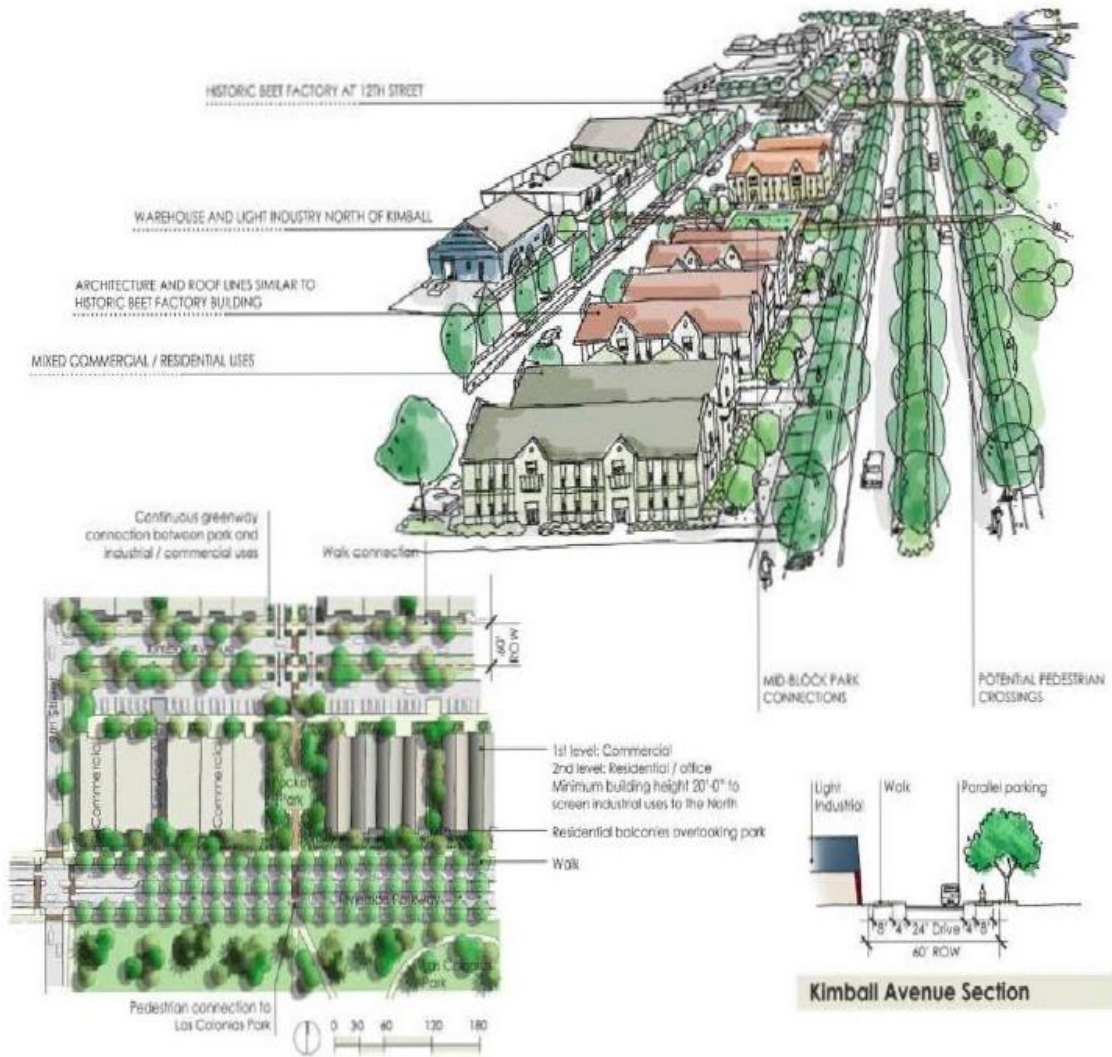
7th and Struthers Redevelopment

(b) Riverside Parkway Between 27-1/2 and 28 Road.



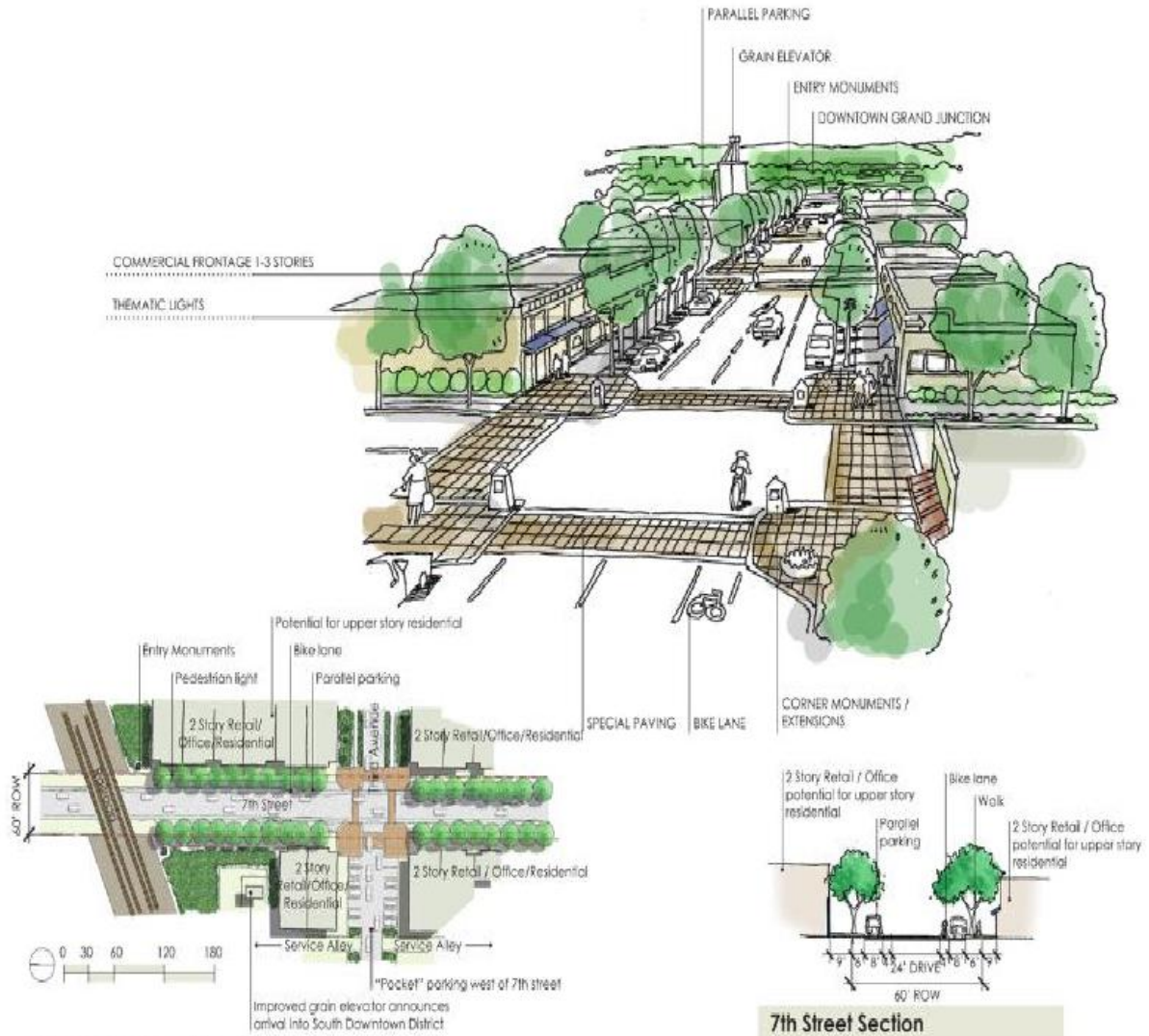
Riverside Parkway Between 27 1/2 and 28 Road

(c) **Riverside Parkway Between 5th Street East and 12th Street.**



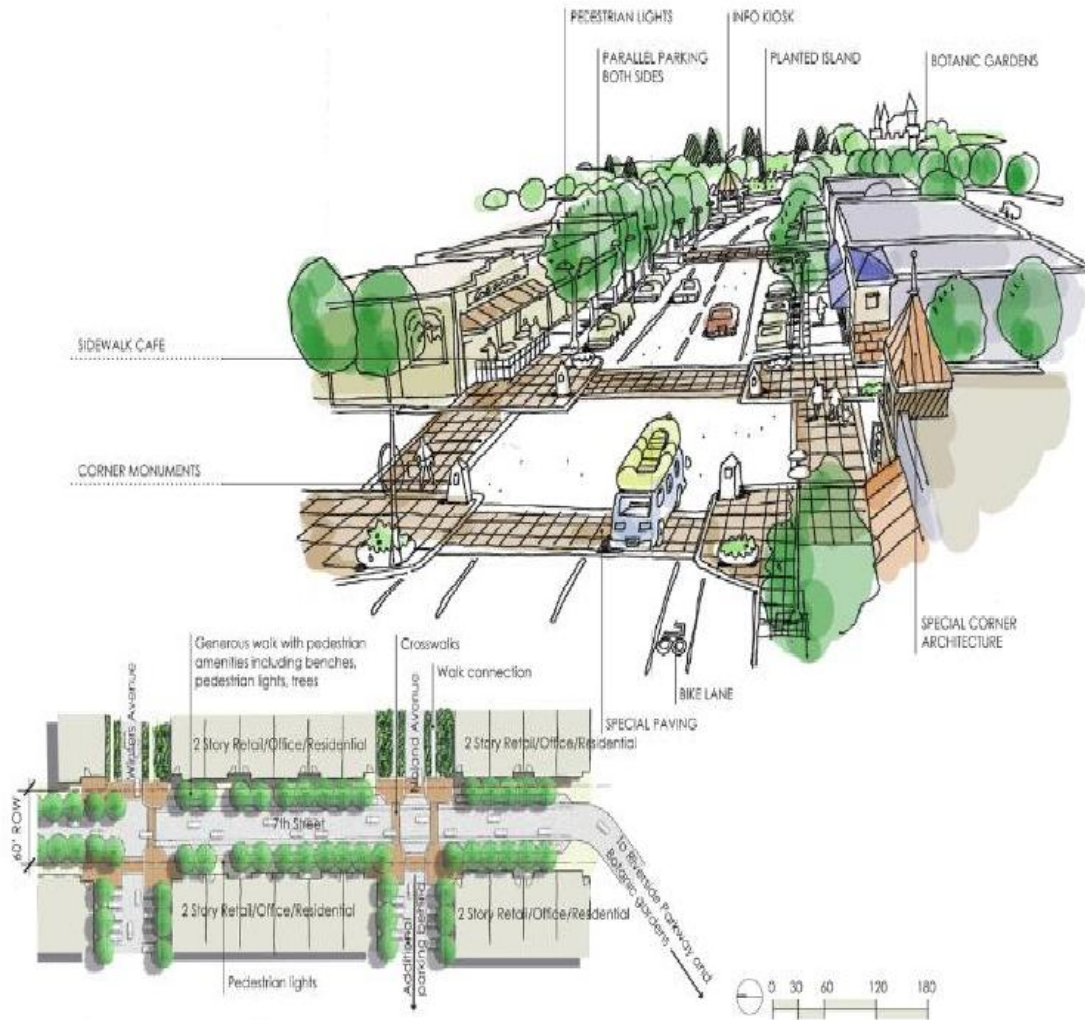
Riverside Parkway Between 5th Street East and 12th Street

(d) 7th Street Looking North.



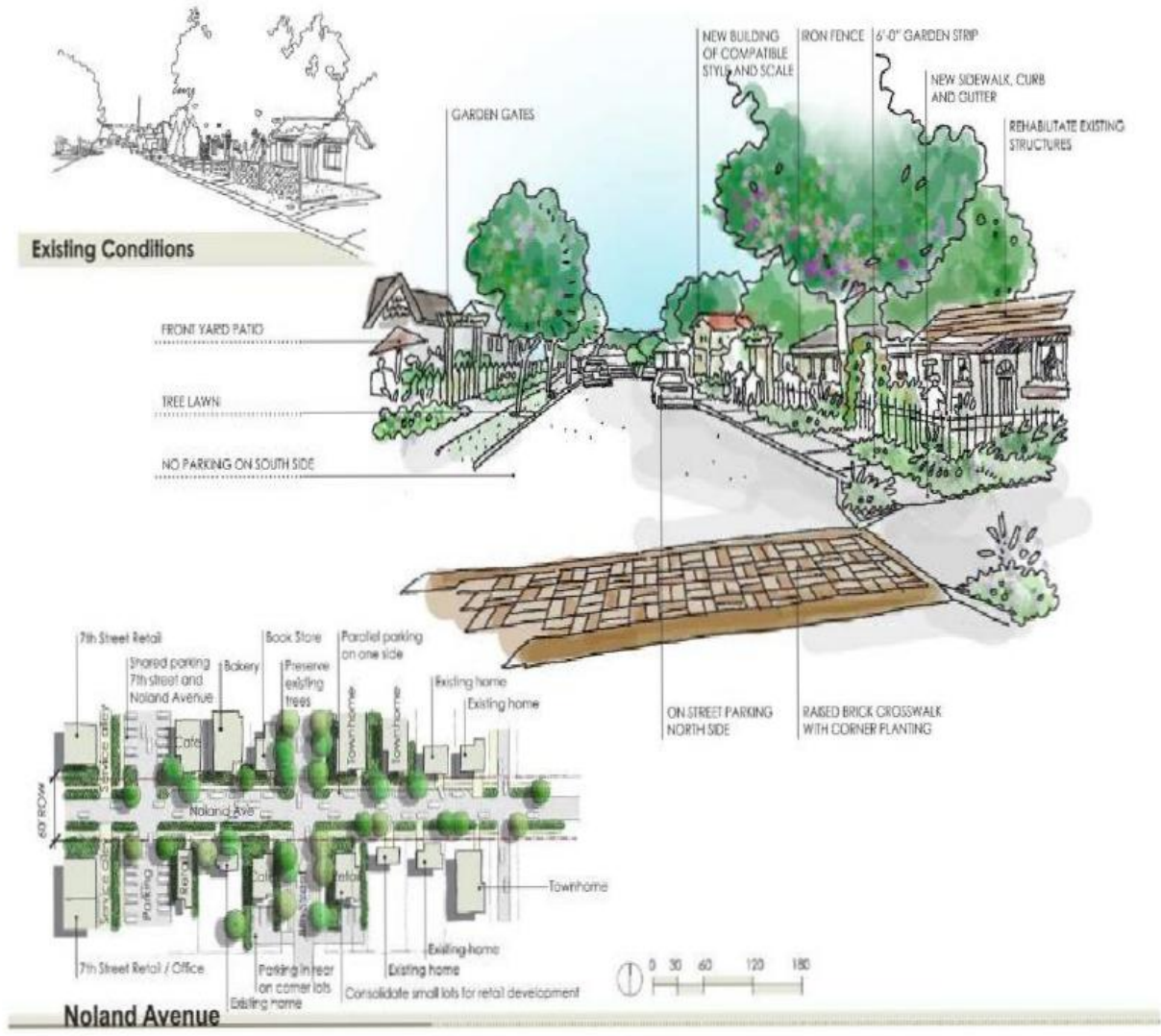
7th Street Looking North

(e) 7th Street Looking South.



7th Street Looking South

(f) **Noland Avenue.**



(Ord. 4571, 3-20-13)

Title 24

GREATER DOWNTOWN OVERLAY

Chapters:

- 24.04 Introduction**
- 24.08 Corridor Standards and Guidelines**
- 24.12 Downtown District Standards and Guidelines**

Chapter 24.04

INTRODUCTION

Sections:

24.04.010 Implementation – Standards and guidelines.

24.04.010 Implementation – Standards and guidelines.

One of the first steps in implementing the Greater Downtown Plan is a zoning overlay. The overlay is intended to provide guidance and criteria for the planning, design and implementation of public and private improvements in the Greater Downtown area and is set forth in this document to be known as the Greater Downtown overlay district (zoning overlay). If properly administered and adhered to, the standards and guidelines should result in public and private development improvements (or a combination thereof) that achieve, as a minimum, a common level of quality in terms of site design, architectural design, landscaping and other site improvements.

The general purposes of the standards and guidelines are to support the overall goals of the Greater Downtown Plan.

- (a) Maintain and enhance the economic, cultural and social vitality of Greater Downtown. Promote downtown living by providing a wide range of housing opportunities in appropriate areas within Greater Downtown.
- (b) Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.
- (c) Stabilize, preserve, protect and enhance the downtown residential neighborhoods.
- (d) Promote and protect the unique identity of the Greater Downtown area.

The standards and guidelines were developed upon an analysis of the existing character of the Greater Downtown area. The area was divided into subdistricts and the Downtown District was further divided into subareas based on existing zoning, character of existing development and potential for redevelopment opportunities. In addition, primary corridors were identified for which overlay guidance is created with the adoption of the document. The subdistricts, primary corridors and subareas are shown on Figures 1, 2 and 3.

These standards supplement other development regulations such as the City of Grand Junction Zoning and Development Code, which includes detailed criteria by zone district, planned development regulations, design and improvement standards, supplemental use regulations, sign regulations and the City Transportation and Engineering Design Standards (TEDS). In the instance the following standards are silent on a development concern, the existing regulations shall apply. None of the guidelines and standards within the zoning overlay is intended to apply to properties within the North Seventh Street Historic Residential District or the North Avenue Corridor Overlay since separate guidelines and standards have been established through overlays for those areas.

The standards identify design alternatives and specific design criteria for the visual character and physical treatment of private development and public improvements within Greater Downtown. They are adopted through an overlay zoning district, which will establish the means by which the standards are administered and enforced. The Director will make all decisions, and appeals and variance requests will be heard by the City of Grand Junction Planning Commission. The Downtown Development Authority (DDA) will be a review agency for all applications and will make recommendations for proposals in the Central Business District.

(Ord. 4572, 3-20-13)

Figure 1: Greater Downtown Plan Subdistricts



Figure 2

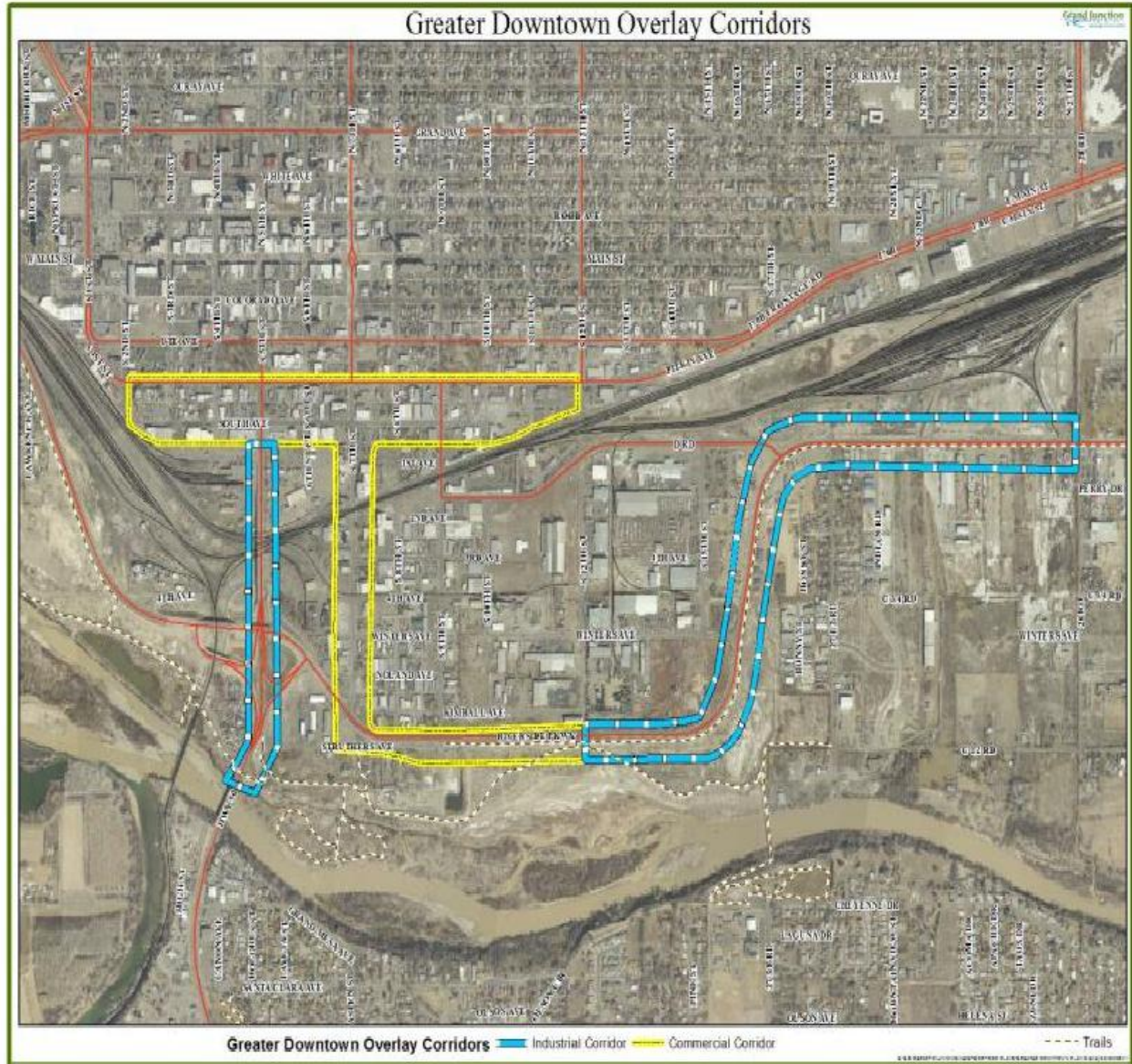
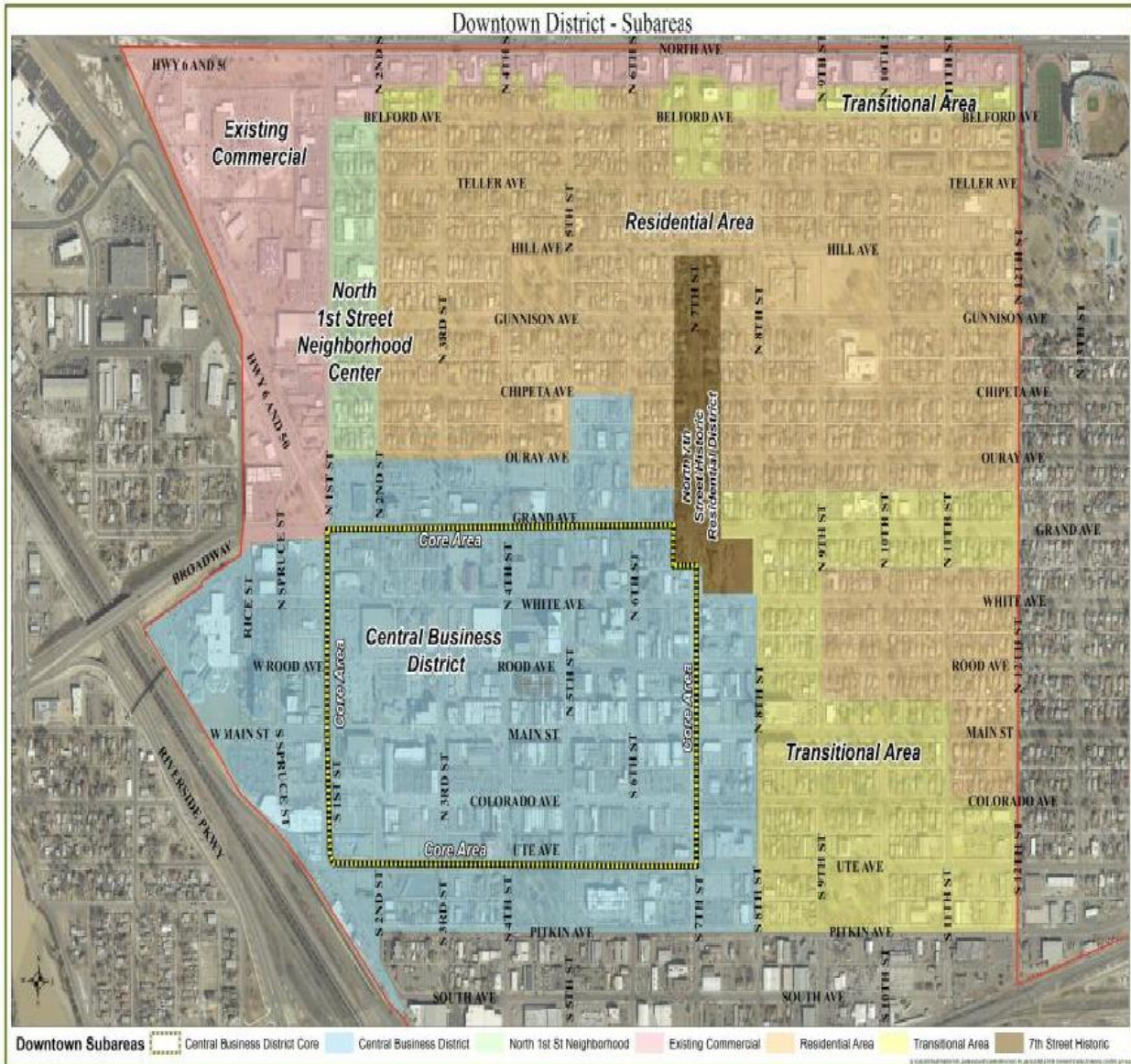


Figure 3



Chapter 24.08

CORRIDOR STANDARDS AND GUIDELINES

Sections:

I. Overall Corridor Vision/Concepts

- 24.08.010 Purpose.
- 24.08.020 Architectural features.
- 24.08.030 Building materials.
- 24.08.040 Streetscape and site design.

II. Commercial Corridor Standards and Guidelines

- 24.08.050 Application of standards and guidelines.
- 24.08.060 New site development or redevelopment – Standards.
- 24.08.070 Architectural design of new buildings/additions or substantial exterior remodel.
- 24.08.080 Landscaping for new site development or redevelopment – Standards.
- 24.08.090 Signage – Standards.

III. Industrial Corridor Standards and Guidelines

- 24.08.100 Application of standards and guidelines.
- 24.08.110 5th Street industrial corridor standards.
- 24.08.120 Riverside Parkway industrial corridor standards.

I. Overall Corridor Vision/Concepts

24.08.010 Purpose.

The Greater Downtown overlay district standards for the Greater Downtown commercial and industrial corridors in the Rail and River Districts begin to implement goals of the Greater Downtown Plan to (i) improve the visual impact of development along the corridors; and (ii) promote higher quality architectural treatment and site design as new development and redevelopment occurs along the corridors. The visual features identified below define the concepts proposed along the corridors and, as implemented as new development and redevelopment occurs, will shape the desired character of the built environment. The features are grouped into three categories: architectural features; building materials; and streetscape and site design.

(Ord. 4572, 3-20-13)

24.08.020 Architectural features.

(a) **Facade Modulation and Roofline Variations.** The corridors can be improved through use of visually interesting architectural features that are designed to reduce mass and scale, including variation in the building form with recessed or projecting bays and variation in the rooflines.



(b) **Facade Design.** Design details can be used to emphasize architectural features such as the modulation and roof line changes discussed above or other features such as entryways and windows. Facade design details that break up a facade and add visual interest include:

- (1) Columns and pilasters that help break up a horizontal plane of a building or other site feature.
- (2) Change of material such as on an exterior wainscoting panel.
- (3) Accent colors that help define and/or accentuate architectural features.

(c) **Defined Entry.** Many of the other architectural features above can be used to accentuate and define the primary entrance to a building, add architectural interest, as well as make the building more pedestrian- or customer-friendly.

(d) **Window Sizes and Shapes.** The shape and sizes of windows used on a building break up the facade, provide visual variety and provide a pedestrian- and customer-friendly character.

(e) **Awnings and Porticos.** Awnings and porticos are encouraged to help provide architectural interest.

(Ord. 4572, 3-20-13)

24.08.030 Building materials.

(a) **Mix of Materials.** Variations of materials used on exterior facades break up large building forms and walls.



(b) **Different Textures, Colors and Tones.** Use of different textures, colors and tones provide visual interest and can be used to accentuate architectural features.

(Ord. 4572, 3-20-13)



24.08.040 Streetscape and site design.

Streetscape features along the primary corridors within the Rail and River Districts in Greater Downtown also help establish the visual character of the corridors. Examples of the desired characteristics are illustrated below.

(a) **Building Placement.** Buildings are encouraged to be brought forward on a site to the street or sidewalk.

(b) **Landscaping.** Many of the streets within the Rail and River Districts do not have, nor are planned to have, a sidewalk. However, streetscape interest can be created through landscaping, encouraging use of xeriscape concepts.



Example Existing Streetscape Landscaping

(c) **Streetscape Design.** An urban streetscape is desired that includes hard surfaces, tree grates and street trees. This design concept exists along some of the corridors in the Rail and River District. The urban streetscape along the street can be blended with the site design of the adjacent parcel so that on-site landscaping complements and enhances the existing streetscape.



Existing 7th Street Landscaping

(d) **Detached Sidewalks.** Where possible, detached sidewalks are desired along the commercial and industrial overlay corridors and already exist along some streets. The park strip between the curb and sidewalk can provide the landscape relief for an abutting developed property.



Existing Detached Sidewalk on Riverside Parkway (left) and South Avenue (right)

(e) **Outdoor Storage, Display and Operations.** Minimize the visual impact of outdoor storage, display and operations areas through placement on a site behind a building, to the rear of the property or otherwise screened.

(Ord. 4572, 3-20-13)



*Examples of Outdoor Storage and Operations
Located Behind Buildings on 7th Street (left) and
Riverside Parkway (right)*



Screening Example on Riverside Parkway

II. Commercial Corridor Standards and Guidelines

24.08.050 Application of standards and guidelines.

The following Commercial Corridor standards and guidelines apply to those parcels on the south side of Pitkin Avenue between 2nd Street and 12th Street as shown in Figure 4: all parcels, or aggregation of parcels to be developed that have frontage on: (i) the east side of 2nd street between Pitkin Avenue and South Avenue; (ii) South Avenue between 2nd Street and 12th Street; (iii) South 7th Street between Pitkin Avenue and the south side of the Riverside Parkway; (iv) Struthers Avenue and Riverside Parkway area from just west of South 7th Street to the alignment of 12th Street; and all parcels between South 7th Street and 12th Street within 100 feet immediately north and south of the centerline of the Riverside Parkway. This area shall be referred to hereafter as the Commercial Corridor.

(Ord. 4572, 3-20-13)



Figure 4

24.08.060 New site development or redevelopment – Standards.

- (a) Outdoor storage and permanent display areas shall only be allowed in the rear half of the lot, beside and/or behind the principal structure. For properties with more than one street frontage, the front of the lot shall be considered, for purposes of this standard, to be the side abutting the higher or highest order street. Portable display of retail merchandise may be permitted subject to the provisions of the Zoning and Development Code.
- (b) In order to prevent parking from dominating the visual setting of the Commercial Corridor, front yards shall allow only principal structures, landscaping, sidewalks, driveway access to parking areas and signage. No parking shall be allowed in the front yard. All parking that is accessory to a principal use shall be located behind or to the side of the building.
- (c) Front yard setbacks for principal structures on parcels within the Commercial Corridor are reduced to zero feet.
- (d) Residential uses are allowed as allowed in the Light Commercial (C-1) zone district in the Zoning and Development Code, regardless of how the property is zoned.

(Ord. 4572, 3-20-13)

24.08.070 Architectural design of new buildings/additions or substantial exterior remodel.

(a) **Policy.** For construction of new buildings and additions, or substantial exterior remodel (see definition under subsection (b)(2) of this section), any facade(s) on all buildings that face a street within the Commercial Corridor shall be designed to relate directly to and reinforce the pedestrian scale and quality of the abutting streets, civic and open spaces.

(b) **Standards.**

- (1) Any facade(s) of a new building, addition or substantial exterior remodel (see definition under subsection (b)(2) of this section) that face a street within the Commercial Corridor or that face the public

property containing the Riverfront Trail, shall have visually interesting architectural features and patterns that are designed to reduce mass and scale and reflect the desired vision for the corridors as described in GJMC 24.08.010 through 24.08.040. In order to do so, the facade(s) of a new building, addition or substantial remodel that face a street within the Commercial Corridor shall exhibit a minimum of three of the following nine architectural design elements:

- (i) Variation in materials, material modules, expressed joints and details, surface relief and texture to break up building forms and wall surfaces. Such detailing may include sills, headers, belt courses, reveals, pilasters, window bays or similar features.
- (ii) Facade articulation/variation such as recessed or projecting bays or pilaster/column projections a minimum of every 30 feet.
- (iii) Variation in color.
- (iv) Facade feature that emphasizes the primary building entrance through projecting or recessed forms, detail, color and/or materials.
- (v) Variation in roof lines/roof materials in order to add interest to and reduce the scale of buildings or expanses of blank wall. This can be accomplished through design elements such as overhangs/eaves, recesses/projections, raised cornice parapets over doors or bays and peaked roof forms.
- (vi) Screening of mechanical equipment either located on the roof or on the ground.
- (vii) Windows.
- (viii) Window or entry awning.
- (ix) Other architectural features that achieve the goals of the overall corridor vision/concept as outlined in GJMC 24.08.010 through 24.08.040 as determined by the Director.

(2) Definition of Substantial Exterior Remodel. Exterior building alteration that is greater than or equal to 65 percent of the value of the existing site and building. This increase shall trigger 100 percent site development compliance and 100 percent architectural standards compliance. Value shall be the greater of: total actual value per the Mesa County Assessor; or a current appraisal.

(c) **Guidelines.**

(1) Exterior building materials should be durable, economically maintained, and of a quality that will retain their appearance over time.

(Ord. 4572, 3-20-13)

24.08.080 Landscaping for new site development or redevelopment – Standards.

On-site landscaping shall be required per the Zoning and Development Code. The total amount of required landscaping may be reduced by the Director if a minimum of two of the following five conditions exist or are proposed:

- (a) A higher quality of architectural design is achieved with greater than three of the architectural design elements listed in GJMC 24.08.070.
- (b) Fifty percent or more of the building facade is set back no more than 15 feet.
- (c) Street trees and other finished landscaping or hardscape exists within the public street immediately in front of the property.
- (d) All parking is located to the side and/or rear of the building.

- (e) All outdoor storage and operations are located behind the building.

(Ord. 4572, 3-20-13)

24.08.090 Signage – Standards.

(a) Only flush wall and monument style signs are allowed on the parcels that have frontage on 7th Street, Struthers Avenue, and/or Riverside Parkway within the Commercial Corridor. Flush wall signs are allowed in accordance with the Zoning and Development Code. Monument signs shall be a maximum of 12 feet in height with a maximum total of 100 square feet per sign face allowed per parcel. Illumination shall comply with the Zoning and Development Code.

(b) Off-premises signs and billboards as defined by the Zoning and Development Code that did not exist as of April 21, 2013, are not allowed on properties within the Commercial Corridor.

(Ord. 4572, 3-20-13)

III. Industrial Corridor Standards and Guidelines

24.08.100 Application of standards and guidelines.

The following Industrial Corridor standards and guidelines apply to all properties or aggregation of parcels to be developed with frontage on 5th Street or the 5th Street/Riverside Parkway intersection right-of-way, south of South Avenue to the river, referred to hereafter as the 5th Street Industrial Corridor (Figure 5), and on Riverside Parkway from the east edge of 12th Street, extended along the Riverside Parkway, east to 28 Road, referred to hereafter as the Riverside Parkway Industrial Corridor (Figure 6). Please see the maps below. Collectively, the two shall be referred to as the Industrial Corridors.

(Ord. 4572, 3-20-13)

24.08.110 5th Street industrial corridor standards.



Figure 5

- (a) No new outdoor uses and operations shall be allowed on parcels that have frontage on 5th Street or on the right-of-way for the 5th Street/Riverside Parkway interchange. Maximum expansion and construction of any outdoor uses and operations (such as outdoor operation of rail yards, salvage yards, etc.) on properties that abut the 5th Street right-of-way shall be 25 percent of the total square footage as it existed on April 21, 2013.
- (b) For uses that require screening per the Zoning and Development Code and will be visible from the elevated portions of the 5th Street viaduct, screening shall be provided on the viaduct that limits views to adjacent uses but still provides longer vistas to the east (Grand Mesa) and west (Colorado National Monument and Uncompahgre Plateau), in accordance with CDOT specifications as follows: 36 inches by three-eighths inches by 11 ga Core, 10 ga finish vinyl coated chain link. The City may accept payment in lieu of screening; the amount of the payment-in-lieu may be established by resolution of the City Council.
- (c) Off-premises signs and billboards as defined by the Zoning and Development Code that did not exist as of April 21, 2013, are not allowed on properties within the 5th Street Industrial Corridor.

(Ord. 4572, 3-20-13)

- (v) Variation in roofline.
- (vi) Windows.
- (vii) Window or entry awning.
- (viii) Other architectural features that achieve the goals of the overall corridor vision/concept as outlined in GJMC 24.08.010 through 24.08.040 as determined by the Director.

(c) Landscaping for New Site Development or Redevelopment.

(1) On-site landscaping shall be required per the Zoning and Development Code. The total amount of required landscaping may be reduced by the Director if a minimum of two of the following five conditions exist or are proposed:

- (i) A higher quality of architectural design is achieved with greater than three of the architectural design elements listed in subsection (b) of this section.
- (ii) Fifty percent or more of the building facade has no more than a 20-foot setback.
- (iii) Street trees exist within the abutting public street.
- (iv) All parking is located to the side and/or rear of the building.
- (v) All outdoor storage and operations are located behind the building.

(d) Signage.

(1) Only flush wall and monument style signs are allowed on the Riverside Parkway Industrial Corridor properties. Flush wall signs are allowed per the Zoning and Development Code. Monument signs shall be a maximum of 12 feet in height with a maximum total of 100 square feet per sign face allowed per parcel.

(2) Off-premises signs and billboards as defined by the Zoning and Development Code that did not exist as of April 21, 2013, are not allowed on properties within the Riverside Parkway Industrial Corridor.

(Ord. 4572, 3-20-13)

Chapter 24.12

DOWNTOWN DISTRICT STANDARDS AND GUIDELINES

Sections:

I. Overall Downtown District Vision/Concepts

24.12.010 Purpose.

II. Downtown District Area-Wide Policies, Standards and Guidelines

24.12.020 Policies.

24.12.030 Standards.

24.12.040 Guidelines.

III. Central Business District (CBD) Standards and Guidelines

24.12.050 Applicability.

24.12.060 Application of Standards and Guidelines.

24.12.070 Overall Central Business District (CBD) vision/concepts/policies.

24.12.080 Overall Central Business District (CBD) standards.

24.12.090 Central Business District Core Area (Downtown Core or Core Area) guidelines.

24.12.100 Central Business District Core Area (Downtown Core or Core Area) standards.

IV. Residential Areas Standards and Guidelines

24.12.110 Applicability.

24.12.120 Policies.

24.12.130 Standards.

24.12.140 Guidelines.

V. Transitional Areas Standards and Guidelines

24.12.150 Applicability.

24.12.160 Policy.

24.12.170 Standards.

24.12.180 Guidelines.

I. Overall Downtown District Vision/Concepts

24.12.010 Purpose.

In order to implement the Greater Downtown Plan, the following zoning overlay standards have been developed for the subareas of the Downtown District. Application of the standards and guidelines will begin to implement goals of the plan to:

- (a) Maintain and enhance the economic, cultural and social vitality of the Downtown District.
- (b) Promote downtown living by providing a wide range of housing opportunities.
- (c) Enhance the transportation system to accommodate automobiles, transit, bikes and pedestrians, and provide adequate, convenient parking.
- (d) Stabilize and enhance the historic residential neighborhoods.
- (e) Establish and promote a unique identity for each of the subareas of the Downtown District.
- (f) Preserve and restore significant historic structures.

(g) Activate the edges of the downtown parks with mixed use and programmed/active use of the parks as urban open space rather than passive green parks.

(Ord. 4572, 3-20-13)

II. Downtown District Area-Wide Policies, Standards and Guidelines

24.12.020 Policies.

- (a) Maintain and enhance the economic, cultural and social vitality of downtown.
- (b) Promote downtown living by providing a wide range housing opportunities.
- (c) Enhance the transportation system to accommodate automobiles, bikes and pedestrians and provide adequate, convenient parking.
- (d) Stabilize and enhance the historic residential neighborhoods.
- (e) Establish and promote a unique identity.
- (f) Preserve and restore significant historic structures.
- (g) Activate the edges of the downtown parks with mixed use and programmed/active use of the park as urban open space rather than passive green parks.

(Ord. 4572, 3-20-13)

24.12.030 Standards.

Due to the constraints of many downtown properties and the City's desire to promote improvement and redevelopment in the Downtown District, the Director may make reasonable exceptions to the provisions of the Zoning and Development Code and the Greater Downtown Overlay District to bulk standards (except for building height), landscaping, parking or other use-specific special regulations for properties that are within the Central Business District (CBD), Transitional or Residential subareas. The following criteria shall be used to consider exceptions from the bulk standards, landscaping, parking or other use-specific special regulations:

- (a) **Hardship Unique to Property, Not Self-Inflicted.** There are exceptional conditions creating an undue hardship, applicable only to the property involved or the intended use thereof, which do not apply generally to the other land areas or uses within similar zone districts, and such exceptional conditions or undue hardship was not created by the action or inaction of the applicant or owner of the property;
- (b) **Special Privilege.** The exception shall not confer on the applicant any special privilege that is denied to other lands or structures within similar zone districts;
- (c) **Literal Interpretation.** The literal interpretation of the provisions of the regulations would deprive the applicant of rights commonly enjoyed by other properties in similar zoning districts and would work unnecessary and undue hardship on the applicant;
- (d) **Greater Downtown Plan Goals.** The proposal actually meets overall goals of the plan better than if standards are followed;
- (e) **Conformance with the Purposes of the Zoning Overlay and the Zoning and Development Code.** The granting of an exception shall not conflict with the purposes and intents expressed or implied in this Zoning Overlay District or the Zoning and Development Code; and
- (f) **Conformance with Comprehensive Plan.** The granting of an exception shall not conflict with the goals and principles in the City's Comprehensive Plan.

(Ord. 4572, 3-20-13)

24.12.040 Guidelines.

- (a) Projects will include good, interconnected transportation choices for better access and better health.
- (b) Traffic calming measures will be provided where appropriate, including pedestrian refuge areas, medians, landscaping and corner bulb-outs.

(Ord. 4572, 3-20-13)

III. Central Business District (CBD) Standards and Guidelines

24.12.050 Applicability.

The following standards and guidelines apply to the CBD area shown in Figure 7 (blue area). Further development and implementation of these concepts will be done in coordination with the DDA. The standards and guidelines are intended to apply to new development or redevelopment within the area.

(Ord. 4572, 3-20-13)

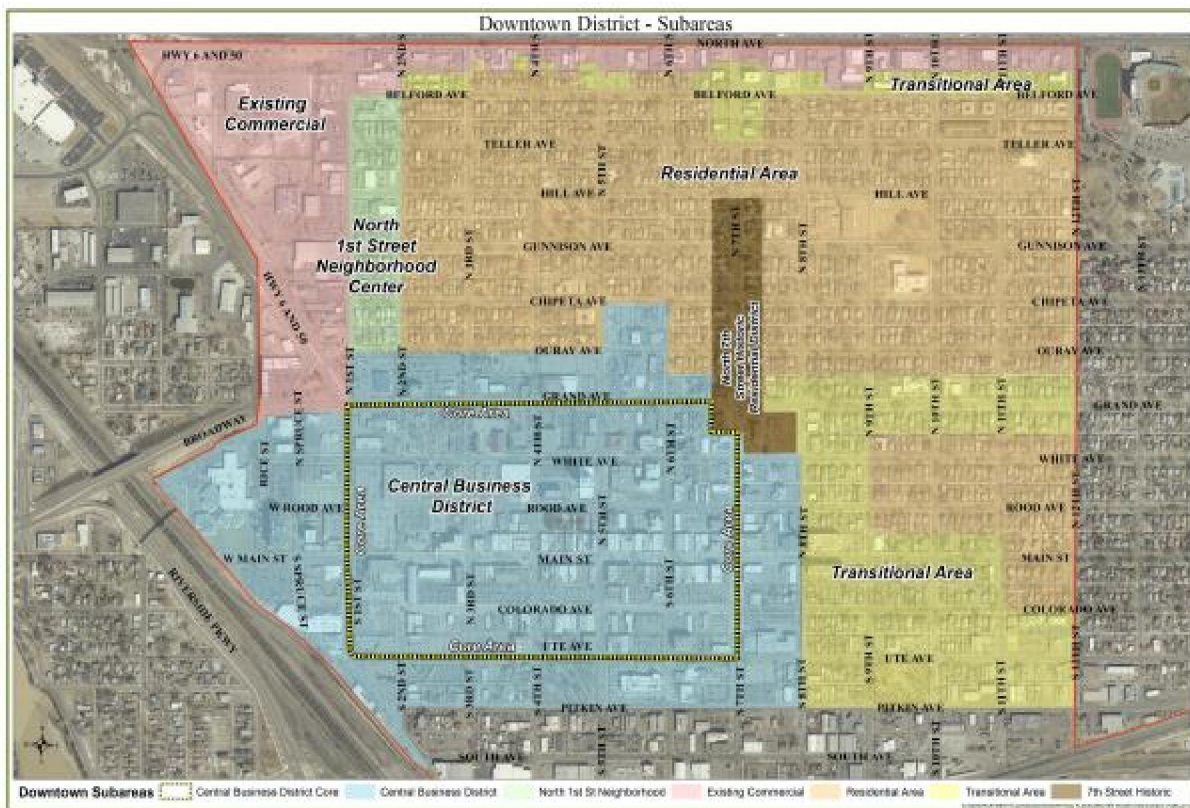


Figure 7

24.12.060 Application of standards and guidelines.

- (a) Unless otherwise noted below, the standards and guidelines shall apply under the following conditions:
 - (1) Construction of a new building.
 - (2) Addition. Construction of an addition to an existing building if the addition increases total building square footage by 100 percent or greater (baseline is building square footage of existing building on April 21, 2013). This expansion standard is cumulative after this date in 2013. Once square footage has exceeded 100 percent of the 2013 square footage, the standards and guidelines shall apply to all further expansions.

(3) Substantial Exterior Remodel. Exterior building alteration that is greater than or equal to 65 percent of the value of the existing site and building. This increase shall trigger 100 percent site development compliance and 100 percent architectural standards compliance. This shall not trigger the requirement of minimum height. Value shall be the total actual value per the Mesa County Assessor or the appraised value based on an appraisal completed by a certified appraiser licensed to do business in the State of Colorado utilizing the “cost” approach.

(b) The standards and guidelines do not apply to:

(1) Construction of an addition to an existing building if the addition will increase the total building square footage by less than 100 percent (baseline is building square footage of existing building on April 21, 2013). This expansion standard is cumulative after this date in 2013. Once square footage has exceeded 100 percent of the 2013 square footage, the standards and guidelines shall apply to all further expansions.

(2) Exterior building alteration that does not exceed 65 percent of the value of the existing site and building (value determined as set forth above).

(3) Interior remodel of an existing building.

(4) This zoning overlay does not prohibit rezoning to a form-based zone within the Downtown District and this zoning overlay shall not apply to properties within a form-based zone within the Downtown District.

(Ord. 4572, 3-20-13)

24.12.070 Overall Central Business District (CBD) vision/concepts/policies.

(a) Activate the Downtown Core area streets through emphasis on higher pedestrian traffic, businesses on the ground level that are oriented towards attracting higher pedestrian volumes, and buildings that “turn the corner” (invite activity on both the primary and cross streets). Refer to the CBD Core Area map in Figure 8.



Existing Downtown Street Activity

(b) Maintain the prominence of buildings along the streets by minimizing building setbacks.

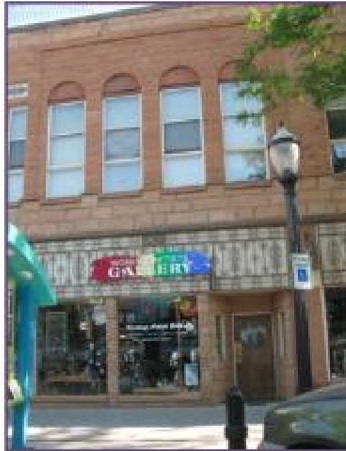
(c) Encourage high quality, compatible design for all new buildings and establish a cohesive architectural character/theme that harmonizes new structures with the existing buildings through common materials, scale and basic architectural details as outlined in greater detail in the following standards and guidelines.

(d) Typical building materials found in the CBD materials are traditional and weather well, allow a broad variety in appearance and ensure buildings are of high quality. To facilitate the creation of a cohesive architectural character/theme for new buildings, additions or exterior remodels in the Downtown Core, the following exterior finishes are most appropriate: brick, sandstone, stucco, metal cladding, tiles, wood, glazing and decorative concrete masonry units (CMU).



*Example Downtown
Building Materials*

- (e) Encourage high density, mixed-use development and structures (e.g., retail at street level and residential or office above).



Existing Downtown Mixed Use

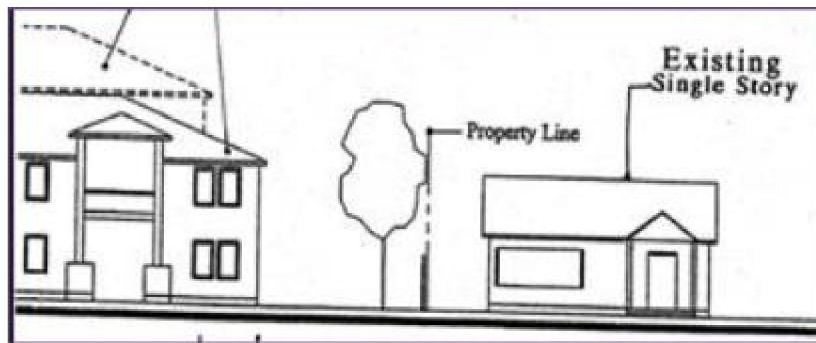
- (f) Encourage gradual scale transitions between the CBD and adjacent neighborhoods. Taller buildings will be located in the center and southern and western perimeter of the CBD, with shorter buildings on the northern and eastern edges of the CBD.
- (g) Encourage maximizing building scale and intensity/density by offering incentives to build above the required minimum height.
- (h) Minimize single use, surface parking throughout the CBD.
- (i) Maintain streetscapes dominated by buildings with parking located behind. Consider elimination of existing curb cuts as a performance benefit.
- (j) Encourage shared parking.
- (k) Encourage new infill development on existing, under-utilized surface parking lots.
- (l) Provide streetscape details and landscaping that compliment the architectural character of the CBD and exhibit urban character.

- (m) Create entries to the CBD at strategic locations as shown on the Wayfinding and Signage Map in the Greater Downtown Plan report. Enhancements may include landscaped medians, corner bulbs and special signs.
- (n) The DDA will assist in developing sign standards and guidelines for private signage placed on buildings or as freestanding signs for consideration and adoption by the City.

(Ord. 4572, 3-20-13)

24.12.080 Overall Central Business District (CBD) standards.

- (a) Maximum building height in the CBD shall be 90 feet. A one-time increase of up to 25 percent per property may be considered by the Grand Junction Planning Commission.
- (b) Buildings shall be set back a minimum of 20 feet from the street on Chipeta and Ouray Avenues.
- (c) The buildings will step down so that the front facade of the buildings that are directly across Ouray and Chipeta Avenues from residential buildings or uses are no taller than 40 feet. Minimum depth of the step shall be 10 feet.



Example of Building Stepping Down to Single-Family Residential Scale

- (d) Scale and massing of buildings or portions of buildings along Ouray and Chipeta Avenues will be compatible with residential scale.
- (e) If off-street parking is provided, it shall be located behind buildings on private property. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, “behind the building” shall mean on the opposite side of the building from the front door or the main public door entrance to the building.
- (f) Maximize opportunities for on-street parking by minimizing curb cuts along the street.
- (g) All pedestrian level lighting shall be downlit and, if on poles, shall be in a historical style light standard.
- (h) The streetscape along Grand Avenue and 4th and 5th Streets north to Ouray Avenue within the CBD will continue in a design compatible with the existing improvements along Grand Avenue (e.g., decorative pavement and street trees).
- (i) Landscaping is expected to comply with the Zoning and Development Code per the requirements of the zone district. The Director may approve variations for new development or redevelopment in the CBD if: (a) street trees exist within the abutting public street; and (b) streetscape elements (plantings, low walls and/or street furniture) are proposed with the development consistent with the urban design character of the CBD.
- (j) The streetscape along 5th and 6th Streets north of Ouray Avenue to Chipeta Avenue within the CBD shall transition between the urban hardscape and a more residential streetscape character (e.g., detached sidewalk, landscaping in park strip between curb and sidewalk and street trees).

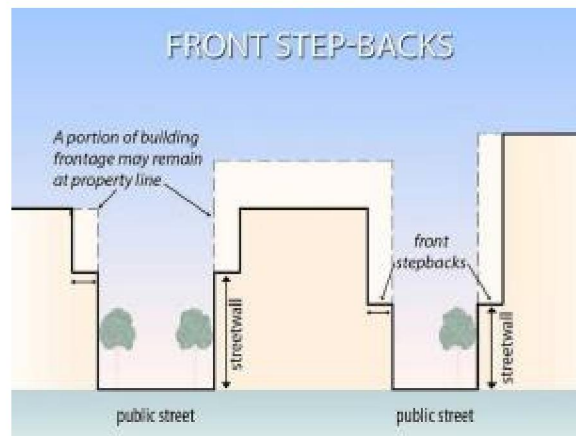
(Ord. 4572, 3-20-13)



Existing Grand Avenue Streetscape

24.12.090 Central Business District Core Area (Downtown Core or Core Area) guidelines.

- (a) Facade detailing should be compatible with, but not be identical to, that of a neighboring historic building. New facades should have their own, unique design. To create continuity, horizontal lines should be in alignment with neighboring buildings.
- (b) Entrances are often the primary focal point of a building and, as such, should be designed to fit with the overall character of the area.
- (c) Doorways may be finished with paints, stains, metal and aluminum cladding set to match the existing trim colors.



- (d) Single, double, revolving and corner doorways are acceptable in new construction or substantial remodels.
- (e) On upper floors of street-facing facades on buildings taller than the traditional three stories in the CBD, consider stepping back the upper floors a minimum depth of 10 feet in order to enhance the traditional scale of the CBD and ensure adequate air and light at the sidewalk level.

(Ord. 4572, 3-20-13)

24.12.100 Central Business District Core Area (Downtown Core or Core Area) standards.

The following standards apply only to the Downtown Core shown in Figure 8 (within the yellow-black dashed line).

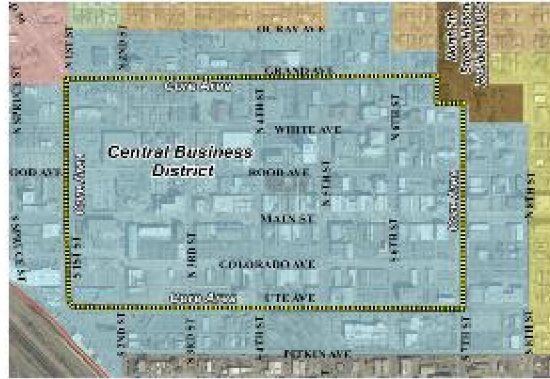


Figure 8

(a) **Building Height.**

- (1) Minimum building height in the Downtown Core shall be two stories.

The following uses as allowed in the zone district and as defined by the Zoning and Development Code shall be exempt from the minimum two-story requirement:

- (i) Schools, colleges and universities;
- (ii) Vocational, technical and trade schools;



Existing Downtown Core Scale

- (iii) Community activity building;
- (iv) All other community service;
- (v) Museums, art galleries, opera houses, libraries;
- (vi) Day care;
- (vii) Detention facilities;
- (viii) Hospital/clinic;
- (ix) Parks and open space;
- (x) Religious assembly;
- (xi) Funeral homes/mortuaries/crematories;

- (xii) Safety services;
- (xiii) Utility infrastructure and corridors;
- (xiv) Car wash, gasoline service station, quick lube;
- (xv) Industrial services, contractors and trade shops with indoor operations and storage.

Exemptions to this requirement for other uses of land or occupancies of a building not listed and that is not conducive to a vertical organization of operational space may be considered and approved by the Grand Junction Planning Commission with input from the DDA upon a review of a conceptual level development proposal.

(2) The following criteria shall be used by the Planning Commission to consider exemptions from the bulk standards, landscaping, parking or other use-specific special regulations:

- (i) **Hardship Unique to Property, Not Self-Inflicted.** There are exceptional conditions creating an undue hardship, applicable only to the property involved or the intended use thereof, which do not apply generally to the other land areas or uses within similar zone districts, and such exceptional conditions or undue hardship was not created by the action or inaction of the applicant or owner of the property;
- (ii) **Special Privilege.** The exception shall not confer on the applicant any special privilege that is denied to other lands or structures within similar zone districts;
- (iii) **Literal Interpretation.** The literal interpretation of the provisions of the regulations would deprive the applicant of rights commonly enjoyed by other properties in similar zoning districts and would work unnecessary and undue hardship on the applicant;
- (iv) **Greater Downtown Plan Goals.** The proposal actually meets overall goals of the plan better than if standards are followed;
- (v) **Conformance with the Purposes of the Zoning Overlay and the Zoning and Development Code.** The granting of an exception shall not conflict with the purposes and intents expressed or implied in this zoning overlay or the Zoning and Development Code; and
- (vi) **Conformance with Comprehensive Plan.** The granting of an exception shall not conflict with the goals and principles in the City's Comprehensive Plan.

(b) Building Setbacks/Site Placement, Scale, Massing and Street Encroachment.

(1) Maximum building setback from the abutting street shall be two feet or compatible with the mean setback of the immediately adjoining lots on both sides of the subject lot but in no case greater than 20 feet.

(2) When building setbacks are not determined as in subsection (b)(1) of this section, setbacks of up to 10 feet from the abutting street may be allowed if there is a designed function for the space such as limited outdoor display, seating, outdoor dining areas or a small street park, whether for private or public use.



*Existing Canopy on
Main Street Building*

- (3) Architectural features on stories above street level may encroach on the public right-of-way, provided all safety considerations have been met. A revocable permit for such encroachments shall be reviewed and may be approved by the Director or a permanent easement for such encroachments may be reviewed and considered for approval by City Council.
- (4) Awnings that overhang windows or entries on street level facades are encouraged and shall be constructed of canvas or heavy cloth or metal (no plastic), utilizing primarily neutral colors.
- (c) **Architectural Character.** The facade(s) of a new building, addition or substantial exterior remodel that abut the streets within the Downtown Core shall have articulated architectural features and patterns that are designed to reflect the desired vision for the CBD described in GJMC 24.12.070. In order to do so, the facade(s) of a new building, addition or substantial exterior remodel within the Downtown Core shall exhibit a minimum of four of the following nine architectural design elements:



*Example Ornamentation for
Visual Interest*

- (1) On corner parcels, facade design of ground floors “turn the corner” to induce activity and interest in the streetscape on the north-south streets within the Downtown Core.
- (2) Facades are articulated and have ornamentation such as varied brick patterns, change in material or color accents and window headers or columns that create shadow lines are examples of acceptable ornamentation.
- (3) The street level front facade of the building is “active” with at least 50 percent of the facade in windows, with doors spaced no more than 50 feet apart. Side facades shall meet a minimum of 50 percent of this requirement.
- (4) Facade features that emphasize the primary building entrance through projecting or recessed forms, detail, color or materials.
- (5) Building facades are articulated on any street-facing side. Larger buildings are articulated in a hierarchy of smaller volumes and masses that better relate to other buildings and the scale of streets. This is accomplished through establishment of building bays that are distinguished by recessed or protruding elements or a variation in materials or color to break up the facade and reduce the overall scale of large buildings.



Example Facade Articulation to Define Smaller Scale Bays

(6) Higher levels of fenestration are required for buildings along both sides of the streets within the CBD Core Area. At a minimum, fenestration shall be concentrated on the street level facade and diminish on upper floors (e.g., window size decreases as the floor level increases).



Existing facade with Diminishing Fenestration on Upper Floors

(7) Buildings include a facade cap. The cap is defined by a distinct roof line or parapet. The design uses ornamentation of these features to enhance the building's identity and support the architectural character of the CBD. The facade cap is in three dimensions that projects and casts a shadow and relates proportionately to the overall building design.

(8) Building design minimizes the visual impact of mechanical equipment located on the roof as viewed from the adjacent streets.



Example Three Dimensional Facade Cap

- (9) Other architectural features that achieve the goals of the overall Central Business District (CBD) vision/concept as outlined in GJMC 24.12.070 as determined by the Director.
- (d) On-street parking shall be located and designed to maintain and support a safe pedestrian environment on streets located within the Downtown Core (yellow-black outline in Figure 9). This includes coordinating crosswalks with parking location and eliminating visual and physical obstructions to the pedestrian travel way.

(Ord. 4572, 3-20-13)

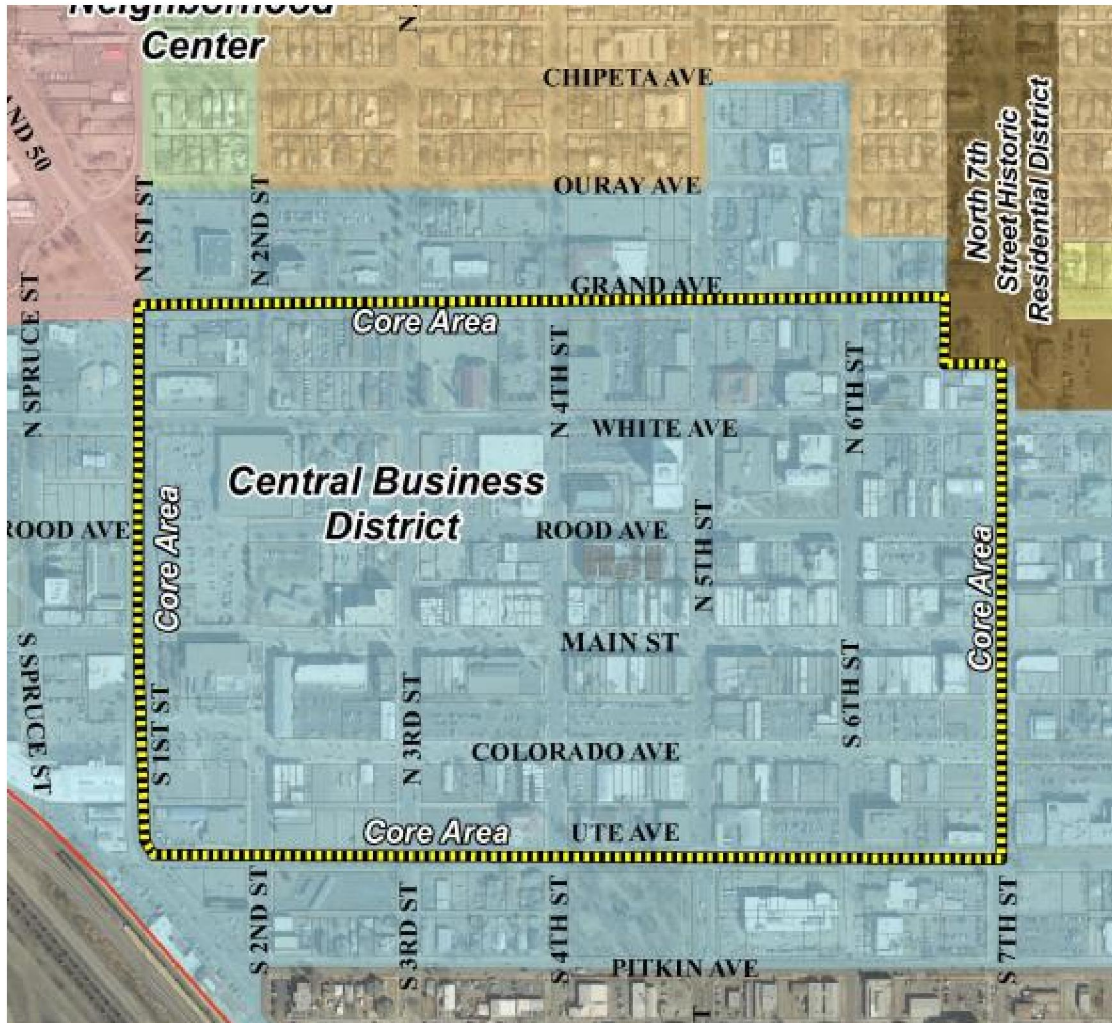


Figure 9

IV. Residential Areas Standards and Guidelines

24.12.110 Applicability.

The following standards and guidelines apply to the residential areas shown in Figure 10 (orange areas). The standards and guidelines are intended to apply to new development or substantial redevelopment within the area. Substantial redevelopment is any reconstruction, rehabilitation, addition or other improvements to the existing structure(s) on a site where the value of the improvement exceeds 50 percent of the fair market value of the building(s) before the start of construction.

(Ord. 4572, 3-20-13)

24.12.120 Policies.

- (a) The existing historic residential neighborhoods within the Downtown District will be stabilized and enhanced.
- (b) The existing historic residential neighborhoods within the Downtown District will be preserved for residential uses, with no further encroachment by nonresidential uses.

- (c) Where existing residential zoning allows, provide a diversity of housing types through development of multifamily housing that is in keeping with the character of the neighborhood (refer to multifamily development, GJMC 24.12.130(c)).
- (d) Enhance access to and improvements within existing public open spaces (e.g., parks and school grounds) within the downtown residential core.

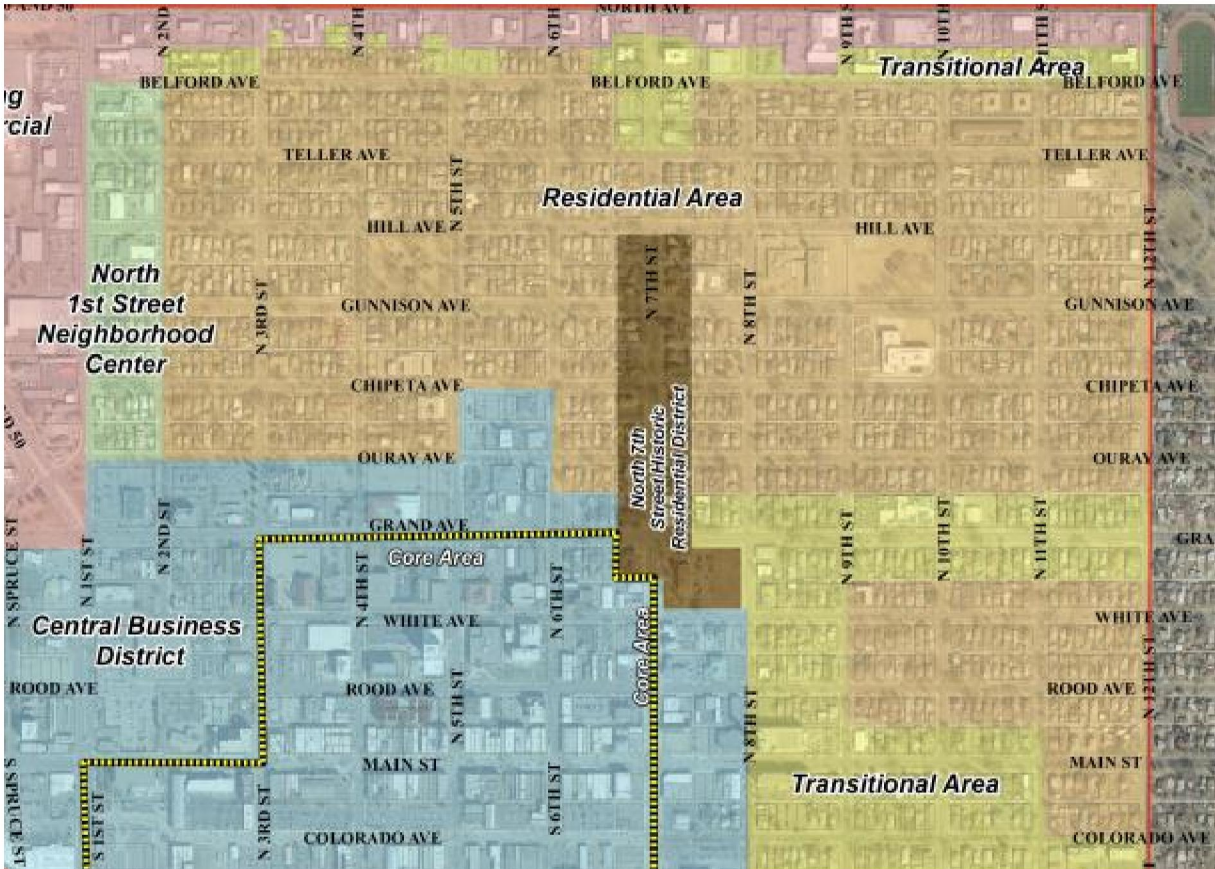


Figure 10

- (e) Maintain and enhance the historic character of the streetscape with emphasis on the following elements: street trees, landscaping rather than parking or other uses in the park strip between sidewalk and curb, street signs that identify the neighborhoods, lighting and detached sidewalks.

(Ord. 4572, 3-20-13)

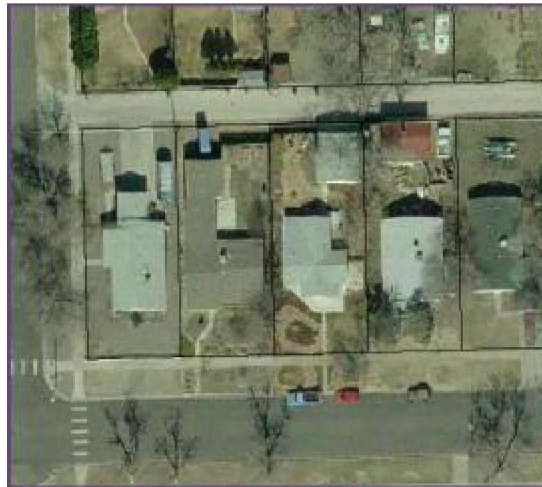


Existing Residential Subarea Streetscape Character

24.12.130 Standards.

(a) Architectural Considerations.

- (1) **Building Style and Character.** Maintain the existing character of the house styles within the residential neighborhoods in the Downtown District. New construction and alterations shall be compatible with key architectural characteristics and site elements of the neighborhood.



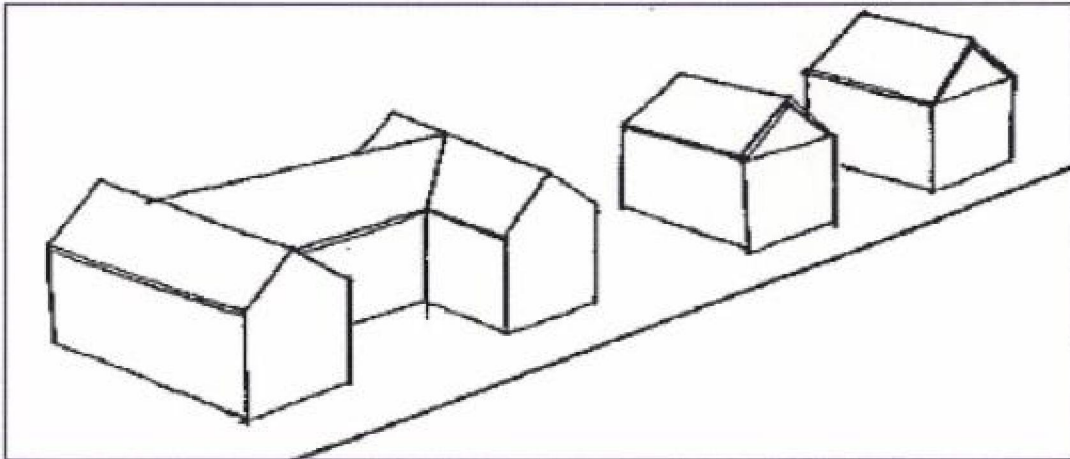
Existing Residential Building Alignment

- (2) **Accessory Structure Setbacks.** The setback for accessory structures is a zero-foot setback from the alley and three feet from neighboring property line(s).
- (3) **Building Mass/Scale and Proportion.** New buildings or additions to existing buildings shall be visually compatible with the area. Visually compatible means compatible with adjacent and neighboring buildings including mass and scale, shape, windows, doors, openings, roof shape, roof pitch and orientation.
- (4) **Roof Shape.** The roofs of new buildings shall be visually compatible with adjacent dwellings. If pitched, the roof pitch shall be at least 4:12.
- (5) **Fenestration.** Structures shall be visually compatible with surrounding residential structures. Visually compatible includes the relationship of width to height, and the spacing of windows and doors. For example, tall evenly-spaced rectangular windows are typical of many of the residential styles in the downtown area.



Example Existing Architectural Character

- (6) **Materials.** The exterior materials of all new buildings, additions and alterations shall be similar in size and appearance to adjacent dwellings.
- (7) **Setbacks.** On a corner lot, the front yard setback for that part of the yard that extends to and along the side property line on the street side may be reduced to 10 feet on properties within the Downtown District residential subareas.
- (b) *Repealed by Ord. 4723.*
- (c) **Multifamily Development.** Infill of new multifamily buildings may occur where zoning allows within the residential neighborhoods of the Downtown District. However, the site design and structures for this type of development must maintain a scale and character compatible with the residential neighborhoods in the Downtown District. In addition to the architectural considerations listed in subsection (a) of this section, multifamily development shall follow the standards below.
 - (1) Incorporate forms typical of the single-family residential architecture of the Downtown District including sloping roofs, porches, roof dormers and other architectural details.
 - (2) Break up the mass of larger buildings into forms that are similar in scale to the single-family residential character.
 - (3) Facades must be composed of smaller sections, similar in scale and material finish to single-family residential structures.



Example – Break Up Facade of Larger Structure to be Compatible with Single-Family Scale

(4) Off-street parking for multifamily development shall not be located in the front yard setback. Parking shall be in the rear or side yards. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, “behind the building” shall mean on the opposite side of the building from the front door or the main public door entrance to the building.

(5) Develop pedestrian links between the front sidewalk and building entrances and between parking and rear or side entrances.

(Ord. 4723, 10-21-16; Ord. 4572, 3-20-13)

24.12.140 Guidelines.

- (a) Demolition of existing historic homes in order to construct new residential structures is strongly discouraged.
- (b) Maintain and enhance the pattern of landscaped front yards that gives the residential neighborhoods within the Downtown District a distinctive, friendly appearance.
- (c) Each new building and addition should be located so that it aligns with existing neighborhood buildings. “Aligns” means elevation (e.g., horizontal lines of peaks of roofs, cornices and window sills) and plan (e.g., setbacks from the street and rear property lines and spacing between structures/setbacks from side property lines).
- (d) Main entrances should open onto a street and should align with those of adjacent residential buildings. For example, on many of the downtown homes, raised foundations and steps that define the main entrance are prevailing characteristics. Door styles should be similar to those found on residential buildings within the area.
- (e) New buildings and additions should have the same number of stories and a height which is compatible with buildings within the same block.
- (f) Park strips will be landscaped in a traditional style, including street trees, grass, and low plantings or a combination thereof. Park strip landscaping should include some live material – use of all nonliving material such as rock is discouraged. Use of drought-tolerant plants is encouraged.

(Ord. 4572, 3-20-13)



Existing Character of Front Yards and Park Strips

V. Transitional Areas Standards and Guidelines

24.12.150 Applicability.

The following standards and guidelines apply to the Transitional areas shown in Figure 11 (yellow areas). The standards and guidelines are intended to apply to new development or substantial redevelopment within the area. Substantial redevelopment is any reconstruction, rehabilitation, addition or other improvements to the existing structure(s) on site where the value of the improvement exceeds 50 percent of the fair market value of the building(s) before the start of construction.

(Ord. 4572, 3-20-13)

24.12.160 Policy.

The peripheral areas of the CBD provide a mix of established residential uses and low intensity, nonretail, neighborhood service and office uses that are compatible with adjacent residential uses and neighborhoods. New development or reuse of existing structures will maintain compatibility with residential building scale and appearance.

(Ord. 4572, 3-20-13)

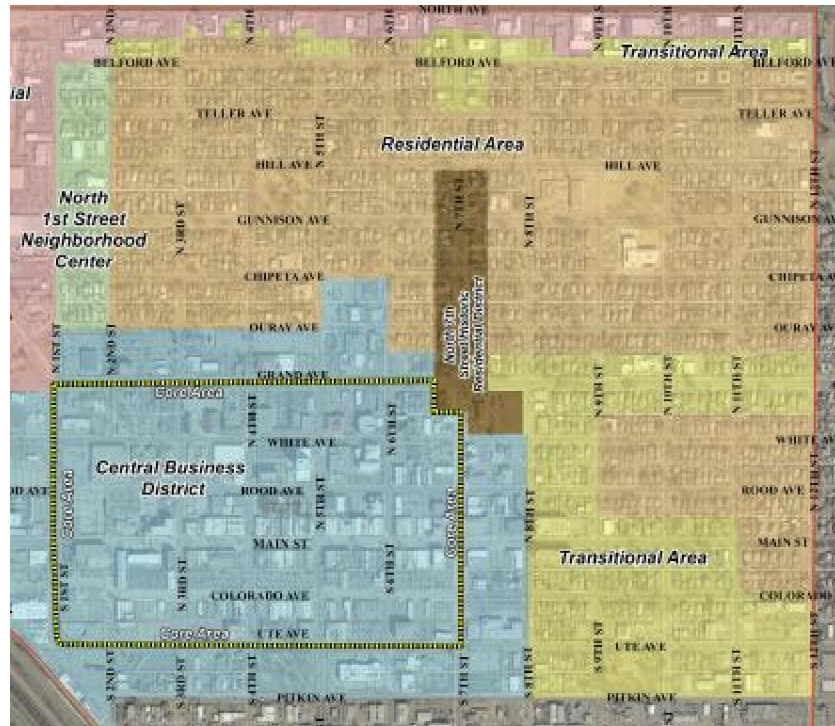


Figure 11

24.12.170 Standards.

(a) Land Use and Development Intensity.

- (1) Any mix of residential and nonresidential uses on the same lot shall be located in the same structure.
- (2) No uses within the transitional subareas shall open earlier than 7:30 a.m. and shall close no later than 8:00 p.m.
- (3) Maximum building size shall not exceed 10,000 square feet unless a conditional use permit is issued.
- (4) Outdoor storage and display areas are prohibited in the transitional subareas.

(b) Architectural Considerations. New residential or nonresidential construction, including additions and rehabilitations, in the transitional subareas shall be designed to have a single-family residential character consistent with existing buildings in the area. “Consistent” means the operational, site design and layout, and architectural considerations described below.

- (1) Every new principal building shall be located so that it aligns with existing buildings within the same block. “Aligns” means elevation (e.g., horizontal lines of peaks of roofs, cornices, window sills) and plan (e.g., setbacks from the street and rear property lines and spacing between structures/setbacks from side property lines).



*Example Infill Development in Transitional
Area - 9th Street and Colorado Avenue*

- (2) Main entrances shall open onto a street and shall vertically align with those of adjacent residential buildings in the same block. For example, in areas adjacent to the transitional subareas, raised foundations and steps that define the main entrance are prevailing residential characteristics. Door styles shall be similar to those found on residential buildings.
 - (3) Each new principal building, its mass in relation to open spaces and its windows, doors, and openings shall be visually compatible. Visually compatible means compatible with adjacent and neighboring buildings including mass, shape, window, doors, openings, roof shape, roof pitch and orientation. For example, a large building shall be compatible with surrounding smaller dwellings by dividing its mass into smaller components to create a building elevation that is more like the size and proportion of the nearby single-family homes.
 - (4) The roofs of new principal buildings or additions to principal buildings shall be visually compatible with buildings within the same block. When pitched, the roof pitch shall be at least 4:12.
 - (5) Structures shall be visually compatible with surrounding residential structures. Visually compatible includes the relationship of width to height, and the spacing of windows and doors. For example, tall evenly-spaced rectangular windows are typical of certain residential styles near the transitional subareas.
- (c) **Signs.** Development of non-single-family uses in the downtown transitional areas may directly abut existing single-family residential areas. Thus, in order to maintain compatibility, more restrictive sign regulations shall apply.
- (1) Flush wall signs and monument signs shall be the only sign type allowed. Only one real estate sign advertising the property for sale or lease shall be allowed and shall not exceed 10 square feet.
 - (2) Signs shall be located at least 10 feet behind the front property line. Total sign area, excluding real estate signs advertising the property for sale or lease, shall not exceed 25 square feet per street frontage. The sign allowance for one street frontage may be transferred to a side of a building that has no street frontage, but cannot be transferred to another street frontage. Monument signs shall not exceed eight feet in height.



Example Signs within Transitional Subarea

- (3) Signs may only be illuminated between 7:30 a.m. and 8:00 p.m.
- (4) Sign enhancement features such as bases, pillars, and other decorative elements as part of monument signs shall not be counted as part of the maximum square footage of the sign, provided such features do not exceed the size of the sign face.

(d) Parking and Site Development.

(1) Non-single-family uses in the transitional subareas shall be designed and utilized not to increase on-street parking in front of single-family dwellings in the neighborhood.

- On-site parking shall be provided pursuant to the Zoning and Development Code; and
- On-site parking spaces shall only be located in the side and rear yards. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, side and rear yards shall mean on the opposite side of the building from the front door or the main public door entrance to the building; and
- On-site parking shall be screened from nearby single-family residential uses by a solid wall, fence or vegetation having a height of not less than four feet nor more than six feet (vegetation may exceed six feet in height).

(2) Service entrances, loading areas and dumpster areas shall be located only in the rear or side yard. If the property has more than one street frontage, the rear or side shall mean on the opposite side of the building from the front door or the main public door entrance to the building; and each loading area shall be screened from each abutting residential use or zone.

(3) Front yards shall contain only landscaping, sidewalks, driveway access to parking areas and signage.

(Ord. 4572, 3-20-13)

24.12.180 Guidelines.

(a) New buildings should have the same number of stories and a height which is compatible with those of nearby single-family residential buildings.

(b) The exterior of all new buildings, additions and alterations should be similar in size and appearance to nearby dwellings. Sign materials should be visually compatible with materials used on the building facade.

(Ord. 4572, 3-20-13)

SCHOOL DISTRICT 51

2017 BOND AND MILL LEVY OVER-RIDE

BOND

\$40 MILLION TO REPLACE ORCHARD MESA MIDDLE SCHOOL

Orchard Mesa Middle School needs to be replaced. It is unsafe and falling down. Every aspect of the school's dilapidated infrastructure needs a complete overhaul which would cost at least \$29,000,000, and the District would still have an old building. Replacing OMMS is the only fiscally responsible thing to do. OMMS is the same vintage as the old Bookcliff Middle School which the community replaced as the result of a bond effort in 2004.

\$55 MILLION FOR PRIORITY ONE MAINTENANCE / REPAIRS

The \$30,000,000 of budget cuts made by the District in 2010 and 2011 were the result of the recommendations by a committee of community members with the goal of cutting items that were "away" from classroom instruction. As a result, the brick and mortar part of District 51 has not seen the repair and maintenance investment needed over the last several years. Our schools average 44 years of age and need help. This sum represents the cost to address only the "priority one" issues. An itemized list of individual school repairs has been assembled by the District and approved by the Board of Education so that the community knows specifically what this \$55M will be spent on.

\$11 MILLION FOR TECHNOLOGY IN CLASSROOM

Currently, District 51 has one computer device for every 3.2 students. This \$11M will be spent to purchase additional devices for use in classrooms, bringing District 51 to a ratio of one device for every 2 students.

\$2.5 MILLION FOR SECURITY IN SCHOOLS

The security needs of our schools are vast considering the age of our schools. But we can improve the situation by using this \$2.5M to install keyless entries and security cameras, and to build secure vestibules in the entries of elementary schools.

\$5 MILLION FOR GYM AT DUAL IMMERSION ACADEMY

DIA is the only school in District 51 without a gym. The students at DIA use the outside blacktop area for gym class and recess. The addition of the DIA gym will be an asset for the entire Riverside community.

\$5 MILLION FOR AUXILLARY GYM AT PALISADE HIGH SCHOOL

Palisade High School is the only high school in the District without a second gym. Palisade athletic teams now use schools located across the valley for practices. Athletic teams now use the one gym starting very early (6:00 AM) each morning and long into the night.

MILL LEVY

\$3.2 MILLION FOR FIVE ADDITIONAL SCHOOL CONTACT DAYS

Our kids go to school the legal minimum of 162 days each year. Across Colorado and the nation, the average is 180 instructional days. This means that over a career spanning K – 12, a kid in our district will receive one year less instructional time than the average student.

\$2 MILLION FOR CURRICULUM (BOOKS AND DIGITAL)

As the result of the budget cuts in 2010 and 2011, the District has had no budget line item to purchase curriculum materials. We have books printed in the 1990's in use. Teachers are often tasked with sourcing their own materials and then printing copies for students. The BOE thinks it is time to invest annually in curriculum materials, both paper and digital, that ae up to date and to provide modest amounts of training of staff in the use of the new materials.

\$300 THOUSAND TO SUPPORT TECHNOLOGY

Currently, District 51 is short on IT support staff. For example, the District has one IT technician for 1500 devices. Although managing with these numbers, if the bond is successful and we double the devices in classes, District 51 will need to hire staff to support the new devices and provide training on their use. This amount represents __ FTEs.

\$1 MILLION FOR ONGOING SCHOOL REPAIRS

District 51's current capital budget for repairs is \$950,000 to cover 45 buildings with 2.8 million square feet of space. This sum is not sufficient to replace the failing HVAC system at Palisade High School. The Board of Education decided to ask for \$1M in additional money each year to supplement the current budget amont so that our staff is better able to keep up with repair and maintenance needs of schools after the repairs are made with the bond money.

Proposed Maintenance Projects From Facility Master Plan - Total \$54,875,317

School	Architectural System	Observations	Recommendations	2018 Cost
Parking Lot Improvements and Asphalt Repairs - Category Total \$4,671,000				
Administration Building	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$569,160
Appleton Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$162,480
Broadway Elementary	Site: Staff Parking	Not enough parking space for staff	Add space on North side	\$75,000
Central High	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$993,120
Clifton Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$200,160
Clifton Elementary	Site: Asphalt Surfaces	Pavement at Kitchen/dumpster failed	Replace with concrete	\$15,120
Dos Rios Elementary	Site: Asphalt Surfaces	Unsafe congestion in parking lot	Add a second exit	\$125,000
East Middle	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$22,080
Fruita Monument High	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$798,960
Grand Junction High	Site: Asphalt Surfaces	Parking lot pavements failed, grading poor	Regrade, repave, restripe	\$259,920
Grand Mesa Middle	Site: Asphalt Surfaces	Cracking in parking lot	Overlay and restripe	\$391,680
Lincoln OM Elementary	Site: Asphalt Surfaces	Inadequate ADA parking	Add ADA paring areas	\$25,000
Mt Garfield Middle	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$287,160
Palisade High	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$572,640
Shelley Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$156,720
Warehouse	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$16,800

\$4,671,000

Roof System Replacements and Repair - Category Total \$17,093,400

Appleton Elementary	Envelope: Roofing Systems	East wing roof near end of life (built-up)	Replace with EPDM	\$301,680
Appleton Elementary	Envelope: Roofing Systems	Old Gym roof near end of life (built-up)	Replace with EPDM	\$92,880
Appleton Elementary	Envelope: Roofing Systems	Stage roof near end of life (built-up)	Replace with EPDM	\$18,600
Central High	Envelope: Roofing Systems	North Wing roof near end of life (built-up)	Replace with EPDM	\$429,360
Central High	Envelope: Roofing Systems	Office Wing roof near end of life (built-up)	Replace with EPDM	\$160,200
Central High	Envelope: Roofing Systems	Cafeteria Wing roof near end of life (built-up)	Replace with EPDM	\$123,000
Central High	Envelope: Roofing Systems	Gym Wing roof near end of life (built-up)	Replace with EPDM	\$348,120
Central High	Envelope: Roofing Systems	SW Wing roof near end of life (built-up)	Replace with EPDM	\$167,160
Central High	Envelope: Roofing Systems	Auditorium Wing roof near end of life (built-up)	Replace with EPDM	\$148,560
Central High	Envelope: Roofing Systems	Library Wing roof near end of life (EPDM)	Replace	\$536,160
Central High	Envelope: Roofing Systems	Admin / Gym Annex roof near end of life (EPDM)	Replace	\$977,160
Chatfield Elementary	Envelope: Roofing Systems	Title 1 modular roof near end of life (shingles)	Replace	\$20,880
Chatfield Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Clifton Elementary	Envelope: Roofing Systems	Annex roof near end of life (built-up)	Replace with EPDM	\$34,800
Clifton Elementary	Envelope: Roofing Systems	Annex roof near end of life (shingles)	Replace	\$206,520
Clifton Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (EPDM)	Replace	\$2,280
East Middle	Envelope: Roofing Systems	West Bldg roof near end of life (built-up)	Replace with EPDM	\$522,240
East Middle	Envelope: Roofing Systems	Canopy roof near end of life (built-up)	Replace with EPDM	\$27,840
East Middle	Envelope: Roofing Systems	Gym roof near end of life (built-up)	Replace with EPDM	\$348,120
Fruita Middle	Envelope: Roofing Systems	Auditorium/Band roof near end of life (EPDM)	Replace	\$232,080
Fruita Monument High	Envelope: Roofing Systems	S Wing roof near end of life (built-up)	Replace with EPDM	\$232,080
Fruita Monument High	Envelope: Roofing Systems	Library roof near end of life (EPDM)	Replace	\$389,880
Fruita Monument High	Envelope: Roofing Systems	Office/Auditorium roof near end of life (built-up)	Replace with EPDM	\$280,800
Fruita Monument High	Envelope: Roofing Systems	Music roof near end of life (EPDM)	Replace	\$76,560
Fruita Monument High	Envelope: Roofing Systems	Music roof near end of life (metal panel)	Replace	\$41,760
Fruita Monument High	Envelope: Roofing Systems	Computer Room roof near end of life (built-up)	Replace with EPDM	\$62,640
Fruita Monument High	Envelope: Roofing Systems	Ag Shop roof near end of life (EPDM)	Replace	\$162,480
Fruita Monument High	Envelope: Roofing Systems	Classroom Annex roof near end of life (EPDM)	Replace	\$290,160
Gateway K-12	Envelope: Roofing Systems	Roof near end of life (shingles)	Replace	\$65,040
Gateway K-12	Envelope: Roofing Systems	Soffit at both sides of kitchen in poor condition	Replace	\$12,240
Gateway K-12	Envelope: Roofing Systems	Shop roof near end of life (shingles)	Replace	\$23,160
Grand Junction High	Envelope: Roofing Systems	S Wing roof near end of life (built-up)	Replace with EPDM	\$255,360
Grand Junction High	Envelope: Roofing Systems	N Wing roof near end of life (built-up)	Replace with EPDM	\$185,640
Grand Junction High	Envelope: Roofing Systems	W Wing roof near end of life (built-up)	Replace with EPDM	\$185,640
Grand Junction High	Envelope: Roofing Systems	Library roof near end of life (built-up)	Replace with EPDM	\$382,920
Grand Junction High	Envelope: Roofing Systems	Cafeteria roof near end of life (built-up)	Replace with EPDM	\$134,640
Grand Junction High	Envelope: Roofing Systems	Center roof near end of life (built-up)	Replace with EPDM	\$232,080
Grand Junction High	Envelope: Roofing Systems	N Wing roof near end of life (built-up)	Replace with EPDM	\$290,160
Grand Junction High	Envelope: Roofing Systems	Weight Room roof near end of life (built-up)	Replace with EPDM	\$58,080
Grand Junction High	Envelope: Roofing Systems	Gym roof near end of life (EPDM)	Replace	\$348,120
Grand Junction High	Envelope: Roofing Systems	Canopies roof near end of life (built-up)	Replace with EPDM	\$139,200
Grand Junction High	Envelope: Roofing Systems	C Bldg roof near end of life (built-up)	Replace with EPDM	\$178,680
Grand Junction High	Envelope: Roofing Systems	Science Bldg roof near end of life (EPDM)	Replace	\$160,200
Grand Junction High	Envelope: Roofing Systems	Class Annex roof near end of life (built-up)	Replace with EPDM	\$327,240
Grand Junction High	Envelope: Roofing Systems	Old Art Bldg roof near end of life (built-up)	Replace with EPDM	\$178,680

Grand Junction High	Envelope: Roofing Systems	Athletic Shed roof near end of life (shingles)	Replace	\$4,680
Grand Junction High	Envelope: Roofing Systems	Athletic Shed roof near end of life (shingles)	Replace	\$13,920
Grand Junction High	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$4,680
Grand Junction High	Envelope: Roofing Systems	Kitchen Storage roof near end of life (EPDM)	Replace	\$4,680
Grand Junction High	Envelope: Roofing Systems	Storage roof near end of life (built-up)	Replace with EPDM	\$6,960
Grand Junction High	Envelope: Roofing Systems	Metal rake trim / roof edge on Gym in poor conditon	Replace	\$48,360
Grand Mesa Middle	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$2,204,880
Lincoln OM Elementary	Envelope: Roofing Systems	A Bldg roof near end of life (built-up)	Replace with EPDM	\$464,160
Lincoln OM Elementary	Envelope: Roofing Systems	C Bldg roof near end of life (built-up)	Replace with EPDM	\$218,160
Lincoln OM Elementary	Envelope: Roofing Systems	B Bldg roof near end of life (built-up)	Replace with EPDM	\$232,080
Lincoln OM Elementary	Envelope: Roofing Systems	Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
Lincoln Park Elementary	Envelope: Roofing Systems	Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
Orchard Avenue Elementary	Envelope: Roofing Systems	Walnut Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
Orchard Avenue Elementary	Envelope: Roofing Systems	Elm Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
Palisade High	Envelope: Roofing Systems	Roof near end of life (EPDM)	Replace	\$2,785,080
Scenic Elementary	Envelope: Roofing Systems	East Bldg roof near end of life (built-up)	Replace with EPDM	\$125,280
Scenic Elementary	Envelope: Roofing Systems	Office roof near end of life (built-up)	Replace with EPDM	\$55,680
Scenic Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$20,880
Scenic Elementary	Envelope: Roofing Systems	Roof near end of life (built-up)	Replace with EPDM	\$382,920
Shelledy Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$2,280
Taylor Elementary	Envelope: Roofing Systems	Shed roof near end of life (metal panel)	Replace	\$2,280
Tope Elementary	Envelope: Roofing Systems	N Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
Tope Elementary	Envelope: Roofing Systems	S Cottage roof near end of life (built-up)	Replace with EPDM	\$37,080
West Middle	Envelope: Roofing Systems	E & West Bldgs, Canopies roofs near end of life (built-up)	Replace with EPDM	\$898,200

\$17,093,400

Fire Alarm and Electronic Building Systems Replacement - Category Total \$8,043,480				
Clifton Elementary	Electrical: Clocks	System is old and needs to replaced with District standard	Replace	\$155,880
Clifton Elementary	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$259,800
Clifton Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$207,720
Fruita Middle	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$410,040
Fruita Middle	Electrical: Clocks	System is old and needs to replaced with District standard	Replace	\$246,000
Fruitvale Elementary	Electrical: intercom	System is OLD and cannot be expanded.	Replace	\$209,640
Gateway K-12	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$90,720
Gateway K-12	Electrical: intercom	System is OLD and cannot be expanded.	Replace	\$72,480
Grand Junction High	Electrical: Clocks	System is old and need to be standardized campus wide	Replace	\$572,520
Grand Junction High	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$954,120
Loma Elementary	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520
Mt Garfield Middle	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$385,440
Orchard Avenue Elementary	Electrical: Clocks	System is old and need to be standardized campus wide	Replace	\$146,040
Orchard Avenue Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$194,520
Orchard Avenue Elementary	Electrical: Fire Alarm	System is old and cannot be expanded, also lacks current code compliance.	Replace	\$243,360
Taylor Elementary	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$226,320
Thunder Mtn. Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$190,680
Thunder Mtn. Elementary	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$280,440
Appleton Elementary	Electrical: Clocks	System is old and need to be standardized campus wide	Replace	\$150,240
Broadway Elementary	Electrical: Clocks	System is old and needs to replaced with District standard	Replace	\$107,880
Broadway Elementary	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520
Broadway Elementary	Electrical: Fire Alarm	System is old and cannot be expanded, also lacks current code compliance.	Replace	\$179,880
BTK	Electrical: Fire Alarm	System is old and cannot be expanded, also lacks current code compliance.	Replace	\$48,360
Career Center	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520
Career Center	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$146,400
Central High	Electrical: Clocks	Main Buldingwill be PRIMEX	Replace	\$499,920
Chatfield Elementary	Electrical: Clocks	System is old and need to be standardized campus wide	Replace	\$138,720
Chatfield Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$184,920
Fruita Monument High	Electrical: Clocks	System is old and need to be standardized campus wide	Replace	\$531,840
Lincoln Park Elementary	Electrical: Fire Alarm	Cottages: System is old and cannot be expanded, also lacks current code compliance.	Replace	\$12,240
Mesa View Elementary	Electrical: Clocks	System is old and needs to replaced with District standard	Replace	\$143,160
Mesa View Elementary	Electrical: Fire Alarm	System is old and lacks current code compliance.	Replace	\$238,440
Mesa View Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$190,680
Scenic Elementary	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520
Scenic Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$114,840
Shelley Elementary	Electrical: Intercom	System is OLD and cannot be expanded.	Replace	\$224,760

Wingate Elementary	Electrical: Clocks	System is old and needs to be replaced with District standard	Replace	\$140,280	
Dos Rios Elementary	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
Dual Immersion Academy	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
Food Service Warehouse	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
Maintenance Building	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
Rocky Mountain Elementary	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
Warehouse	Electrical: Fire Alarm	Dialer needs to be replaced	Replace	\$14,520	
					\$8,043,480

HVAC /Plumbing / Electrical Replacement and Repairs - Category Total \$9,452,286				
Appleton Elementary	Mechanical: Air Handling Devices	Air handler for new building undersized	Add units for Office, Cafeteria, Library	\$386,760
Appleton Elementary	Electrical: Lighting	There are no security lights on the east side of building	Install wall pack	\$15,720
Appleton Elementary	Mechanical: Plumbing Systems	Fixtures and water heater in old building obsolete	Replace	\$181,440
Central High	Mechanical: Air Handling Devices	Exhaust in the old locker room areas is poor and in need of repair	Add new exhaust fans	\$67,680
Clifton Elementary	Mechanical: Plumbing Systems	Hand wash stations in poor condition	Replace with lavs	\$58,080
Clifton Elementary	Mechanical: Plumbing Systems	Kitchen grease trap failing (in-floor unit)	Replace	\$67,416
Clifton Elementary	Mechanical: Boilers	Annex and modulars boilers are failing	Replace boilers	\$232,080
Clifton Elementary	Mechanical: Air Handling Devices	RTU on Annex failing	Replace	\$193,440
Clifton Elementary	Mechanical: Plumbing Systems	Numerous miscellaneous plumbing issues	Identify causes and repair	\$23,160
Fruita Monument High	Mechanical: Air Handling Devices	Make-up air in the kitchen is inadequate	Provide new make-up air in kitchen	\$29,040
Fruita Monument High	Mechanical: Air Handling Devices	Exhaust in the toilet rooms and locker rooms is not adequate.	Add/Update exhaust systems in the toilet rooms and locker rooms.	\$48,360
Fruitvale Elementary	Mechanical: Air Handling Devices	Intellipak installed in 1998 is undersized.	Replace or upgrade	\$48,360
Fruitvale Elementary	Mechanical: General Deficiencies	No vent present for kiln	Provide vent for kiln	\$9,720
Fruitvale Elementary	Mechanical: Plumbing Systems	Water heater nearing end of life	Replace	\$58,080
Grand Junction High	Mechanical: Air Handling Devices	1998 Math Building is in poor balance	Balance building and check controls	\$9,720
Grand Mesa Middle	Mechanical: Boilers	Stacks don't comply with code	Replace	\$125,760
Indepence Academy	Mechanical: Air Handling Devices	RTU on Annex failing and inefficient	Replace	\$240,000
Lincoln OM Elementary	Mechanical: Air Handling Devices	Cooling in the kitchen is by a swamp cooler right above the serving line. This causes problems with the food.	Move cooler	\$48,360
Lincoln OM Elementary	Mechanical: Air Handling Devices	The server room does not have cooling	Add Cooling to server room	\$29,040
Lincoln OM Elementary	Mechanical: HVAC Systems	Hydronic piping in the 1990 building has frequent leaks.	Convert to District standard DX heating/cooling	\$38,640
Lincoln OM Elementary	Mechanical: HVAC Systems	Cottages: Furnaces obsolete and failing	Replace with split systems	\$87,000
Lincoln OM Elementary	Mechanical: HVAC Systems	C Bldg fancoils and evap coolers obsolete and failing		\$435,120
Lincoln Park Elementary	Interior: Ceilings	Ceilings interfere with HVAC upgrades	R&R ceilings in corridors	\$188,160
Lincoln Park Elementary	Mechanical: General Deficiencies	Pneumatic controls are past end of life.	Replace entire HVAC system	\$255,360
Lincoln Park Elementary	Electrical: Power	Modular needs new service from main building	120/208V / 125A / 3-phase / 42-circuit	\$12,600
Lincoln Park Elementary	Electrical: Lighting	Exterior lighting at end of life	Replace wall packs and sconces	\$17,400
Mesa View Elementary	Mechanical: Plumbing Systems	Hot water is not piped to classroom, primary sinks	Provide hot water to classroom sinks	\$48,360
Mesa View Elementary	Mechanical: Plumbing Systems	Misc Plumbing upgrade items for broken or inadequate equipment	Replace Mop Basins, hand washing stations, provide drinking fountains,	\$29,040
Mesa View Elementary	Mechanical: Air Handling Devices	Modular furnaces near end of life	Replace	\$38,640
Mt Garfield Middle	Electrical: Lighting	Parking lot lights near end of life	Replace with LED	\$116,040
Mt Garfield Middle	Electrical: Lighting	Exterior building lights (wall packs) near end of life	Replace with LED	\$26,160
Mt Garfield Middle	Mechanical: Boilers	Main boiler (PK unit) heat exchanger is failing	Replace boiler	\$24,120
New Emerson Elementary	Mechanical: Boilers	Modular boilers near end of life	Replace boilers	\$110,670

New Emerson Elementary	Electrical: Lighting	Parking lot lighting is a single wood pole with head fixture.	Replace with LED on new pole	\$11,640
Nisley Elementary	Mechanical: Air Handling Devices	Cooling for the old classrooms are provided by roof mounted evap coolers and heat is by hot water with unit ventilators	Replace unit vents and evap coolers with district system in old building	\$725,280
Nisley Elementary	Electrical: Power	Panels at old classroom wings full - need to be replaced	120/208V / 125A / 3-phase / 42-circuit	\$29,040
Nisley Elementary	Electrical: Power	Panels at boiler room full - need to be replaced	120/208V / 125A / 3-phase / 30-circuit	\$25,200
Orchard Avenue Elementary	Mechanical: Air Handling Devices	The computer room in the 1998 addition has trouble keeping cool	Install new packaged RTU on roof for computer room.	\$19,320
Orchard Avenue Elementary	Mechanical: HVAC Systems	Cottages: Furnaces obsolete and failing	Replace with split systems	\$87,000
Orchard Avenue Elementary	Electrical: Lighting	Exterior building lights (wall packs) near end of life	Replace with LED	\$21,840
Orchard Avenue Elementary	Electrical: Lighting	Parking lot lighting is inadequate.	Add LED polelights to parking area.	\$11,640
Palisade High	Mechanical: Air Handling Devices	Computer area is warm	Add rooftop unit to computer room A/C	\$19,320
Palisade High	Mechanical: Air Handling Devices	1991 air handlers and HVAC systems are worn out	Replace RTUs, duct work, piping and controls	\$3,384,720
Palisade High	Mechanical: Plumbing Systems	Existing sewage lift station is in need of replacement.	Install new sewage lift station.	\$125,760
Pomona Elementary	Mechanical: Air Handling Devices	Heating and cooling system in old buildings is inadequate and old, past its useful life.	Replace systems with district model system.	\$725,280
Pomona Elementary	Mechanical: Plumbing Systems	Plumbing fixtures and piping in old buildings need replaced	Replace plumbing piping and fixtures. Upgrade toilet rooms for ADA.	\$135,360
Redlands Middle	Mechanical: Kitchen Equipment	Kitchen evap cooler at makeup air unit on roof is inadequate.	Add supplemental packaged rooftop unit.	\$19,320
Redlands Middle	Mechanical: Air Handling Devices	Computer lab overheats	Provide additional cooling unit	\$19,320
Redlands Middle	Mechanical: HVAC Systems	RTUs date to 1991 and 1992 - at or near end of life	Replace	\$145,080
Rim Rock Elementary	Electrical: Lighting	Parking lot lights near end of life	Replace with LED	\$30,960
Rocky Mountain Elementary	Mechanical: HVAC Systems	RTUs date to 1998- at or near end of life	Replace	\$77,400
Rocky Mountain Elementary	Electrical: Lighting	There are no lights at the bus loop	Install 2 LED fixtures on 30' poles	\$11,640
Scenic Elementary	Mechanical: HVAC Systems	RTUs date to 1998 - at or near end of life	Replace RTUs	\$48,360
Shelley Elementary	Mechanical: Air Handling Devices	Computer room cooling is inadequate	Provide new computer room cooling unit	\$19,320
Taylor Elementary	Electrical: Lighting	Parking lot lights near end of life	Replace with LED	\$61,920
Thunder Mtn. Elementary	Mechanical: Plumbing Systems	Hot water is not piped to classroom sinks	Provide hot water to classroom sinks	\$48,360
Wingate Elementary	Mechanical: Boilers	Boilers and Kitchen makeup unit date to 1982 - near end of life	Replace	\$233,640
Wingate Elementary	Mechanical: Kitchen Equipment	Existing hood exhaust/makeup air unit has reached end of life	Replace with new hood system and dish room exhaust	\$116,040

\$9,452,286

Building Structural and Interior Repairs - Category Total \$15,615,151

Appleton Elementary	Interior: Walls	Kindergarten room wall are not secure	Build full height walls	\$20,000
Appleton Elementary	Interior: Flooring	Floor in "old building" Cafeteria is failing	Replace	\$87,960
Appleton Elementary	Interior: Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$80,040
Appleton Elementary	Envelope: Doors/Hardware	Exterior double door hardware a frequent maintenance problem	Replace	\$15,480
Broadway Elementary	Site: Drainage	Drain ditch along E in poor condition	Regrade, replace culverts	\$19,320
Broadway Elementary	Interior: Flooring	Office carpet worn out	Remove and replace carpet	\$15,720
Broadway Elementary	Interior: Flooring	Classroom carpet worn out / VAT underneath	Remove VAT and replace carpet	\$396,240
Broadway Elementary	Interior: Flooring	Restrooms with VAT	Remove VAT and replace with vinyl	\$2,280
Career Center	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$74,880
Career Center	Interior: Flooring	Damaged VCT in south hallway	Remove and replace	\$33,708
Central High	Envelope: Building Structure	Minor foundation settling, W end, S side 100 area	Evaluate, underpin	\$60,960
Central High	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$171,720
Central High	Interior: Flooring	Carpet in office area worn	Replace	\$19,320
Central High	Interior: Flooring	Carpet worn out in classrooms, halls	Replace	\$541,560
Central High	Interior: Flooring	Tile throughout 100 classroom area halls worn out.	Replace	\$192,840
Central High	FF&E: Seating Systems	Auditorium seating in poor condition	Replace	\$136,320
Central High	FF&E: Seating Systems	Bleachers in auxiliary gym past their useful life	Replace	\$483,480
Chatfield Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$97,920
Chatfield Elementary	Interior: Flooring	Library and Break Room carpet worn out	Remove and replace	\$26,640
Clifton Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$74,880
Clifton Elementary	Interior:Flooring	Carpet and sheet vinyl worn out - some VAT	Remove and replace	\$242,520
Dos Rios	Interior:Flooring	Interior:Flooring	Refinish	\$13,920
Dual Immersion	Envelope: Doors/Hardware	Riverside Exterior doors failing	Replace	\$53,993
Dual Immersion	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$68,880
Dual Immersion	Site: Concrete Surfaces	No ADA Ramp	Add	\$47,191
East Middle	Site: Concrete Surfaces	Some walks in poor condition	Remove and replace	\$87,960
East Middle	FF&E: Seating Systems	Bleachers in gym failing	Replace bleachers - 73' L x 10 tiers	\$169,440
East Middle	Interior:Flooring	Damaged floor & wall tile in locker rooms	Replace	\$9,720
Emerson Building	Envelope: Building Structure	Some settling of foundation	Underpin with micropiles	\$145,080
Fruita 8/9 School	Interior:Flooring	Interior:Flooring	Refinish	\$18,600
Fruita 8/9 School	Interior:Flooring	Cracked VCT in Cafeteria and Hall	Remove, level slab and replace	\$25,200
Fruita Middle	Envelope: Glazing Systems	Cafeteria windows single-pane, not energy-efficient	Replace with double-pane units	\$8,760
Fruita Middle	Envelope: Glazing Systems	Gym windows single-pane, not energy-efficient	Replace with double-pane units	\$174,120
Fruita Middle	Envelope: Exterior Wall	N wing precast parapet cap joints are cracked	Remove mortar, replace with sealant	\$43,560
Fruita Middle	Interior:Flooring	Library carpet worn out	Replace	\$11,040
Fruita Middle	Interior:Flooring	CR 130 carpet worn out / VAT underneath	Replace	\$17,400
Fruita Middle	Interior:Flooring	Cafeteria VCT in poor condition	Remove and replace with vinyll	\$54,120
Fruita Monument High	Site: Concrete Surfaces	Plaza and other areas concrete badly spalled	Replace	\$58,080
Fruita Monument High	Interior:Flooring	Epoxy floor in main S entry yellowing, failing	Remove and recoat	\$14,520
Fruita Monument High	Interior:Flooring	Epoxy locker room floors in poor condition	Refinish	\$61,920
Fruita Monument High	FF&E: Seating Systems	Bleachers in N gym failing	Replace bleachers - 74' L x 8 tiers	\$137,280
Fruita Monument High	Interior:Flooring	Sheet vinyl restroom floors in poor condition	Replace	\$19,680
Fruita Monument High	Envelope: Exterior Wall	Main entry is unsecure and dysfunctional	Design & build secure main entrance	\$2,000,000
Fruitvale Elementary	Interior:Flooring	Restroom epoxy floors in poor condition	Refinish	\$12,960

Fruitvale Elementary	Interior:Flooring	Carpet worn out	Remove carpet & VAT replace carpet	\$325,560
Gateway K-12	Interior:Flooring	Slab heaved in Classroom building, lower level	Replace	\$47,160
Grand Junction High	Interior:Flooring	Sheet vinyl restroom floors in poor condition	Replace	\$49,560
Grand Junction High	Interior:Flooring	Various areas of carpet & VCT worn out	Replace	\$354,360
Grand Junction High	Interior: General Deficiencies	Restrooms near gyms are delapidated	Remodel & bring up current standard	\$250,000
Grand Mesa Middle	Interior:Flooring	Tec Ed area floor paint is all peeled up	Polishand apply clear concrete sealer	\$19,320
Grand Mesa Middle	Interior:Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$212,760
Grand Mesa Middle	Interior:Flooring	Epoxy restroom floors in poor condition	Refinish	\$21,720
Lincoln OM Elementary	Envelope: Doors/Hardware	Exterior doors on E & W building worn out	Replace with thermal-pane units	\$34,800
Lincoln OM Elementary	Envelope: Doors/Hardware	Pre-School wood exterior doors worn out	Replace	\$13,920
Lincoln OM Elementary	Envelope: Exterior Wall	Stucco finish on N, W sides of gym damaged by vandals	Refinish with heavy duty mesh	\$58,080
Lincoln OM Elementary	Interior: Flooring	Areas of carpet worn out / VAT underneath	Remove with VAT & replace with carpet	\$22,080
Lincoln Park Elementary	Envelope: Building Structure	Inadequate support for HVAC upgrades	Install structure to support new units	\$154,680
Lincoln Park Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$39,120
Lincoln Park Elementary	Interior:Flooring	Areas of carpet worn out / VAT underneath	Remove and replace with carpet	\$22,080
Lincoln Park Elementary	Envelope: Doors/Hardware	Exterior doors failing	Replace doors, hardware	\$114,840
Mesa View	Interior:Flooring	Carpet worn out	Replace	\$238,320
Mesa View	FFE: Seating Systems	Music Room risers are worn out	Replace	\$17,400
Mt Garfield Middle	Interior: Flooring	Locker room floors in poor condition	Replace (epoxy)	\$26,640
Mt Garfield Middle	Interior: Flooring	Carpet worn out - entire building	Replace	\$406,200
Mt Garfield Middle	Interior: Flooring	Gym urethane floor worn out, areas damaged by settlement	Overlay with sports floor	\$207,360
Mt Garfield Middle	Interior: Flooring	Cafeteria VCT worn out	Remove and replace	\$51,120
Mt Garfield Middle	Envelope: Glazing Systems	Fiberglass panels yellowed from sun damage	Replace with storefront	\$85,080
Mt Garfield Middle	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$423,600
New Emerson Elementary	Interior:Flooring	VCT gym floor worn out	Replace VCT	\$46,440
New Emerson Elementary	Interior:Flooring	Areas of carpet worn out / VAT underneath	Remove with VAT and replace carpet	\$153,240
New Emerson Elementary	Envelope: Glazing Systems	Single-pane aluminum windows not energy efficient	Replace with thermal-pane units	\$73,680
New Emerson Elementary	FF&E: Window Treatment	Window blinds worn out	Replace with rolling shades	\$9,240
Nisley Elementary	Interior:Flooring	Areas of carpet worn out / VAT underneath	Remove with VAT and replace carpet	\$246,840
Nisley Elementary	Interior:Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$73,440
Nisley Elementary	Interior:Flooring	Cafeteria floor in VAT	Remove and replace with sheet vinyl	\$50,040
Orchard Avenue Elementary	Interior: Flooring	Cracking in MP Room and Lobby slabs, transferring through tile	Patch, replace tile	\$23,160
Orchard Avenue Elementary	Interior: Flooring	Areas of carpet worn out / VAT underneath	Remove including VAT & replace carpet	\$236,520
Palisade High	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$291,240
Palisade High	Interior: Flooring	Areas of epoxy floor in poor condition	Refinish	\$56,880
Palisade High	Interior: Flooring	Cafeteria VCT worn out	Remove and replace	\$46,440
Pear Park Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$235,200
Pear Park Elementary	Envelope: Doors/Hardware	Front entry door worn out	Replace storefront doors	\$12,720
Pomona Elementary	Envelope: Building Structure	Insufficient support for HVAC upgrade equipment	Install structure for new equipment	\$154,680
Pomona Elementary	Interior: Flooring	Areas of carpet worn out / VAT underneath	ABATEMENT and replace carpet	\$300,000
Pomona Elementary	Interior: Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$70,440
Pomona Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$248,760
Pomona Elementary	Interior: Flooring	Caferia VCT worn out, slab uneven	Repair concrete, replace with sheet vinyl	\$47,400

Redlands Middle	Interior: Flooring	Areas of epoxy floor in poor condition	Refinish	\$12,720
Redlands Middle	FF&E: Window Treatment	Solarium window blinds worn out	Replace with rolling shades	\$4,680
Rim Rock Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$274,440
Rim Rock Elementary	Interior: Flooring	Areas of carpet stained	Remove and replace	\$12,720
Rim Rock Elementary	Site: Landscaping	No shade in playground area	Add shade structures	\$45,000
Rocky Mountain Elementary	Envelope: General Deficiencies	Water leak inside gym S wall	Repair	\$19,320
Rocky Mountain Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$130,320
Rocky Mountain Elementary	Rocky Mountain Elementary	Slab curling throughout the building, some tile joints opening up	Grind floors, fill cracks, replace tile	\$19,320
Rocky Mountain Elementary	Rocky Mountain Elementary	Epoxy floors have discolored	Refinish	\$43,560
Scenic Elementary	Site: Pedestrian Circulation	Metal ramp to main entry failing	Replace with concrete	\$38,640
Scenic Elementary	Interior: Flooring	Areas of carpet worn out / VAT underneath	Remove with VAT and replace carpet	\$531,840
Scenic Elementary	Interior: Flooring	Gym floor (carpet) worn out (over VAT)	Replace with sports floor	\$96,985
Shelley Elementary	Site: Landscaping	Pumphouse in poor condition	Replace with precast unit	\$67,680
Shelley Elementary	Interior: Flooring	Carpet worn out - all of S wing, 22 CRs	Replace	\$224,160
Shelley Elementary	Interior: Flooring	Bus loop entry - ceramic tile cracked, slab uneven	Repair concrete and replace tile	\$11,314
Shelley Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$252,240
Taylor Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$34,440
Taylor Elementary	Interior: Flooring	Gym floor (carpet) worn out	Remove and replace with sports floor	\$64,560
Taylor Elementary	Interior: Flooring	Areas of VAT and vinyl worn out	ABATE and replace with sheet vinyl	\$73,680
Thunder Mtn. Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$71,520
Thunder Mtn. Elementary	Interior: Flooring	Areas of carpet worn out	Remove and replace	\$307,320
Tope Elementary	Interior: Ceilings	Gym ceiling tile falling	Replace ceiling	\$14,520
Tope Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$72,960
Tope Elementary	Interior: Flooring	Areas of carpet worn out / VAT underneath	Remove with VAT and replace carpet	\$446,760
Tope Elementary	Interior: Flooring	Restroom floors are worn VAT	ABATE and replace with sheet vinyl	\$18,600
West Middle	Interior: Flooring	Damaged floor & wall tile in locker rooms	Replace	\$9,720
West Middle	FF&E: Seating Systems	Gym seating system not reliable	Replace bleachers- 73' L x 11 tiers	\$185,640
West Middle	Interior: Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$195,480
West Middle	Envelope: Glazing Systems	Gym windows are single pane, not energy efficient	Replace with thermal units	\$97,440
Wingate Elementary	Site: Drainage	Poor drainage and settling along N side - classrooms 100-111	Regrade, replace walk, reseed or resod	\$41,640
Wingate Elementary	Site: Concrete Surfaces	Areas of existing walk in poor condition	Remove and replace	\$218,160
Wingate Elementary	Interior: Flooring	Areas of carpet worn out	Remove and replace	\$305,040
Wingate Elementary	Interior: Flooring	Gym floor (synthetic) worn out	Overlay with sports floor	\$53,400
				\$15,615,151

Total of all Proposed Projects

\$54,875,317

Lower Urgency Projects Removed from Previous List

Postponed Parking Lot Improvements and Asphalt Repairs - Category Total \$5,254,440				
Bookcliff Middle	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$490,320
Broadway Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$130,560
Emerson Building	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$43,320
Fruita Middle	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking - west	Overlay and restripe	\$89,880
Fruitvale Elementary	Site: Asphalt Surfaces	N & E paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$116,040
Hawthorne Building	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$24,120
Lincoln OM Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$113,520
New Emerson Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$94,920
Nisley Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$179,640
Redlands Middle	Site: Asphalt Surfaces	Parking lot has some cracking	Overlay and restripe	\$453,000
Scenic Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$171,000
Taylor Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking	Overlay and restripe	\$143,160
Thunder Mtn. Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have major cracking - bus loop	Overlay and restripe	\$187,200
BTK	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$94,560
Career Center	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$389,280
Chatfield Elementary	Site: Asphalt Surfaces	E curb at parking lot failed	Replace curb	\$10,200
Chatfield Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$249,480
Chipeta Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$66,720
Dos Rios Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$195,480
Dual Immersion Academy	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$162,480
Food Service Warehouse	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$94,440
Fruita 8/9 School	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$409,080
Fruita Middle	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking - north	Fill cracks, seal and restripe	\$84,120
Mesa View Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$171,720
Mesa View Elementary	Site: Asphalt Surfaces	Parking lot drainage appears to be ineffective	Rebuild drainage	\$48,360
Mesa View Elementary	Site: Asphalt Surfaces	Puddling in parking lot near center at the upper end of the valley pan	Regrade, replace pan, and replace island which has settled	\$10,680
Pear Park Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$254,160
Pomona Elementary	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$204,840
Rocky Mountain Elementary	Site: Asphalt Surfaces	Parking lot has cracking in it	Seal, fill cracks, restripe	\$174,120
Tope Elementary	Site: Asphalt Surfaces	Parking lot cracked	Overlay and restripe	\$109,440
Tope Elementary	Site: Asphalt Surfaces	Parking lot lighting upgrade will cut pavement	Patch pavement	\$9,720
West Middle	Site: Asphalt Surfaces	Paved parking and drive areas have minor cracking	Fill cracks, seal and restripe	\$86,280
Wingate Elementary	Site: Asphalt Surfaces	Paved parking lot has cracking	Overlay and restripe	\$192,600

Postponed Roof System Replacements and Repair - Category Total \$14,040480				
Appleton Elementary	Envelope: Roofing Systems	1998 Addition roof near end of life (EPDM)	Replace	\$661,440
Broadway Elementary	Envelope: Roofing Systems	Storage Shed roof near end of life (shingles)	Replace	\$6,960

Broadway Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$4,680
Central High	Envelope: Roofing Systems	300 Bldg roof near end of life (EPDM)	Replace	\$789,120
Central High	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$2,280
Central High	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$2,280
Central High	Envelope: Roofing Systems	Drama Shed roof near end of life (shingles)	Replace	\$6,960
Chatfield Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$20,880
Chatfield Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$18,600
Chatfield Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$2,280
Chatfield Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$2,280
Chatfield Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$2,280
Clifton Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$1,049,040
Clifton Elementary	Envelope: Roofing Systems	Reading modular roof near end of life (shingles)	Replace	\$32,520
Clifton Elementary	Envelope: Roofing Systems	Preschool modular roof near end of life (shingles)	Replace	\$32,520
Clifton Elementary	Envelope: Roofing Systems	Migrant modular roof near end of life (shingles)	Replace	\$69,600
Clifton Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Clifton Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Clifton Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$6,960
Dos Rios Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$1,162,800
Dos Rios Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Dos Rios Elementary	Envelope: Roofing Systems	Shed roof near end of life (metal panel)	Replace	\$4,680
East Middle	Envelope: Roofing Systems	Shed roof near end of life (metal panel)	Replace	\$11,640
East Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$37,080
East Middle	Envelope: Roofing Systems	Concessions roof near end of life (metal panel)	Replace	\$4,680
Emerson Building	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$2,280
Emerson Building	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Emerson Building	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Fruita Middle	Envelope: Roofing Systems	N Wing roof near end of life (EPDM)	Replace	\$215,880
Fruita Middle	Envelope: Roofing Systems	Library/Office roof near end of life (EPDM)	Replace	\$220,440
Fruita Middle	Envelope: Roofing Systems	S Wing roof near end of life (EPDM)	Replace	\$255,360
Fruita Middle	Envelope: Roofing Systems	Center wing roof near end of life (EPDM)	Replace	\$143,880
Fruita Middle	Envelope: Roofing Systems	Gym roof near end of life (shingles)	Replace	\$139,200
Fruita Middle	Envelope: Roofing Systems	Cafeteria roof near end of life (EPDM)	Replace	\$116,040
Fruita Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Fruita Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Fruita Monument High	Envelope: Roofing Systems	Football modular roof near end of life (shingles)	Replace	\$23,160
Fruita Monument High	Envelope: Roofing Systems	Sloping metal panel roofing over the Commons area coming loose	Refasten panels	\$9,720
Fruitvale Elementary	Envelope: Roofing Systems	Annex roof near end of life (EPDM)	Replace	\$580,200
Grand Mesa Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Juniper Ridge	Envelope: Roofing Systems	Roof on Modular B leaks	Replace	\$30,000
Lincoln OM Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (metal panel)	Replace	\$2,280
Lincoln OM Elementary	Envelope: Roofing Systems	Shed roof near end of life (metal panel)	Replace	\$6,960
Lincoln Park Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$41,760
Lincoln Park Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$6,960
Lincoln Park Elementary	Envelope: Roofing Systems	Shed roof near end of life (metal panel)	Replace	\$2,280
Loma Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$784,440

Loma Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (EPDM)	Replace	\$2,280
Loma Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$6,960
Mesa View Elementary	Envelope: Roofing Systems	Roof near end of life (EPDM)	Replace	\$1,125,600
Mesa View Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (EPDM)	Replace	\$2,280
Mesa View Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Mesa View Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Mt Garfield Middle	Envelope: Roofing Systems	Storage roof near end of life (EPDM)	Replace	\$16,200
Mt Garfield Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$34,800
Mt Garfield Middle	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$6,960
Mt Garfield Middle	Envelope: Roofing Systems	Soccer Shed roof near end of life (shingles)	Replace	\$6,960
Nisley Elementary	Envelope: Roofing Systems	Annex roof near end of life (EPDM)	Replace	\$603,480
Nisley Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Palisade High	Envelope: Roofing Systems	Broadcast Booth roof near end of life (metal panel)	Replace	\$9,240
Palisade High	Envelope: Roofing Systems	Shed roof near end of life (EPDM)	Replace	\$6,960
Palisade High	Envelope: Roofing Systems	Aux Gym roof near end of life (EPDM)	Replace	\$41,760
Palisade High	Envelope: Roofing Systems	Class Annex roof near end of life (EPDM)	Replace	\$162,480
Redlands Middle	Envelope: Roofing Systems	Parapet cap paint peeling, some joints pulling apart	Repaint, reseal	\$9,720
Rocky Mountain Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
Scenic Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$9,240
Scenic Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$4,680
Scenic Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$6,960
Scenic Elementary	Envelope: Roofing Systems	Soffits all in poor condition	Replace (painted metal panel)	\$88,920
Shelley Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$1,355,400
Shelley Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$2,280
Taylor Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$1,141,920
Thunder Mtn. Elementary	Envelope: Roofing Systems	Main Bldg roof near end of life (EPDM)	Replace	\$1,350,720
Thunder Mtn. Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Thunder Mtn. Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (shingles)	Replace	\$2,280
West Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
West Middle	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$32,520
West Middle	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Wingate Elementary	Envelope: Roofing Systems	Roof near end of life (EPDM)	Replace	\$1,125,600
Wingate Elementary	Envelope: Roofing Systems	Pumphouse roof near end of life (metal panel)	Replace	\$2,280
Wingate Elementary	Envelope: Roofing Systems	Gazebo roof near end of life (shingles)	Replace	\$13,920
Wingate Elementary	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680
Mesa View Elementary	Envelope: Roofing Systems	Modular roof near end of life (shingles)	Replace	\$53,400
West Middle	Envelope: Roofing Systems	Shed roof near end of life (shingles)	Replace	\$4,680