

Grand Junction Comprehensive Plan 2009

Adopted February 17, 2010

City Ordinance No. 4406

Mesa County Resolution No. MCPC 2010-01



Figure 1: Grand Valley Planning Area.

OUR VISION

“BECOMING THE MOST LIVABLE COMMUNITY WEST OF THE ROCKIES”

We are a community that:

- ∞ is fiscally sustainable.
- ∞ is vibrant.
- ∞ is organized, functioning and orderly.
- ∞ promotes a healthy life style.
- ∞ has a broad and balanced range of land uses.
- ∞ is safe.
- ∞ has a diversity of housing for a spectrum of incomes.
- ∞ is child and senior friendly.
- ∞ has exceptional medical services.
- ∞ provides superb educational opportunity.
- ∞ provides quality employment opportunities with a mix of job types and a business friendly environment.



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WELCOME!

The Grand Junction area is a great place to live, work and visit. We have a vibrant community, we are surrounded by exceptional natural resources and we have the perfect climate that allows us to enjoy our assets year-round.

Grand Junction is a **regional center**. People come from a significant distance to shop, work, and conduct business. The City has transitioned from an agricultural-based community to a regional commercial and business center and provider of regional services.

We have grown rapidly in recent years, and are projected to double our current population in the next 25 years. This growth will be due to a combination of factors, including our appeal as a community, the growing retirement boom, and the continued development of the energy industry in the intermountain west.

Continuing the sprawling growth pattern of the past will not work for the future. The projected growth creates significant challenges to preserve

the characteristics that make this area desirable. For example, a local road analysis indicates that, with our current land use practices, to accommodate the growth projected by 2035, Highway 50 would have to become an eight-lane roadway through the middle of our community! (**Guiding Principle 5: Balanced Transportation**)

This is just one example of the issues we will face in the future. Other growth considerations include:

- * How can we make sure we have **affordable housing**?
- * Where should we locate the **schools** that will be needed by future residents?
- * Where and how big should the roads, water and sewer lines be?
- * How can we assure that we have adequate land for future businesses?
- * How can we maintain our role as a regional center as cities in our region grow?

For these and many other reasons we need to refocus our vision for the future and develop plans to accomplish that **vision**. This is the mission of the Grand Junction Comprehensive Plan.

The 2009 Comprehensive Plan represents a mix of the old and the new. In some areas it identifies a new way for Grand Junction to grow, reflecting the Guiding Principles developed through extensive public work sessions. In many areas, especially existing stable neighborhoods, it continues the land use pattern that has guided the city for more than a decade. As such, it incorporates, builds on, and expands the 1996 Growth Plan and existing neighborhood and area plans.



Figure 2: Aerial of area neighborhood.



WHAT IS A

COMPREHENSIVE PLAN?



Figure 3: Citizens work on developing community values during a public meeting.

A REFLECTION OF THE COMMUNITY’S VALUES AND VISION

The Grand Junction Comprehensive Plan is based on extensive public input that identifies what kind of community we want to have and it identifies ways to achieve our **vision**. It charts the course to help us become the most livable community. 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.

Through the Comprehensive Plan planning process citizens identified the following important issues that the Comprehensive Plan should address:

- * Increasing density and intensity in core areas, especially in the City Center;
- * Creating a broader mix of housing opportunities;
- * Providing basic services closer to where people live;
- * Establishing mixed-use centers;
- * Balancing our transportation system (auto, truck, transit, bicycle, pedestrian) and connecting neighborhoods;
- * Establishing parks, open space corridors and planning for future parks needs inside the urban area as well as providing access to, and

recreational opportunities on, public lands surrounding the community;

- * Planning for infrastructure and service needs;
- * “Transitioning”, a concept where the intensity of land uses are decreased from higher intensity;
- * Channeling growth inward, thereby preserving as much agricultural land as possible near the edge of the community;
- * Maintaining the buffer areas between Grand Junction, Fruita and Palisade; and
- * Planning for growth, building the necessary infrastructure, and sticking to the plan.

A GUIDE FOR LAND USE AND DIRECTING GROWTH

The Grand Junction Comprehensive Plan is a basis for the decision making of all urban services. Where are the new water and sewer lines needed? What roads need to be expanded? Where do the new schools need to be built? Where should the new housing be built and at what density? Where, and at what service level, do we build facilities for public safety agencies? How should we plan for our economic needs? These and many other questions are being asked. The Comprehensive Plan establishes a framework for all of these.

AN ADVISORY, NOT REGULATORY, FRAMEWORK FOR OTHER PLANS AND REGULATIONS

The Comprehensive Plan is an official document but not a regulatory document—it is a basis for other actions and regulations, such as zoning and subdivision regulations. While zoning is regulatory and is applied to parcels, the future land use map designations of the Comprehensive Plan respond to topography and other context-sensitive considerations to give direction on how uses should be arranged on the land and what types of zoning may be appropriate.

A REGIONAL PLAN

The Grand Junction Comprehensive Plan is a plan for not only the current city limits but also for the immediate vicinity of Grand Junction that may eventually be developed at urban densities. The Comprehensive Plan is to help coordinate the land use decisions of the City and Mesa County. As a result, the Plan is a joint effort of the City and County.

WHO WILL USE THIS COMPREHENSIVE PLAN?

Grand Junction City Council, Mesa County Board of County Commissioners, Grand Junction and Mesa County Planning Commissions, City and County Staffs, utility providers, developers, commercial and residential builders, land speculators, business owners, local citizens and many others are expected

to use this Comprehensive Plan. By understanding the vision, goals and policies of the Comprehensive Plan, businesses can plan for the future, developers can see the potential of their own plans, citizens will understand how their city will grow, and appointed boards, commissions and elected officials will have guidance in the decisions they make.

If you are thinking of investing in a multi-family housing project/development, expand or build a new business, or are currently planning for any other development, the Grand Junction Comprehensive Plan should be your first resource. City of Grand Junction and Mesa County staff are available to assist you in understanding the Comprehensive Plan and how your project fits within its vision and goals.

AUTHORITY

This Comprehensive Plan has been adopted pursuant to Colorado State Statutes (C.R.S. ss 30-28-106 et seq. and 31.23.201 et seq), which establish the general purpose of “guiding and accomplishing a coordinated and harmonious development of the relevant territory, which, in accordance with present and future needs and resources, will best promote the general welfare of the inhabitants.” Knowing that municipalities grow, Colorado law (CRS 31-12-105) enables municipalities to plan for expansion in the 3-mile area surrounding the city limits. This plan goes beyond the 3-mile statutory area because of the joint effort between Mesa County and Grand Junction to plan the region.

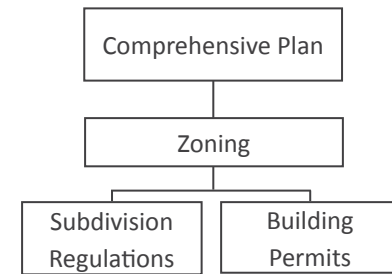


Figure 4: Land Use Regulation Hierarchy.

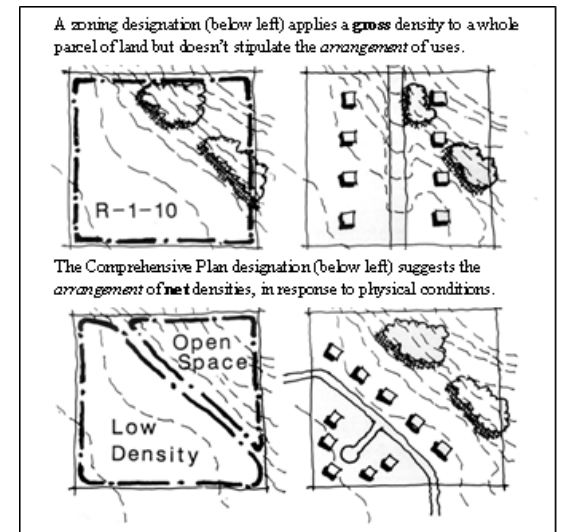


Figure 5: Land Use and Zoning.

A VISION FOR THE GRAND JUNCTION

AREA

BECOMING THE MOST LIVABLE

COMMUNITY WEST OF THE ROCKIES

WHAT DOES “MOST LIVABLE” MEAN?

It is a community that has the following: It is fiscally sustainable; It has vibrancy; Lots of things happening; It is organized, functioning and orderly; It promotes a healthy lifestyle; It has a broad and balanced range of uses; It is safe; It has a diversity of housing for a spectrum of incomes; It is child and senior-friendly; It has exceptional medical services; It provides superb educational opportunity; It provides quality employment opportunities with a mix of job types and a business-friendly environment.

To achieve our goal to become the most livable community west of the Rockies, we need to change the way we grow. We cannot sprawl in all directions and achieve this goal. Business as usual will not achieve our goal. If we follow this Comprehensive Plan, we can achieve our goal of being the most livable community west of the Rockies. The vision of the Comprehensive Plan will not happen overnight. The Comprehensive Plan is and must be flexible and we must expect that we will accommodate transitions. The Plan calls for gradually moving from where we are to where we want to be.

The vision for our community has not changed significantly since the 1996 Growth Plan; however, our community has changed. We have grown substantially and we are at a very significant crossroads. Most of the easily developed parcels within the Growth Plan boundary have been developed. Redevelopment of existing urban areas is often difficult but needed. Job growth in the heavy commercial and industrial sectors has consumed much of the available and designated industrial land in the community. Additional areas are needed to sustain those high impact land uses. We are constrained by topography and by the amount of public lands that surround us. We face more intense development and redevelopment in the urban core. We need a strong plan to guide our growth.

We want to live in a community that provides housing, jobs, services, health and safety for all its residents. As a community, we value our agricultural

background, we enjoy open spaces and a small-town feel. We want to have services and shopping close to where we live to cut down the amount of cross-town traffic and commute times to our jobs and to reduce air pollution. We want neighborhoods and parks to be connected and close so our children have a safe place to play. We are willing to increase density in core areas, if that can prevent sprawl and encourage preservation of agricultural lands. We would like a broader mix of housing for all. We want a community with a healthy economy and opportunities to raise our families in a supportive, safe environment with good schools. We want a transportation system that balances possibilities for cars, trucks, transit, bicycles and pedestrians. We want opportunities for growth without sacrificing the quality of life that we have come to expect. Tourism and agri-tourism are a significant part of our economy. Without careful planning agriculture and the lifestyles surrounding it will disappear under the weight of urban sprawl.

Through this Comprehensive Plan we will guide our growth and retain the unique qualities of our mesas, agricultural lands and developed areas. The Comprehensive Plan establishes a range of density/intensity for the Plan area. The City must make land use decisions consistent with the Plan for our future. Mesa County considers the Comprehensive Plan an advisory document.



GUIDING PRINCIPLES



Figure 6: Mosaic mural in the City Center.



Figure 7: Downtown Grand Junction.

GUIDING PRINCIPLES

The Grand Junction Comprehensive Plan establishes “Six Guiding Principles” that will shape our growth.

1. **Concentrated Centers** - The Plan calls for three types of centers; the City Center, Village Centers, and Neighborhood Centers. The Plan establishes “Mixed Use Opportunity Corridors” along some major corridors.
2. **Sustainable Growth Patterns** - Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment and discourage growth patterns that cause disproportionate increases in cost of services.
3. **Housing Variety**—allow/encourage more variety in housing types (besides just large lot single family homes) that will better meet the needs of our diverse population—singles, couples, families, those just starting out, children who have left home, retirees, etc.
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. The Plan calls for a community that provides strong health, education and other regional services. The Plan calls for the continued development and delivery of those services.



GUIDING PRINCIPLES (CONT'D)

GOALS AND POLICIES

What are Goals and Policies?

Goals describe broad public purposes toward which policies and programs are directed. They express the broad desired results of the Plan; they complete the sentence “Our goal is to...”

Policies are more specific; policies are intended to carry out goals. Policies are sometimes described as “decisions made in advance.” They can be referred to as general rules, such as, “as a general rule, the City will...” Policies are intended to bring predictability to decision-making. Unless there are extenuating circumstances, the public may rely on policies as guidance for how decisions will be made.

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

POLICIES:

- A. City and County land use decisions will be consistent with the **Future Land Use Map**. Mesa County considers the Comprehensive Plan an advisory document.
- B. The Comprehensive Plan will prevail when area plans, adopted prior to the Comprehensive Plan, are inconsistent with the Comprehensive Plan.

- C. The City and Mesa County will make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.
- D. For development that requires municipal services, those services shall be provided by a municipality or district capable of providing municipal services.

GOAL 2: To maintain community separators (buffer areas) between Grand Junction, Fruita and Palisade which define these distinct communities.

POLICY:

- A. The City will support the Intergovernmental Agreement (IGA) for the Cooperative Planning Areas of Grand Junction/Fruita/Mesa County and Grand Junction/ Palisade/Mesa County.

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

POLICIES:

- A. To create large and small “centers” throughout the community that provides services and commercial areas.

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

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

POLICY:

- A. The City will support the vision and implement the goals and actions of the Strategic Downtown Master Plan (when adopted).

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.

POLICIES:

- A. In making land use and development decisions, the City and County will balance the needs of the community.
- B. Encourage mixed-use development and identification of locations for increased density.
- C. Increasing the capacity of housing developers to meet housing demand.



GUIDING PRINCIPLES (CONT'D)

GOAL 6: Land use decisions will encourage preservation of existing buildings and their appropriate reuse.

POLICY:

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

GOAL 7: New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering.

POLICY:

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

GOAL 8: Create attractive public spaces and enhance the visual appeal of the community through quality development.

POLICIES:

- A. Design streets and walkways as attractive public spaces;
- B. Construct streets in the City Center, Village Centers, and Neighborhood Centers to include enhanced pedestrian amenities;
- C. Enhance and accentuate the City

‘gateways’ including interstate interchanges, and other major arterial streets leading into the City;

- D. Use outdoor lighting that reduces glare and light spillage, without compromising safety;
- E. Encourage the use of xeriscape landscaping;
- F. Encourage the revitalization of existing commercial and industrial areas.

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.

POLICIES:

- A. The City and County will work with the Mesa County Regional Transportation Planning Office (RTPO) on maintaining and updating the Regional Transportation Plan, which includes planning for all modes of transportation.
- B. Include in the Regional Transportation Plan detailed identification of future transit corridors to be reserved during development review and consider functional classification in terms of

regional travel, area circulation, and local access.

- C. The Regional Transportation Plan will be used as a basis for development review and to help prioritize capital improvement programming. The City and County will maintain Capital Improvement Plans (CIPs) which prioritize road and alley improvements based on needs for traffic flow, safety enhancements, maintenance and linkages.
- D. A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, Downtown, Village Centers and Neighborhood Centers and other desired public attractions. The Plan will be integrated into the Regional Transportation Plan.
- E. When improving existing streets or constructing new streets in residential neighborhoods, the City and County will balance access and circulation in neighborhoods with the community’s need to maintain a street system which safely and efficiently moves traffic throughout the community.



GUIDING PRINCIPLES (CONT'D)

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

POLICIES:

- A. A parks master plan that identifies regional, community and neighborhood parks and open space. The plan will be integrated into the Regional Transportation Plan and the trails master plan.
- B. Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.
- C. The City and County support the efforts to expand the riverfront trail system along the Colorado River from Palisade to Fruita.

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

POLICY:

- A. The City and County will plan for the locations and construct new public facilities to serve the public health, safety and welfare, and to meet the needs of existing and future growth.

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

POLICIES:

- A. Through the Comprehensive Plan's policies the City and County will improve as a regional center of commerce, culture and tourism.
- B. The City and County will provide appropriate commercial and industrial development opportunities.



EXECUTIVE SUMMARY -

KEY CONCEPTS - IMPLEMENTING THE VISION AND GUIDING PRINCIPLES

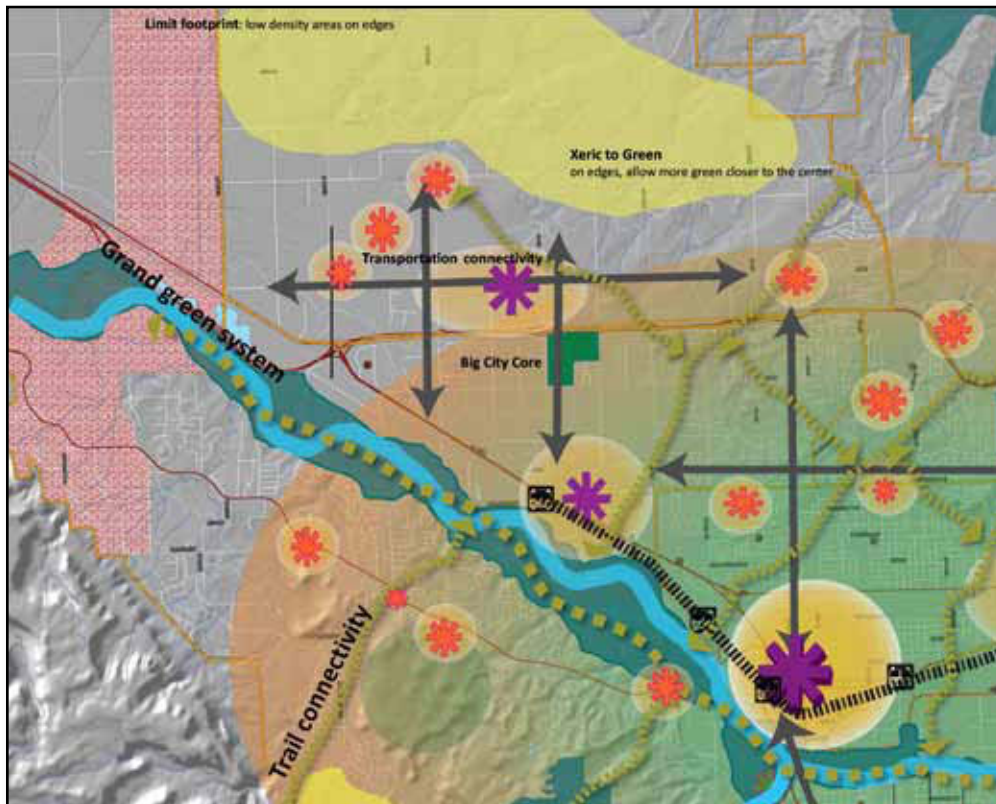


Figure 8: Key guiding principles of the Comprehensive Plan illustrated. i.e., Grand Green System, Centers, Mixed Uses, Transitioning Density. Purple asterisk indicates a Village Center; red asterisk indicates a neighborhood center.

Following are the key concepts of the Comprehensive Plan that together help implement the *Vision* and *Guiding Principles*. As you read the following sections, you will see how the key concepts are put into practice.

1. Achieve an Appropriate Balance of Land Uses

Find an appropriate balance between the residents’ respect for the natural environment, the integrity of the community’s neighborhoods, the economic needs of the residents and business owners, the rights of private property owners and the needs of the urbanizing community as a whole.

2. Mixed Uses

Residents recognize the value of mixing uses, that is, allowing development that contains appropriate non-residential and residential units of various types and price ranges. However, residents are also concerned that poorly designed projects can degrade a development or a neighborhood. This plan supports a broad mix of land uses, but calls for the establishment of appropriate standards to ensure neighborhood compatibility.

3. Infill and Enhancement of the City Center

Much of future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land, especially in the City Center which includes downtown. Growing inward (infill and redevelopment) allows us to take advantage of land with existing services, reduces sprawl, reinvests and revitalizes our City Center area. This includes maintaining and expanding a “strong downtown”.



EXECUTIVE SUMMARY (CONT'D)

4. Compact Growth Concentrated in the City Center and Village and Neighborhood Centers

Residents want to preserve the extensive agricultural and open space land surrounding the urban area. They also want the benefits of more efficient street and utility services. More compact development patterns will support both of these objectives. This Comprehensive Plan includes an emphasis on mixed-use ‘centers’ as a key growth pattern, accompanied by encouragement of infill and redevelopment more than external expansion. These concepts represent important new directions in the community’s efforts to balance the pressures for outward growth with the desire to promote infill.

5. Transitioning Density

The Comprehensive Plan coordinates future land uses so that compatible uses adjoin. When significantly different densities or uses are proposed near each other, they are shown to transition from high to low intensity by incorporating appropriate buffering.

6. Locate Public Facilities and Amenities in Centers

Centers are the logical location for public facilities such as fire stations, police substations, branch libraries, parks and schools. Residential densities are typically higher in the vicinity of a center allowing facilities to be closer to more people. They also help create a synergy of uses that promote vitality in the center such as employees having lunch in nearby restaurants.

The park and recreational needs of residents of these centers can be met through traditional neighborhood parks or by providing plazas, squares and public ‘greens’. Many new community and neighborhood parks will be needed to serve future growth. The Comprehensive Plan envisions parks strategically located so that many residences will be within a walking distance.

7. Pairing Parks and Schools

Continuing and expanding the concept of combining schools and neighborhood parks on a single site accomplishes three objectives:

- * Expand, in a cost-effective manner, recreation and education opportunities;
- * Reduce (share) the cost of maintaining school grounds, parks and recreation facilities; and
- * Avoid duplication (and cost) in setting aside land for both parks and schools.

8. Additional Park Types: Mountain Park, Confluence Park, and Regional Parks

A large mountain park is suggested to take advantage of the City’s mountain side watershed lands on the Grand Mesa slopes. Large regional parks are suggested in various locations in the City. The Comprehensive Plan resurrects the previous idea of a park at the confluence of the Colorado and Gunnison Rivers.



Figure 9: The 7 County Area of Influence supports Grand Junction as a Regional Center.



Figure 10: Concentrated growth in the City Core.



EXECUTIVE SUMMARY (CONT'D)

9. An Extensive Off-Street Trail System

The region is known for its great bicycling, but a complete trail system is lacking throughout the city. The plan expands on the great trail building efforts along the Colorado River and combines trails, bike paths, bike lanes and bike routes, envisioned in the Urban Trails Plan, to create an alternative system for getting around the city.

10. Mt. Garfield View Protection Area

Mt. Garfield is the most significant gateway to our community and land around its base needs to be protected from development that would mar the majesty of that entry experience.

11. Managing Our Water Wisely

Grand Junction is an oasis in a desert landscape. While we have abundant water supplies, it makes sense to manage the use and quality of our water. Wise water management includes continuing the separate system of delivering irrigation water, making major efforts to prevent salt and other pollution of our rivers and streams and expanding the use of low-water landscapes (xeriscaping).

12. A New Garfield Neighborhood

The area north of I-70, west of the Clifton Interchange and east of the Grand Junction Regional Airport has been identified to accommodate new industrial and commercial land uses.



Figure 11: Off-street trail system.



Figure 12: The Mt. Garfield Gateway.



Figure 13: Water-wise planting at Eagle Rim Park.



Figure 14: A complete and integrated community.



EXECUTIVE SUMMARY (CONT'D)

13. Reserving Rights-of-Way for Future Transit

As energy prices rise and the need for alternative transportation grows, an opportunity lies in the northern portion of the railroad right-of-way and the land immediately adjacent. The potential exists to have a rail transit route that spans from Clifton to the Mesa Mall and beyond. Transit-oriented developments may be sited along the transit route.

14. Community Aesthetics

Area residents take pride in their community and have shown an interest in preserving and reinforcing the aesthetics of areas visible to the public. The Comprehensive Plan preserves past objectives to enhance the community's appearance. These include dressing up gateways and improving development standards for commercial and industrial areas. The plan recommends stronger design guidelines, especially in the highly visual areas of the community.

15. River Corridor

Our community has for more than 20 years expressed a renewed vision for the Colorado River. We recognize their junction is not only our namesake, but also the primary open space corridor in our city. The river offers a special habitat for plants, animals, and birds, as well as a waterway and trail system for our communities' enjoyment. Many residents have worked for years with City, County and State agencies, as well as private partnerships and local entities to ensure the river corridor is now and will remain a valuable community asset and part of the green

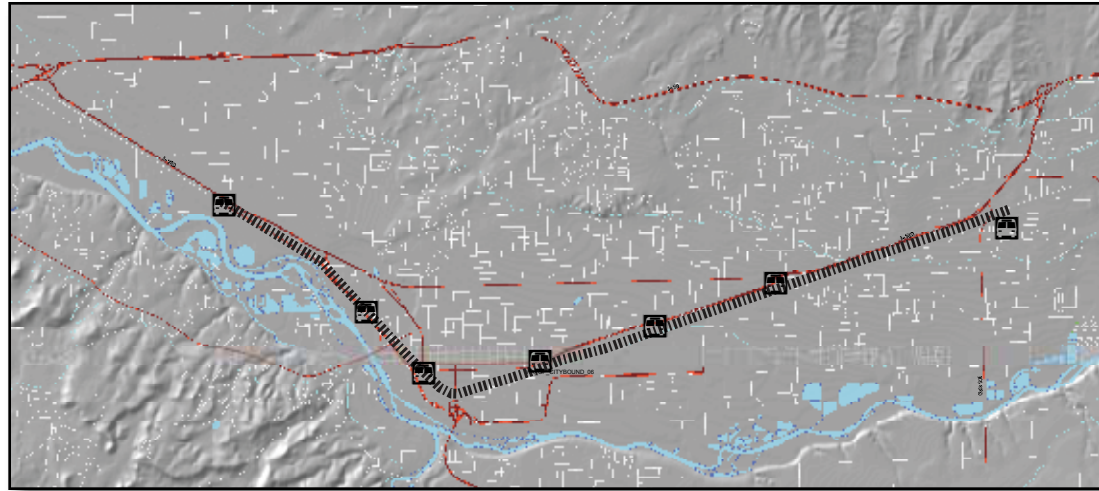


Figure 15: A future opportunity is to employ a rail system that links the Mesa Mall area and Clifton with Downtown. Reserving the right-of-way over time will allow the ability for this opportunity to become a reality.

growth system. They worked to see that the scenic and natural beauty is preserved for future generations, trail connectivity is expanded and the access and community uses are enhanced. The Comprehensive Plan recognizes the great strides that have been made in restoring and protecting our rivers. It acknowledges the existence of historical zoning, as well as the communities efforts in remediation of past industrial uses, encourages ongoing tamarisk removal, trail construction and beautification efforts and instills a sense of community pride in our rivers eco system. With this plan we honor and respect these past accomplishments and wish to encourage future councils and community leaders to continue to protect and enhance this valuable and vital area within our city.



Figure 16: Example of a rail transit system.



USING THE PLAN

NAVIGATION

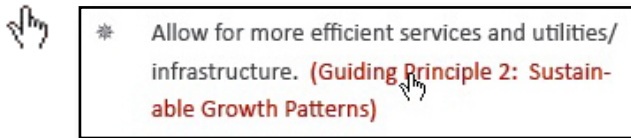
This Plan is completely interactive - treat it as you would a webpage!

It is an Acrobat PDF file, and must be viewed within Adobe Acrobat (Reader or Professional)

The plan is letter-size (8.5 x 11), landscape-orientation. It can be printed in color or black/white.

HYPERLINKS

The pointing hand cursor means that the text is a hyperlink to another part of the plan.



definition

To read a word's definition, place your mouse on the word (like a roll-over).

To make the definition disappear, move your mouse off the word



MOVING FROM PAGE TO PAGE

You can use the arrow icons at the bottom of each page to:



The Back and Forward buttons are similar to the "Back" button on your web browser. If you choose a hyperlink in the document that takes you to another section and want to return to the original section you were reading, press the "preview page" button.

The "Up" and "Down" arrows are for navigating sequentially from page to page. (e.g., Page 8 to Page 9).

TABS

All menus and menu headings are interactive.

Tabs along the top of all pages represent topical areas of the plan (e.g., housing, transportation). Clicking on a tab will take you to the beginning of that Chapter, with its own Table of Contents. All Tables of Content that you find throughout the document are hyperlinked to take you directly to that section. In the Appendix, you will find maps and data that provide supporting information for the Comprehensive Plan.



Bookmarks and Pages

Adobe Acrobat provides bookmarks along the left-hand side of the page that is an outline of the entire document. Clicking on a topic will take you to that section, much like clicking on the Table of Contents.

Pages are icons of the actual Comp Plan pages. Click on a page thumbnail to be taken to that page.



← If you can't see these icons on the left hand side of the Acrobat window,



Go to View - Navigation Panels - 'Pages' or 'Bookmarks'



*MAINTAINING CONSISTENCY BETWEEN THE
COMPREHENSIVE PLAN AND ZONING*

It is important that land use decisions (e.g. development projects and re-zoning) be consistent with the Comprehensive Plan. If they are not, the Comprehensive Plan will cease to be an effective guide for decision-making and may have legal ramifications. Often courts rely on plans to support zoning decisions.

AMENDING THE PLAN

Keeping the Plan Current

Great places are a result of thoughtful plans being implemented consistently over time. The Plan needs to be kept current - which means that it needs to change as the community changes. Plan reviews will be done every three to five years, but may be considered more or less often as necessary to reflect changes in community goals and needs.

The Amendment Process and Criteria

The Comprehensive Plan is both a statement of long-term objectives and also guides day-to-day development review decisions by the City, County and many others. It is important that the Plan be kept current.

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

Jurisdictional Approvals

Changes to various areas of the Grand Junction Comprehensive Plan require different land use approvals. For example:

- * Land use changes located within the City limits may be approved by the City and do not require County approval.
- * Changes to land use designations inside the Persigo 201 Boundary (outside City limits) require annexation and City approval and do not require County approval.

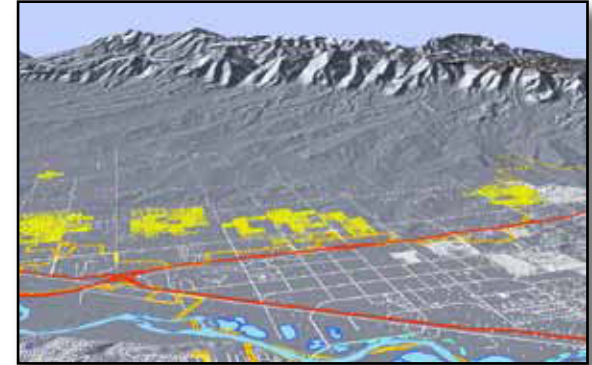


Figure 17: Example of possible future growth patterns in the Appleton Neighborhoods.

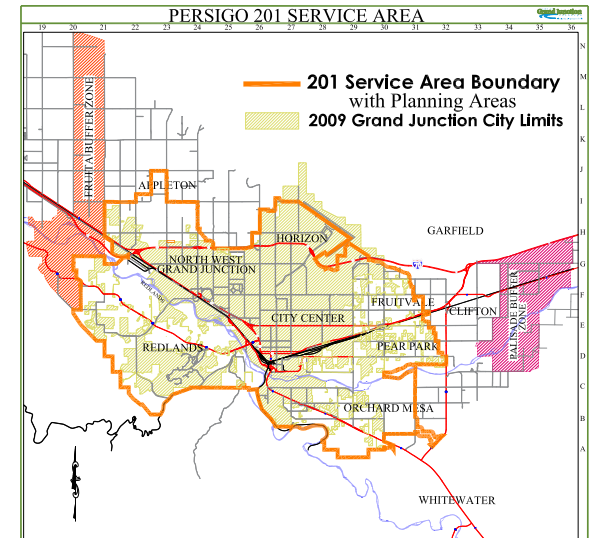


Figure 18: Persigo 201 Service Area.



MAINTAINING CONSISTENCY (CONT'D)

- * Changes to land use designations outside of the Persigo 201 Boundary require County approval and do not require City approval.
- * Changes to the Persigo 201 Service Area require approval by the Persigo Board, which is comprised of the County Commissioners and the City Council.
- * Each entity will have an opportunity to comment on proposed changes to the Comprehensive plan prior to adoption of the amendment.

Administrative Changes to the Comprehensive Plan

Where the City of Grand Junction has sole jurisdiction, the Director has the authority to:

- * Make minor additions or clarifications to the policy section;
- * Correcting errors or grammar;
- * Make land use designation changes for property that has multiple land use designations and is consistent with project approvals;
- * Approve flexibility in the location of the Village and Neighborhood Center by granting a 1/2 mile leeway; and
- * Allow the processing of a rezone application or request without a plan amendment when

the proposed zoning is inconsistent with the Comprehensive Plan and the property is adjacent to a land use designation that would support the requested zone district.

Amendments to the Comprehensive Plan

An amendment is required when a requested change significantly alters the land use or the Comprehensive Plan document.

- * Amendments to the Comprehensive Plan will be approved by City Council with a recommendation by the Planning Commission.
- * An amendment would occur prior to a development application for a rezone, subdivision, etc.
- * Amendments allow stakeholders to provide input.
- * An Amendment may be requested by a citizen, property owner, City or County official, or staff.

Criteria for Plan Amendments

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

1. Subsequent events have invalidated the original premise and findings; and/or
2. The character and/or condition of the area has changed such that the amendment is consistent with the plan; and/or
3. Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
4. An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
5. The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.



COORDINATION WITH OTHER PLANS AND AGENCIES



Figure 19: The Chip Game was a chance for participants to express how they wanted to see Grand Junction grow over time.

In addition to the Comprehensive Plan, there are a number of other plans and governing agencies that should be considered when considering development within the Persigo 201 Boundary.

The City and County have a number of detailed plans for sub-areas within the planning area (such as the **Pear Park Neighborhood Plan** and the Whitewater Community Plan), and departmental master plans (such as the Parks and Recreation Master Plan). These plans were consulted, referenced and, where appropriate, incorporated in a generalized way. There are also a number of special districts that provide services within the planning area, such as Ute Water, Clifton Water, Clifton Sanitation District, and public utilities. Maps of key service providers can be found in **Appendix B, the Map Gallery**.

While these service providers will be consulting the Comprehensive Plan as they develop future plans, a developer should also refer to the applicable agencies for current plans, capacities and special requirements for service. **The Future Land Use Map of the Comprehensive Plan supersedes all previously adopted neighborhood, area and sub-area plans.**

In most cases, concepts from the relevant plans have been incorporated in the Comprehensive Plan. When the concepts shown in the Comprehensive Plan are different from those in the detailed plans, the detailed plans will be updated to reflect the Comprehensive Plan, or if another direction is

selected, the Comprehensive Plan will be amended (see **Maintaining Consistency Between the Comprehensive Plan and Zoning**).

In the case of the North Central Valley Plan and the Orchard Mesa Neighborhood Plan, these plans will sunset with the adoption of this Comprehensive Plan.

The following plans and studies were considered and incorporated into the Grand Junction Comprehensive Plan. Click on available links to visit a summary of each plan. Full copies of plans can be found at the respective public agency.

DETAILED CITY PLANS AND REGULATIONS

24 Road Area Plan

North Avenue Corridor Plan

City of Grand Junction Parks Master Plan

Comprehensive Parks and Open Space Master Plan

Grand Junction Zoning and Development Code

2020 Vision

Grand Junction Strategic Plan



COORDINATION WITH OTHER PLANS AND AGENCIES (CONT'D)

COUNTY PLANS

Whitewater Community Plan

Clifton-Fruitvale Community Plan

Rural Master Plan

JOINT PLANS

Persigo 201 Boundary Agreement

Urban Trails Master Plan and Map

Grand Junction Wastewater Basin Study

Redlands Neighborhood Plan

Pear Park Neighborhood Plan

Grand Valley Circulation Plan

**OTHER GOVERNMENTS/AGENCIES AND
COOPERATIVE PLANNING AGREEMENTS**

Airport Master Plan

Town of Palisade Comprehensive Plan

Fruita Community Plan 2020

2030 Transportation Plan

Colorado Mesa University (formerly Mesa State
College) Plan

Enterprise Zone Maps



APPENDICES AND BACKGROUND

INFORMATION

Below is an Index of the Appendices for the Comprehensive Plan. Full copies of all plans, maps and additional planning information can be found at the City of Grand Junction Public Works and Planning Department.

APPENDIX A: GLOSSARY OF TERMS

APPENDIX B: MAP GALLERY

APPENDIX C: COMPLIMENTARY PLANS

APPENDIX D: PARKS AND RECREATION FACILITIES MATRIX

APPENDIX E: COMPREHENSIVE PLAN PROCESS



Figure 20: A rainy day over Pear Park.

LAND USE

CHAPTER CONTENTS

VISION:

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION:

What does “livable” mean for Land Use?

- ∞ A broad range and balance of uses
- ∞ Quality employment opportunities with a mix of job types
- ∞ Provision of housing, jobs, services, health and safety for all its residents
- ∞ Value of our agricultural background
- ∞ Services and shopping are close to where we live to cut down the amount of cross-town traffic, decrease commuting times and reduce air pollution

1. INTRODUCTION

2. OVERVIEW

Inefficiencies of the Existing Growth Pattern

Changing Housing Market

Growth Projections

Need to Maintain a Balance of Land Uses

Incorporating Sub-Area Plans

Comprehensive Plan Sub-Areas

3. KEY CONCEPTS

Centers

Areas of Stability, Areas Subject to Change

Emphasis on Infill and Redevelopment

Transitioning of Densities

Agriculture Continuity

Reserving Areas for Future Urban Development Overlay

Cooperative Planning Areas

Garfield Planning Area and Mt. Garfield View Protection Area

Special Use Campus Overlays

Priorities for Growth and Annexation

4. FUTURE LAND USE MAP

5. LAND USE DESIGNATIONS

Density Ranges and the Blended Residential Land Use Categories Map



INTRODUCTION



Figure 21: City core: Downtown Grand Junction.

From extensive input, it is clear the public recognizes the value of a broad range and balance of uses throughout the community. They are supportive of reducing commuting demands by locating shopping and businesses closer to where people live. However, residents are also concerned with poorly designed projects that would degrade the quality of life in their neighborhoods—they want to be certain that new development will not erode their property values or create excess traffic or noise.

Single family housing (one house on one lot) will continue to be the dominant residential pattern for the Grand Junction area. However, this plan supports an increase in other types of residential development throughout the community. The Plan also identifies general locations for commercial, office and industrial uses throughout the area. Appropriate standards to ensure compatibility between adjacent uses are enforced through the zoning and development code and other adopted policies.

OVERVIEW:

LAND USE



Figure 22: Citizens playing the Chip Game at a Public Meeting.



Figure 23: Views of the Colorado Monument area from the Redlands Neighborhood Grand Junction Planning Areas.

The Grand Junction Area Comprehensive Plan is a plan for the current city limits and also the immediate vicinity of Grand Junction (anticipated to be developed at urban intensities and densities inside the urban development boundary within the next 25 years). (map) The land use pattern identified in the Comprehensive Plan is influenced by several considerations:

INEFFICIENCIES OF THE EXISTING GROWTH AND ANNEXATION PATTERN

In the last two decades we’ve increased our developed land area at a higher rate than our population. And development has “leap-frogged” out into the countryside. The annexation pattern that has resulted is an irregular, tentacle-like city limit. This increases the costs (and reduces quality and efficiency) of public services between the City and the County. This issue has become an increasing concern to service providers. There is general acknowledgement that a more uniform, concentric pattern of growth with emphasis in compact development and infill development is required over the next planning period.

Consistent and rigorous implementation of the Plan is key to ensuring this plan’s vision and goals are achieved. (See ‘Maintaining Consistency’)

It is increasingly apparent that low density sprawl is also reducing our ability to cost-effectively serve our citizens. Low density development means, per house, more road surface to repave, longer distances for police and fire, longer commutes, more traffic on country roads, and more air pollution. And with the specter of future gas price increases, everything travel-related will be more expensive: commuting, busing school children, delivering food, etc.

A long range look into future growth allows us to guide development in appropriate areas and reserve land for other uses we will need, such as roads, parks, natural areas and schools. We can install the proper size of infrastructure (water and sewer mains) and reserve adequate road rights-of-way today based on tomorrow’s needs and desired development patterns. An economic component (Guiding Principle 2: Sustainable Growth Pattern) of the land use plan addresses how to most cost-effectively extend services to new growth areas.

OVERVIEW: LAND USE (CONT'D)

CHANGING HOUSING MARKET

As the “Baby-Boomer” generations reach retirement age, the housing market is reflecting a desire for smaller yards, or no yards to maintain at all. At the same time, a younger generation is discovering the benefits of urban living: shorter commute times, more activities and less expensive housing. As a result of both of these trends, there is a resurging interest throughout the U.S. for smaller homes, townhomes, condominiums, and urban living. Under these circumstances, providing opportunity for a variety of housing types (including higher density units) is sound, sustainable planning strategies to accommodate market pressure. **(Guiding Principle 3: Housing Variety)**

Grand Junction has become well established as an attractive community for older households. Demographic data suggests that a large share of Grand Junction residents will be retiring in the next decade and the city will likely continue to enjoy an influx of retirees from elsewhere.

Adjusting our development patterns is more than just “re-coloring” a land use map. Many of our local development regulations are based on the low density, suburban growth pattern of the last several decades. In some cases the existing regulations discourage the more compact types of development that are emerging elsewhere.

GROWTH PROJECTIONS

By 2035, the population in the Comprehensive Plan planning area is projected to double. This means approximately an additional 41,000 households and 102,500 additional persons for a total population reaching over 200,000. The **Future Land Use Map** is designed to accommodate the projected growth for the region well beyond 2035.

NEED TO MAINTAIN A BALANCE OF LAND USES

As we plan for future growth, it is important to maintain adequate land for both housing and employment. On the **Future Land Use Map**, enough land for employment uses has been designated to maintain the current jobs-to-housing ratio (1.3:1) up to at least the year 2035 depending on actual growth in the area.

INCORPORATING SUB-AREA PLANS

The Comprehensive Plan represents a mix of old and new. In some areas (**Centers**), it identifies a new way for Grand Junction to grow. In existing stable neighborhoods, it continues the land use pattern that has guided the community for more than a decade. It incorporates and expands the City’s Growth Plan, the County’s Joint Urban Plan, and adopted Neighborhood and Area Plans as well as reflecting the plans of the

adjoining communities of Fruita and Palisade. The **Future Land Use Map** incorporates recently adopted or concurrent planning of neighborhood and area plans with some changes.

- ✦ North Avenue Corridor Plan
- ✦ Clifton-Fruitvale Community Plan
- ✦ Whitewater Community Plan
- ✦ Pear Park Neighborhood Plan
- ✦ 24 Road Corridor Sub-area Plan
- ✦ Redlands Neighborhood Plan
- ✦ H Road/Northwest Area Plan

COMPREHENSIVE PLAN PLANNING AREAS

The Comprehensive Plan is a general guide that assumes a broad approach toward the land use and development pattern that will assist the City in achieving its vision. To reflect the different needs and interests of various neighborhood within the comprehensive planning study area, sub-areas have been created to allow for a more refined look at land use and development expected for each area.

Sub-area planning has been a tradition for Grand Junction and Mesa County and several sub-area plans exist as noted in the previous section. Planning area boundaries have been created during this comprehensive planning process to reflect the character of the areas today and how they are



OVERVIEW: LAND USE (CONT'D)

envisioned to develop in the future. The Planning Areas established for the Comprehensive Plan include:

- * Appleton
- * North West Grand Junction
- * Redlands
- * City Center
- * Horizon
- * Fruitvale
- * Clifton
- * Garfield
- * Pear Park
- * Orchard Mesa
- * Whitewater

It should be noted that the boundaries for the Fruitvale and Pear Park have been adjusted compared to the boundaries shown in the Clifton-Fruitvale Plan and the Pear Park Neighborhood Plan. New Planning Areas have been created: Horizon, City Center, Appleton and Garfield. The land that once constituted the study area for the North-Central Valley Plan has been absorbed into the Appleton, North West Grand Junction and Horizon Planning Areas. The presented sub-area boundaries will be applied to future sub-area planning efforts.

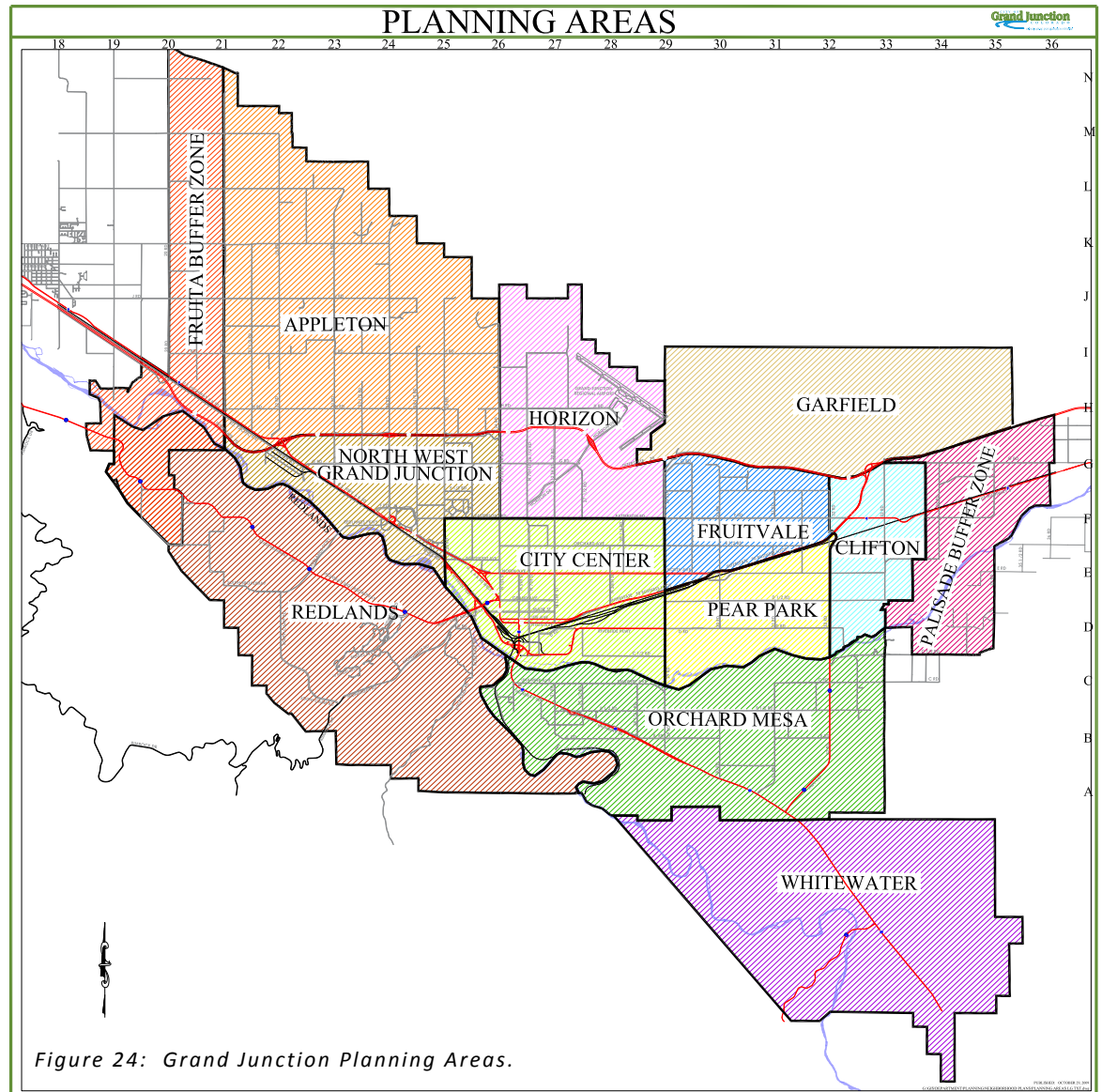


Figure 24: Grand Junction Planning Areas.



KEY CONCEPTS:

LAND USE

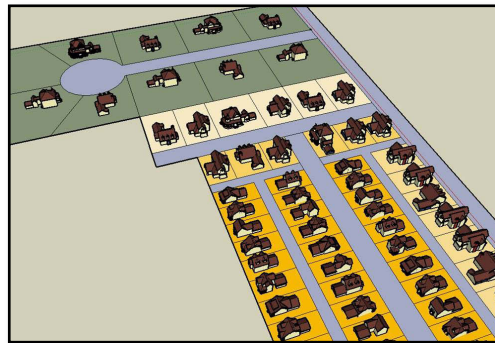


Figure 25: Concept of transitioning from a higher density development pattern to a lower density pattern.

The placement of **land uses** and their relative sizes is guided by a number of factors that emerged out of the public input process. For additional information, see the **Concept Plan map**.

A description of how land is occupied or utilized.

CENTERS

Much of the future growth that is projected for our region is concentrated in Centers. Centers of various sizes and at various locations around the region are envisioned as mixed-use centers (combining housing, working and shopping) in order to reduce driving for shopping and to accommodate projected growth. These Centers include Village and Neighborhood Centers. Centers are more fully described in **Guiding Principle 1: Concentrated Centers**. Additional mixed-use development is encouraged along mixed-use opportunity corridors identified on the **Future Land Use Map**. Some single-use, “big-box” shopping centers remain along major roadways and single-use neighborhood commercial areas are encouraged in appropriate areas.

AREAS OF STABILITY, AREAS SUBJECT TO CHANGE

The Comprehensive Plan assumes that most built neighborhoods will continue to exist as they do today. These are “areas of stability.” The land uses for the

“areas of stability” remain virtually the same as they were in the previous City and County plans.

On the **Future Land Use map**, most new growth will occur in “areas subject to change”, which include:

- * Areas near and within Centers
- * Vacant, undeveloped land
- * Underutilized land

These areas are not likely to remain as they are today. The vacant land will eventually be developed. The underutilized parcels already have some level of development, but the buildings may be older, in disrepair, temporary or only utilizing part of the property, or the property is located in an area that supports multiple stories. They typically already have roads, utilities, and are good opportunities for redevelopment.

EMPHASIS ON INFILL AND REDEVELOPMENT

Due to the inefficiencies of low density **sprawl**, a significant amount of projected future growth is focused inward on vacant and underutilized land throughout the community. This takes advantage of land that already has roads, utilities and public services. Infill and redevelopment is especially focused in the **City Center** (includes Downtown, North Avenue, Colorado Mesa University (formerly Mesa State College) area, and the area around St. Mary’s Hospital). Reinvestment and



KEY CONCEPTS: LAND USE (CONT'D)

revitalization of these areas, and maintaining and expanding a ‘strong downtown’, is a high priority of the Comprehensive Plan and essential for the area’s regional economy. (Guiding Principle 1: Centers - Downtown)

TRANSITIONING OF DENSITIES

On the Future Land Use Map, residential densities are proposed to gradually transition to higher or lower surrounding densities. That is, in order to keep incompatible land uses from being adjacent to each other, higher and lower densities are usually separated by intermediate densities. There are other techniques such as “buffering” that can also be used to soften the impacts between two land uses.

AGRICULTURE CONTINUITY

Agriculture has been an important basic industry for Mesa County and the City of Grand Junction. It supported the early growth of the region and, while some forms of agriculture are losing the competition with urban growth, many farms still provide important agricultural products (hay, cattle, fruit, and vegetables). In recent years wine has grown in popularity and is attracting tourism. With increasing gas prices, and the disruptions caused by health issues occasionally associated with national food production, local food sources will be important to help lower food costs and support the sustainability of

the region. (Guiding Principle 2, Sustainable Growth Patterns)

The City and the County value the continuation of opportunities for agriculture and consider productive agricultural land to be a major natural resource. Both entities encourage the retention of prime and unique agricultural land outside the urbanizing area. On the Future Land Use Map, agricultural and rural land use classifications are applied to much of the prime agricultural land outside of the Urban Growth Boundary. There are areas that are historically agricultural but now are not viable operations because of adjacent urban levels of development. These properties are given more intensive land use designations.

RESERVING AREAS FOR FUTURE URBAN DEVELOPMENT OVERLAY

The County Urban Residential Reserve (URR) future land use is applied in the rural areas adjacent to the Urban Growth Boundary where sewer service is expected to be available in the future. This land use designation allows for estate density development (up to one unit per two acres) with clustering of 1-acre lots in order to reserve land for future urban development when public sewer and other urban infrastructure/services are available. (To avoid a future “patchwork quilt” pattern of urban enclaves,

planning for the eventual urban densities must be done at the time of initial subdivision.)

The County URR model allows a developer or property owner to develop a portion of their property at a lower density (e.g. clustered lots) in a fashion that reserves the remaining land for eventual development in an urban pattern (consistent with the land use shown on the Future Land Use Map). A plan and plat showing the potential compliance with the Future Land Use Map for the reserved area must be approved.

It should be understood that the URR designation does not preserve the reserved land as open space, it merely preserves it for eventual urban development. Thus, the URR are urban transition land uses. When sewer service can be extended to serve a URR subdivision, the reserve lot(s) may be considered for redevelopment at higher densities. At that time, the Future Land Use Map would need to be amended.

THE COOPERATIVE PLANNING AREAS (“BUFFER” ZONE OVERLAY)

The Cooperative Planning Areas, more commonly known as the Fruita Buffer and the Palisade Buffer or Community Separators, continue to be supported in the Comprehensive Plan. The purpose of the buffers is to ensure rural areas will remain between different communities (i.e., Grand Junction, Fruita, Palisade) in order to help define distinct communities within Mesa County. Land uses in these areas



KEY CONCEPTS: LAND USE (CONT'D)

include orchards and other small scale agricultural operations and homesteads in accordance with the Cooperative Planning Agreements. Rural land uses are allowed in accordance with the Cooperative Planning Agreements between Mesa County and the Municipalities.

THE GARFIELD PLANNING AREA AND MT. GARFIELD VIEW PROTECTION AREA

The area north of I-70 and west of the Clifton Interchange has been identified as the Garfield Planning Area and will accommodate new industrial and commercial land uses. Before development of the area, several elements need to be present including:

- * Adequate infrastructure (e.g., roads, water, sewer, electricity, gas);
- * Adequate access (e.g., expanded I-70 interchange);
- * Adequate emergency and urban services (police, fire); and
- * Appropriate design guidelines/standards.

The eastern portion of this planning area, the foot of Mt. Garfield, is designated for some form of conservation to protect this scenic gateway to the Grand Valley. This view protection area could be accomplished through land exchanges, conservation

easements, scenic values overlay districts, or land purchase. (Guiding Principle 4: Grand Green System)

SPECIAL USE ‘CAMPUS’ OVERLAYS

Several special use areas are designated as overlays on the Future Land Use Map. These are areas of similar uses that are important community assets, have a regional influence and are expected to continue to expand in the future. These areas may have special development considerations applied, such as height exceptions, mixed use and density provisions, design guidelines, etc.

Medical Campus

Providing extensive, high quality health care is a key component of Grand Junction’s role as a Regional Center. (Guiding Principle 6: A Regional Center) Health care enhances our appeal as a retirement community, helps attract employers, and is a significant source of employment in the community.

Due to the 2015 projected volumes of medical services, an expansion project is underway at St. Mary’s Hospital that is foreseen to be adequate until at least 2025. The Medical Campus special use overlay is intended for the area around St. Mary’s Hospital, the Veterans’ Hospital, and also the future Community Hospital sites. It provides the facilities with adequate space to expand, including the hospitals themselves, as well as associated businesses (clinics, professional

offices, medical supplies, restaurants, retail and residential uses, etc.).

Colorado Mesa University (formerly Mesa State College) Campus

Higher education is a key component of Grand Junction’s status as a Regional Center. Colorado Mesa University (formerly Mesa State College) helps train workers for local employment, attracts students that contribute to the local economy, is a significant employer in its own right, and brings recreational and cultural activities that appeal to the whole community.

Yearly growth of the facility has recently been between 2 – 5 %. There is a need to triple the number of dormitory beds, to 3,000. A Master Plan for expansion includes locations of future buildings and facilities. The Tilman Bishop Campus, home to Western Colorado Community College, is also land locked and may need expansion by 2035.

The Colorado Mesa University (formerly Mesa State College) Campus Special Use Overlay is intended to allow adequate space around the college to accommodate school facility expansion as well as associated businesses (book stores, retail establishments, offices, etc.), restaurants and residential uses.



KEY CONCEPTS: LAND USE (CONT'D)

PRIORITIES FOR GROWTH AND ANNEXATION

The extensive public input of this Comprehensive Plan indicates strong support for Grand Junction to grow in a sustainable, compact pattern. To accomplish this objective, rather than continuing to grow in a random fashion (that is inefficient to serve), the Comprehensive Plan identifies priority growth areas to focus the extension of new infrastructure and development.

Prioritization is based on several factors:

- * Proximity to the **City Center area**
- * Accessibility to existing infrastructure
- * Adequate access (roads) and emergency access
- * The existence of a sub-area plan to guide development
- * Proximity to existing commercial and employment areas

Priority 1: Development is encouraged and may be incentivized.

- * City Center Area including **Downtown Grand Junction**
- * Infill vacant and underutilized properties that may accommodate infill development

(including the creation and/or expansion of centers) within 2009 City Limits

- * Northwest Grand Junction

Priority 2: Development is encouraged but not incentivized.

- * **Appleton**
- * **Whitewater**
- * **Central Orchard Mesa** within the 2008 Persigo 201 Boundary

Priority 3: Development is not encouraged until after 2020 or appropriate circumstances exist.

- * Garfield Neighborhood
- * **Central Orchard Mesa** outside the 2008 Persigo 201 Boundary

Interim land uses in Priority 3 Areas

Priority 3 areas are within the Urban Development Boundary but are proposed for urban development only after the other priority areas are significantly developed and only after water and sewer infrastructure is in place. In the interim, landowners may develop at densities that do not require urban services. However, in doing so they must demonstrate the ability to take advantage of urban densities in the future.

It is acknowledged that growth will continue to occur beyond 2035. As time passes, some of the areas identified as Agriculture and Rural Land Uses in this Plan may become more appropriate for urban development. These will be considered in future updates to the Comprehensive Plan.



LAND USE MAP

FUTURE LAND USE MAP

The **Future Land Use Map** designations indicate the range of uses allowed in the urban area that support Grand Junction's role as a **Regional Center**. With a new emphasis on developing Centers, the Comprehensive Plan establishes mixed use designations that allow a wide range of residential densities intermixed with nonresidential land uses.

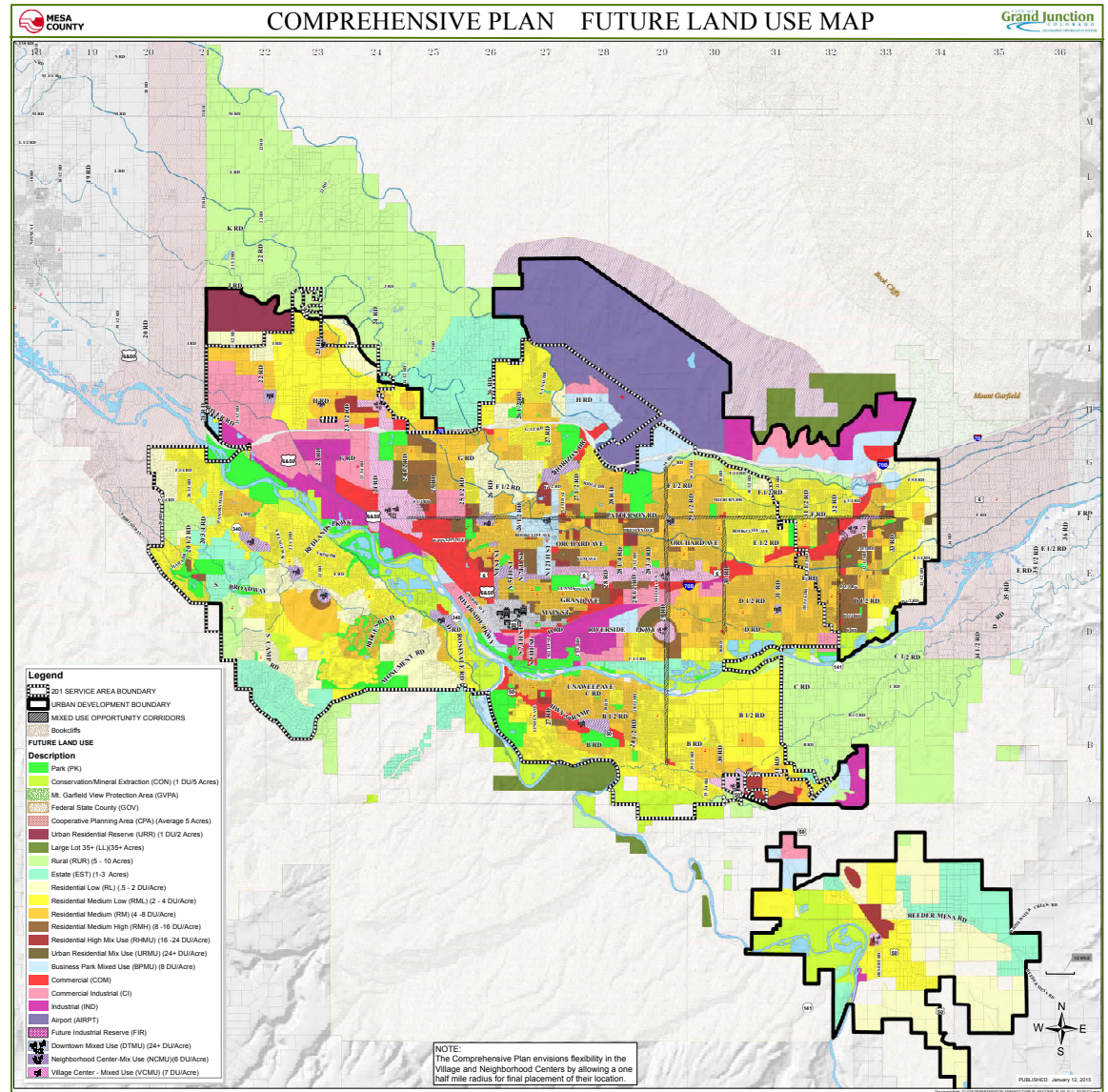


Figure 26: Future Land Use Map.



LAND USE DESIGNATIONS

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

Parks and Open Space

Active park and recreation sites with significant public access, whether publicly or privately owned.

Applicable Zones
All Zone Districts



Large Lot 35+

1 du/35 acres or greater

Private lands with homes on approximately 35 acres or more. Typical uses would consist of farms, orchards, pastures, and other agriculture operations or open areas. Large Lot 35+ parcels will not receive urban level services. This designation does not include industrial farms or livestock feedlots.

Applicable Zones
See Note*



Rural

1 du/5-10 acre lots

Private land that will remain in parcels of 5 to 10 acres on average. The uses will vary among low density residential lots, low intensity agricultural operations, orchards and other small scale farm operations. Rural land use areas serve as a transition between urban and agricultural uses. Clustering techniques are required to achieve maximum density. No urban level services are supplied.

Applicable Zones

- CSR R-4
- RR R-5
- R-E
- R-1
- R-2



Conservation/Mineral Extraction

Public or private lands reserved for open space, wildlife habitat, sensitive or hazardous land protection, and other environmental or conservation purposes. Mining and sand/gravel operations may be permitted as a temporary use.

Applicable Zones
CSR



Cooperative Planning Area

5 to 35 acre parcels

Land uses will be in accordance with the Cooperative Planning Agreements between Mesa County and the municipalities.

Applicable Zones
See Note*



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



LAND USE DESIGNATIONS (CONT'D)

Urban/Residential Reserve 5 (URR)

URR is intended to accommodate single family residential densities of up to one unit per two acres. Subdivided lots are grouped together with a larger building lot "reserved" for future urban development when public sewer and other urban infrastructure/ services are available to serve that subdivision in the reasonably foreseeable future.

Applicable Zones
See Note*



Estate

1 - 3 acre lots

Typical "estate" style single family homes on large lots of 1 to 3 acres. Centralized services might be needed depending on site conditions and proximity to existing services. Uses are residential.

Applicable Zones

- RR R-2
- R-E R-4
- R-1 R-5



Residential Medium Low Density (RML) 2-4 du/acre

Detached single family residences with typically 2 to 4 units per acre that receive full urban services. Alternative residential development types, including single family attached, townhomes, and multi-family units may be permitted in these areas.

Applicable Zones

- RR
- R-E
- R-1
- R-2
- R-4
- R-5



Residential Low Density (RL) Density: 0.5 - 2 du/acre

Single family detached residences with typically 0.5 to 2 units per acre. These homes are served by a public water and wastewater system.

Applicable Zones

- RR
- R-E
- R-1
- R-2
- R-4
- R-5



Residential Medium Density (RM) 4 - 8 du/acre

A mix of residential development types with gross densities of 4 to 8 dwelling units per acre are anticipated in areas with this designation. Single-family development will be integrated with other dwelling types, including duplexes, and low intensity attached residential development. Some low intensity multi-family development may be permitted.

Applicable Zones

- R-4
- R-5
- R-8
- R-12
- R-16
- R-O



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



LAND USE DESIGNATIONS (CONT'D)

Residential Medium High (RMH)

Density: 8 - 16 du/acre

A mix of residential development types with gross densities of 8 to 16 dwelling units per acre. Duplexes, manufactured home subdivisions and low intensity attached residential development will be integrated with townhomes and low-intensity, multi-family development. Larger multi-family developments and/or small (less than 5,000 square feet) neighborhood retail/service centers may be permitted.

Applicable Zones

- R-4 R-O
- R-5
- R-8
- R-12
- R-16



Residential High Mixed-Use (RHMU)

Density: 16 - 24 du/acre

All types of residential development may be permitted in these areas provided that gross densities are at least 16 and up to 24 du/acre. Modest amounts (dependent on zoning applied but not intended for more than 10% of a development) of service-oriented and retail commercial are allowed in the Residential High Mixed Use Land Use Classification. Higher density residential (and neighborhood retail/service center development) may be permitted.

Applicable Zones

- R-16
- R-24
- R-O
- B-1



Downtown Mixed Use (DMU)

Density: 24+ du/acre

Employment, residential, retail, office/business park uses allowed. A mix of uses (2 to 8 stories), either horizontal or vertical is expected. Residential densities may exceed 24 du/acre.

Applicable Zones

- R-16
- R-24
- R-O
- B-2
- C-1
- MXR – 3, 5, 8
- MXG – 3, 5, 8
- MXS – 3, 5, 8



LAND USE DESIGNATIONS (CONT'D)

Village Center Mixed Use (VCMU)

Employment, residential, service, park and retail allowed. The Village Center is intended to be at a smaller scale (1 – 5 stories and smaller land area) than Downtown Mixed Use. A mix of uses, either horizontal or vertical, is expected unless otherwise designated in an adopted Area or Neighborhood Plan.

Applicable Zones

- R-8 MXR – 3, 5
- R-12 MXG – 3, 5
- R-16 MXS – 3, 5
- R-24 MU
- R-O
- B-1
- C-1



Neighborhood Center Mixed Use (NCMU)

Limited employment, residential, open space and limited retail focused on uses that provide convenience items to immediate neighborhood. Residential uses are encouraged to integrate with commercial uses.

Applicable Zones

- R-8 MXR – 3
- R-12 MXG – 3
- R-16 MXS – 3
- R-O
- B-1
- C-1



Mixed Use Opportunity Corridors (MUOC)

Service, retail and office commercial uses that service the immediate surrounding area with no outdoor storage may be allowed at various locations along the identified corridors.

Applicable Zones

- MXR – 3, 5
- MXG – 3, 5
- MXS – 3, 5



Urban Residential Mixed Use (URMU)

Density: 24+ du/acre

Residential development with minor amounts of service-oriented and retail commercial are allowed (depending on zoning applied, non-residential not intended for more than 10% of a development).

Applicable Zones

- R-16
- R-24
- R-O
- B-1



LAND USE DESIGNATIONS (CONT'D)

Commercial (C)

Permits a wide range of commercial development (office, retail, service, lodging, entertainment) with outdoor storage or operations allowed in some locations. Mixed commercial and residential developments may be encouraged in some areas.

Applicable Zones

- R-O
- B-1
- C-1
- C-2
- MU



Business Park Mixed Use (BPMU)

Business, light industrial, employment-oriented areas with the allowance of multi-family development.

Applicable Zones

- R-8
- R-12
- R-16
- R-24
- R-O
- B-1
- CSR
- BP
- I-O



Commercial Industrial (CI)

Heavy Commercial, offices and light industrial uses with outdoor storage, with some outdoor operations (e.g., office/warehouse uses, auto sales, auto repair shops, lumber yards, light manufacturing, oil and gas businesses). Yard operations may be permitted where adequate screening and buffering can be provided to ensure compatibility with existing and planned development in the vicinity of the proposed use. Residential uses are limited to the business park mixed-use development.

Applicable Zones

- C-2
- MU
- BP
- I-O
- I-1



Industrial (I)

Heavy commercial and industrial operations are predominant in industrial areas. Batch plants and manufacturing uses with outdoor operations are appropriate if developed consistently with zoning regulations. Residential uses are not appropriate.

Applicable Zones

- MU
- I-O
- I-1
- I-2



Airport

Land owned or managed by the Airport Authority are included in the Grand Junction Regional Airport Master Plan. These lands as they are annexed into the City of Grand Junction are zoned Planned Airport Development.

Applicable Zones

- PAD



DENSITY RANGES AND THE BLENDED RESIDENTIAL LAND USE CATEGORIES MAP

The Blended Residential Land Use Categories Map groups or “blends” compatible densities (see Table 1) into three land use categories of Residential Low, Residential Medium and Residential High. This is depicted on the Blended Residential Land Use Categories Map. The Blended Residential Land Use Categories Map and the Future Land Use Map are used in concert and will both be implemented through the zoning map. (Link to Blended Residential Land Use Categories Map)

This overlap allows an appropriate mix of density for a specific area without being limited to a specific land use designation and does not create higher densities than what would be compatible with adjacent development. For example, single family detached housing is the expected housing type in the Residential Low category. In the Residential Medium category the type of housing would range from single family small lot detached to multi-family development including small apartment buildings. In the Residential High category large condominium and apartment complexes would be allowed. Establishing residential housing using these three categories allows for flexibility in the residential market, helps streamline the development process and supports the Comprehensive Plan’s vision and commitment to the establishment of Neighborhood Centers, Village Centers and concentrating compact growth in the City Center.

Market conditions will help establish appropriate residential densities creating a wider mixture of housing type and density, all within the same land use designation. For example, in an area shown as Residential Medium (RM) on the future land use map, a range of densities between four dwelling units per acre and sixteen dwelling units per acre are allowable and should be expected to occur within the next twenty-five years. Differences in neighboring density should transition from one density to the other through the use of buffering and transitioning standards that are incorporated within the City and County zoning and development codes. It is through zoning where specific detail will be implemented.

Table 1: Blended Land Use

BLENDED RESIDENTIAL LAND USE CATEGORIES

Residential Categories	Comprehensive Plan Future Land Use Designations							
	Rural	Estate	RL	RML	RM	RMH	RH	Urban RH
Residential Low (Rural to 5 du/ac)	X	X	X	X				
Residential Medium (4 du/ac to 16 du/ac)					X	X		
Residential High (16 du/ac to 24+ du/ac)							X	X



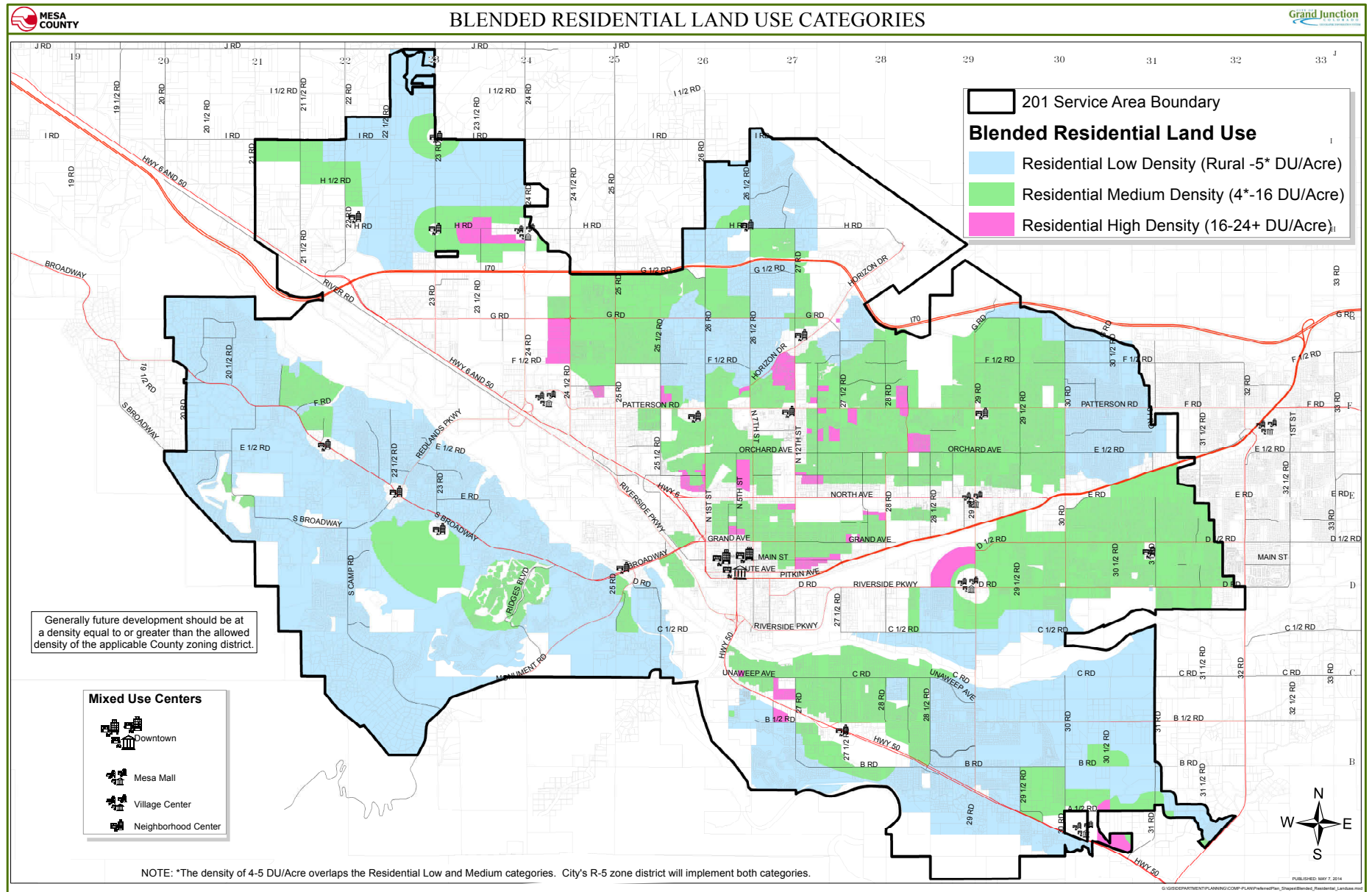


Figure 27: Blended Residential Land Use Categories.



1 CONCENTRATED CENTERS

2 SUSTAINABLE GROWTH PATTERNS

3 HOUSING VARIETY

4 GRAND GREEN SYSTEM

5 BALANCED TRANSPORTATION

6 A REGIONAL CENTER

Introduction Goals & Policies Overview Center Types

A SYSTEM OF CONCENTRATED URBAN CENTERS:
LOCATING SHOPPING AND EMPLOYMENT CLOSER
TO WHERE PEOPLE LIVE, AND VICE-VERSA

CHAPTER CONTENTS

- 1. INTRODUCTION
- 2. GOALS AND POLICIES
- 3. OVERVIEW
- 4. CENTER TYPES
 - Mixed Use Centers
 - A Strong, Vibrant Downtown
 - Village and Neighborhood Centers
 - Mixed-Use Opportunity Corridors
 - Linking Centers
 - Examples of Potential Village Centers
 - Public Improvement Districts in Centers

VISION:

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION:

What does “livable” mean for Concentrated Centers?

- ∞ Vibrancy – lots of things happening
- ∞ Services and shopping are close to where we live to cut down the amount of cross-town traffic, commuting times and to reduce air pollution
- ∞ Increased density in core areas if that can prevent sprawl and encourage preservation of agricultural lands



INTRODUCTION

A key objective of this Comprehensive Plan is to locate shopping and employment closer to where people live. This will reduce traffic congestion, shorten commute time, improve air quality and cost of infrastructure.

The Plan includes an emphasis on mixed-use ‘centers’ as a key growth pattern, accompanied by encouragement of infill and redevelopment, with less external expansion. Chief among the centers is the resurgence of the **City Center** (which includes downtown) as the heart and soul of our community. These concepts represent important new directions in the community’s efforts to balance the pressures for outward growth with the desire to promote infill.

Village Center and **Neighborhood Centers** are the other two types of ‘centers’. Mesa Mall and Clifton are the largest of the Village Centers. The future Village Centers could be smaller in scale and this plan allows flexibility in their location by up to 1/2 of a mile from what is shown on the **Future Land Use Map**.

Neighborhood Centers are smaller in scale with less density and intensity of mixed use, residential and non-residential development. They also may be located up to 1/2 mile from where they are shown on the map. Any changes to the Village and Neighborhood Center’s location beyond 1/2 mile would require an amendment to the Comprehensive Plan.

Centers have many advantages:

- ✧ Allow for a variety of housing types (**Guiding Principle 3: Housing Variety**)
- ✧ Provide sufficient housing density to support alternative modes of transportation (**Guiding Principle 5: Balanced Transportation**)
- ✧ Create walkable neighborhoods that help reduce driving and congestion (**Guiding Principle 5: Balanced Transportation**)
- ✧ Help lessen development pressure on sensitive environments and productive agricultural lands outside the more urban areas (**Guiding Principle 2: Sustainable Growth Patterns**)
- ✧ Add vitality to our City core (**Guiding Principle 2: Sustainable Growth Patterns**)
- ✧ Allow for more efficient services and utilities/infrastructure. (**Guiding Principle 2: Sustainable Growth Patterns**)



*GOALS AND POLICIES: CONCENTRATED
CENTERS*

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

POLICIES:

- A. City and County land use decision will be consistent with the Future Land Use Map. Mesa County considers the Comprehensive Plan an advisory document.
- B. The Comprehensive Plan will prevail when area plans, adopted prior to the Comprehensive Plan, are inconsistent with the Comprehensive Plan.
- C. The City and Mesa County will make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.
- D. For development that requires municipal services, those services shall be provided by a municipality or district capable of providing municipal services.

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

POLICIES:

- A. To create large and small “centers” throughout the community that provides services and commercial areas.
- B. Create opportunities to reduce the amount of trips generated for shopping and commuting and decrease vehicle miles traveled thus increasing air quality.

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

POLICIES:

- A. The City will support the vision and implement the goals and actions of the Strategic Downtown Master Plan (when adopted).



OVERVIEW: CONCENTRATED CENTERS



Figure 28: A Mixed Use Village Center.



Figure 29: A Mixed Use Neighborhood Center.

In recent years, growth and annexation in the Grand Junction area has been primarily in a low density, spread-out fashion that extended unevenly into the surrounding rural areas, resulting in development patterns that are inefficient to serve with public services. Residents want to preserve the extensive agricultural and open space land surrounding the urban area. They also want the benefits of more efficient street and utility services. More compact development patterns will support both of these objectives.

To achieve more compact development, a significant effort will be made to encourage future growth to be focused inward, with an emphasis on **infill and redevelopment** of underutilized land, especially in the core area of the city. Outward growth will continue, but will occur concentrically with pockets of compact development.

Grand Junction already has a variety of centers scattered throughout the community. Most of these are small, with only a gas station and a convenience store. Some are larger commercial areas with a grocery store and/or complementary convenience-oriented shopping (discount shopping, drug store, craft store, dry cleaner, etc.). There are several single-use “big-box” shopping centers (such as Lowe’s, Wal Mart) along major roadways.



CENTER TYPES: CONCENTRATED CENTERS

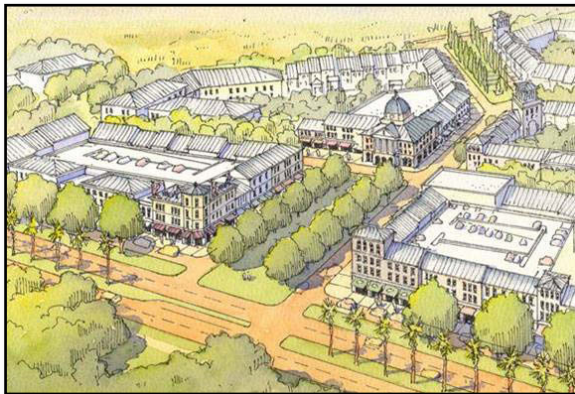
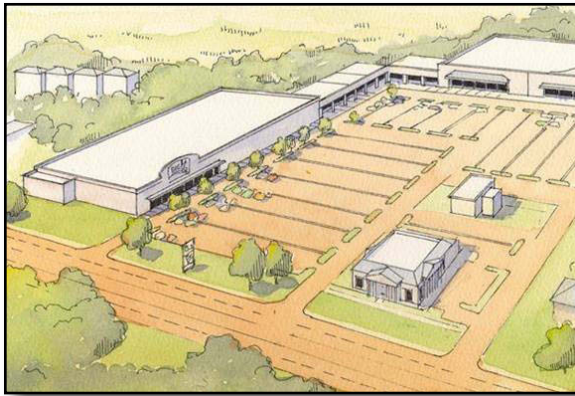


Figure 30: Conversion of a shopping mall to a mixed-use center. (Source: Dover Kohl Architects)

MIXED-USE CENTERS

The Comprehensive Plan calls for three types of centers: the City Center, Village Centers, and Neighborhood Centers.

City Center

The City Center includes the historic square mile of **Downtown**, North Avenue, Colorado Mesa University (formerly Mesa State College) and the medical community in and around St. Mary's Hospital, Community Hospital and Veterans Hospital.

The vision for the City Center is that it will greatly expand—more offices and residential uses in taller buildings and more residential density in the area immediately surrounding Downtown, near Colorado Mesa University (formerly Mesa State College) and along North Avenue.

This growth and development will provide a built-in clientele that will support the expansion of shops and restaurants. Greater intensity and density is also desired for the North Avenue corridor and the medical and education campuses of the community. Improved transit will allow access from the outlying areas even with reduced parking and heavier traffic in Downtown. The key to the success of the City Center, and what differentiates it from the other center types, will be the variety of uses, the critical mass of workers and residents, and a variety of activities and attractions (including access to the River) that give

life, vibrancy and vitality to those areas so that they become an attraction in their own right.

Village Centers

Village Centers are essential to the sustainability of Grand Junction. They provide a second level of shopping and employment close to where people live. The largest of the Village Centers provided for in the Plan will be the Mesa Mall area. Over time Village Centers will transform into mixed-use centers by the added mix of nearby residential uses.

Other Village Centers will be focused around a large grocery store, complemented with other uses. Village Center locations are shown on the **Future Land Use Map**.

Village Centers will vary in size and include other kinds of retail such as home improvement, discount clothing, furniture stores, movie theaters and restaurants as well as residential and office uses. They will have store fronts and face public streets or be located around plazas and other gathering areas. Village Centers contemplated by the Plan will be drive-to destinations but will also have medium-to-high density residential and office uses mixed-in vertically or horizontally. This will allow some residents to live and go to work or shop without driving or using transit.



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

Neighborhood Centers

Neighborhood Centers are indicated by the Plan in a variety of areas throughout the community and will also vary in size. They are identified on the **Future Land Use Map**.

In many cases Neighborhood Centers are merely modest extensions of centers that already exist. They consist from a few buildings to many buildings that may contain medium-to-small grocery stores, drug stores and other convenience-oriented retail such as movie rental, craft stores, professional suites, etc. They are envisioned to have medium density residential uses (town homes, small apartments/condominiums) integrated within, or immediately adjacent to non-residential uses.

These Centers are convenience-oriented, serving the immediate neighborhood as well as some drive-to clientele. Some smaller Neighborhood Centers already exist as convenience stores and are appropriate along specific corridors identified on the **Future Land Use Map** as 'Mixed Use Opportunity Corridor.' Neighborhood Centers need to be tastefully designed to fit in with the character and scale of adjacent residential buildings. In developed areas they sometimes occur as residential buildings (in locations less desirable for living ¹) that are converted to a coffee shop/bakery, insurance office, etc. Some

¹ For example, due to traffic volumes at a busy intersection, or as a transition between residential and employment uses.

Neighborhood Centers will not have mixed land uses and will consist of strip development and/or big-box centers.

Centers have a mix of uses: stores, offices, and often, housing. Residential densities in and immediately surrounding centers are moderately high, and transition (see **Transition of Density**) to blend with the density of existing surrounding neighborhoods.

The most successful mixed-use centers are pedestrian-oriented, where the users and surrounding residents can walk to a destination easily. Centers are the logical location for facilities and schools. Facilities (fire and police sub-stations, schools, etc) and amenities (parks, gathering places) will be located in centers whenever possible. They also help create a synergy of uses that promote vitality in the center such as employees having lunch in nearby restaurants, with their offices close to retail opportunities.

City Center will be the primary center, with strong emphasis on increased density and mixed-use development, which expands horizontally and vertically. The Mesa Mall will continue to be a major shopping destination, especially for a broad range of comparison goods in mid- to high-end stores. Village and Neighborhood Centers will be encouraged in major quadrants of the city to reduce driving for many convenience shopping needs. **Mixed-use development** may occur along **mixed-use opportunity corridors**.

Parks and/or other public gathering places will be needed to meet the needs of center residents. The Comprehensive Plan envisions **parks located in centers**, as well as in adjacent locations, so that most residences will be within a short walk of a park.

Center development will not happen overnight. It will likely happen sooner in areas where the beginnings of a center already exist (such as the City Center, Clifton, Redlands Market Place, Horizon Drive, North Avenue, etc.). The Comprehensive Plan anticipates that existing commercial centers will gradually evolve by adding additional uses to become mixed-use centers. In a number of communities, "big-box" stores (as the single use) reach their typical life expectancy (approximately 15 years) and have been revitalized by adding mixed-use building types such as office and residential. That pattern is envisioned in Grand Junction, even eventually including the transition of the Mesa Mall to a wider range of uses.

In new development, centers will likely occur in phases beginning with higher density residential uses, followed by office and retail development. Traditionally this process has occurred slowly through development and redevelopment to gradually higher intensity of uses. To allow this process to happen more rapidly and cost-effectively will require reserving some areas for center development while the surrounding areas develop first at higher residential densities.



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)



Figure 31: A strong, vibrant Downtown.

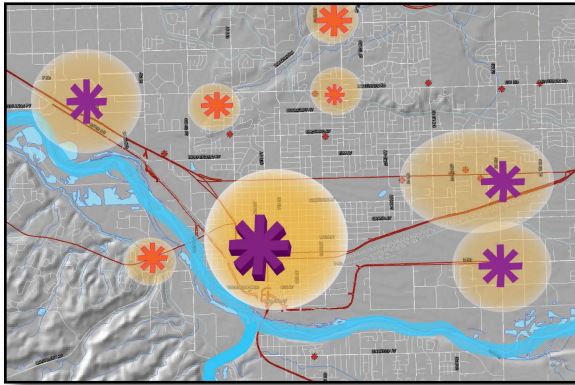


Figure 32: Map of Centers and density gradients.

New centers have the flexibility to move up to 1/2 mile from their location identified on the **Future Land Use Map**. This provision provides the marketplace freedom to help drive where, when and how a center is developed.

The development of centers can be encouraged by several mechanisms: density bonuses, the formation of special districts², a streamlined development review process, public or public/private investments in infrastructure, and enhanced streetscapes.

A STRONG, VIBRANT DOWNTOWN

Downtown Grand Junction is seen as the ‘heart and soul’ of the city and region and plays a very important part in the future growth of the City Center Area. On September 26, 1881 the Grand Junction town site³ was selected and established by Grand Junction Town and Improvement Company. Over its history it evolved into the primary business center of the community. As the community grew, other services expanded and located just outside of the original town site. These services included St. Mary’s Hospital, Community Hospital, and Veterans Hospital with their associated medical community, Colorado Mesa University (formerly Mesa State College), as well as the commercial district along North Avenue.

- 2 Such as a tax increment financing district, business improvement district, or special district for infrastructure.
- 3 The extent of their ownership was one square mile, spanning from 1st to 12th Streets and from North to South Avenues, and known as the “Original Square Mile”.

It is these important services along with downtown that have established Grand Junction as a **regional center** of business and commerce. It is also these attractions that help define the City Center area. They provide the anchor to Grand Junction’s regional draw along with Mesa Mall and other retail and commercial development located in the northwest area of Grand Junction as well as the Grand Junction Regional Airport. They are all in large part the catalyst of Grand Junction’s regional attraction. Downtown Grand Junction plays an important role in the long term growth and brings vitality and vibrancy to City Center.

A community’s downtown is a barometer of its overall quality-of-life. Benefits to the community of a strong downtown are multi-faceted.

- ✦ A thriving downtown is a good recruitment tool for industry.
- ✦ Downtown’s enhancement stimulates the economy and adds jobs.
- ✦ A better downtown increases tourism in the area.
- ✦ Downtown is a good investment (according to the National Historic Trust, every dollar a community spends on downtown revitalization brings in \$30 in new investment).

For all intents and purposes, our Downtown is relatively healthy. However, as part of City Center, Downtown needs to receive its proportionate share



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

of the growth coming to the region--residential, non-residential, institutional and public uses that are well-designed and sensitive to existing uses.

In this Comprehensive Plan, the vision for the Downtown is that it maintains its current role as the prime area for office, financial, retail and government/civic uses. The Downtown is the main center for the region. It is envisioned that the Downtown will expand horizontally and vertically — adding more offices and residences in taller buildings (4-8 stories⁴) which, combined with more residential density in the immediate surrounding area, will provide a ‘built-in’ clientele that will enable the expansion of shops and restaurants. (See [Transitioning of Density](#))

Improved transit will allow access from the outlying areas, reduce parking demand and lessen traffic. ([Guiding Principle 5: Balanced Transportation](#)) Accessory Dwelling Units in historic neighborhoods, (see [Guiding Principle 6: A Regional Center](#) for more information on historic areas) increased densities and intensities of uses in South Downtown and surrounding Downtown (North Avenue, Lincoln Park), mixed-use areas, potential [Transit-Oriented Development](#) in two areas along the railroad line are all components of the vision.

Strategies are needed to keep the Downtown healthy.

- * Keep the Downtown as a regional destination

⁴ *The size of the building should still allow personal contact with the street: where one can see faces or communicate to people on the street from the stories above.*

with a diverse mix of land uses, civic and public amenities, art and cultural facilities.

- * Expand retail and services to capture underutilized parcels and create additional pedestrian-oriented retail activity.
- * Integrate existing historic and cultural amenities into the commercial heart of Downtown.
- * Keep Civic / Public Uses in the Downtown including the many local, state, and federal services and agencies that are employment generators and regional destinations.
- * Encourage [mixed-use projects](#) with retail and/or commercial services on the street level (near high volumes of pedestrian activity) and office or residential uses on the upper floors.
- * Upgrade existing parks and plazas and ensure that publicly accessible plaza and/or park space is incorporated into new large-scale redevelopment projects.
- * Develop guidelines that allow redevelopment while preserving the character (historic and non-historic) that distinguishes individual neighborhoods from other neighborhoods in the City.
- * Enhance the character of the area by improving streetscapes that are vital to maintaining visual continuity.

- * Improve the visibility of signage to make it easier to navigate to Downtown, St. Mary’s Hospital, Colorado Mesa University (formerly Mesa State College) and other destinations in the City Center Area.

To ensure the City Center Area thrives, the Plan encourages [incentivizing development](#) with infrastructure, special fee and/or processing schedule, removing regulation barriers with code revision and public/private efforts for land acquisition and assembling. Plans with more specific action steps for investing in the City Center Area include:

- * [North Avenue Plan](#).
- * Grand Valley Housing Strategy.

VILLAGE AND NEIGHBORHOOD CENTERS

Growth outside of the City Center is to happen concentrically from existing urbanized areas and targeted to Village Centers and Neighborhood Centers. Village Centers are essential to the sustainability of Grand Junction. They provide a second level of shopping and working closer to where people live. Each Center is to have its own identity through design and uses.

Village Centers occur in major quadrants of the planning area. The largest of the Village Centers will continue to be the Mesa Mall area, over time eventually transforming into mixed-use centers by adding residential uses. Other Village Centers will be



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

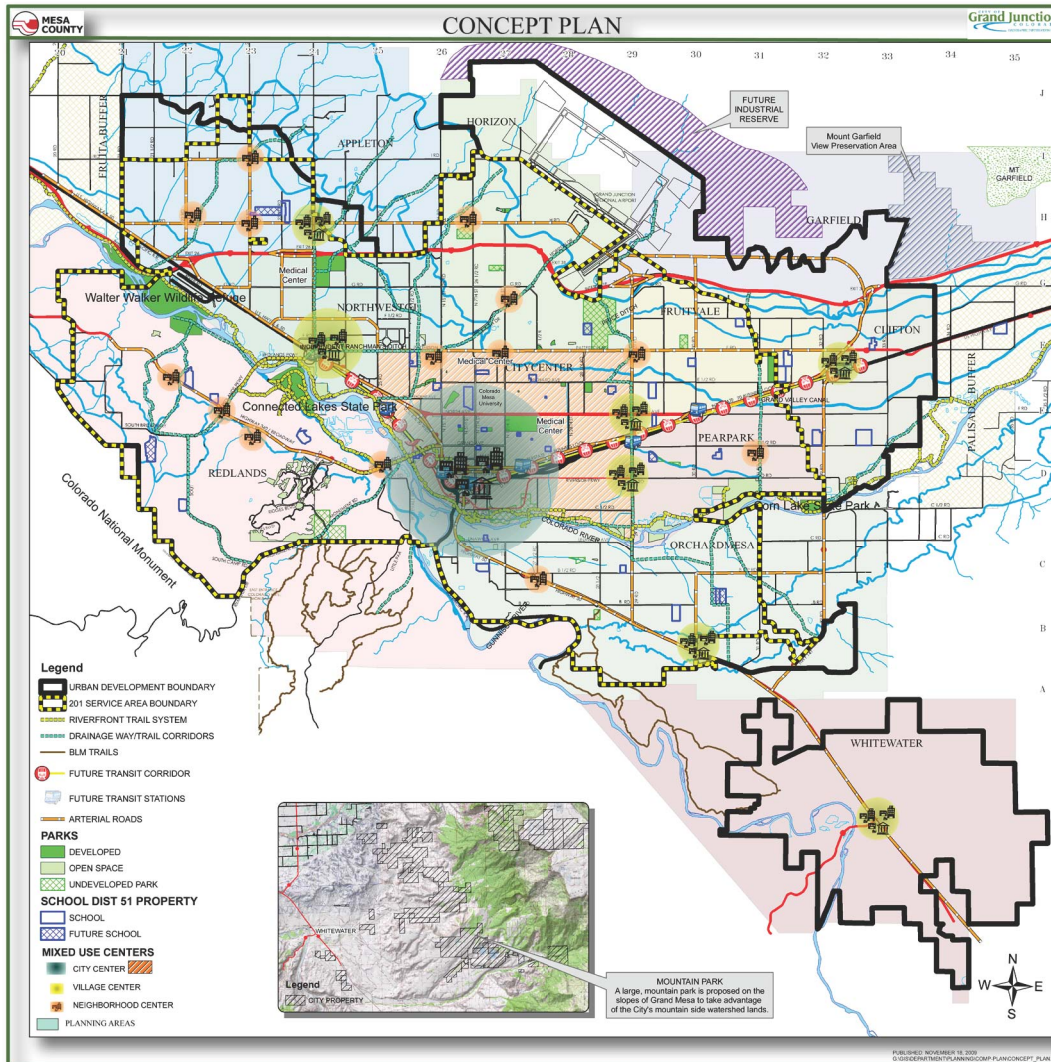


Figure 33: Mixed use centers.

focused around a large grocery store, complemented with other uses such as home improvement stores, small furniture stores, chain restaurants, coffee shops, video rental and other convenience and office uses.

Neighborhood Centers will also have a grocery store focus that will be surrounded by smaller ancillary commercial uses, smaller discount stores, craft stores, restaurants, and specialty stores. In many cases they are merely modest extensions of centers that already exist. They consist of three to ten buildings, one to three stories in height. They will be drive-to destinations, but also have medium-to-high density residential and office uses mixed in vertically or horizontally adjacent in order to provide a close-by clientele that will help sustain the retail. They will have store fronts connected and facing along public streets or around plazas and other gathering areas.

MIXED USE OPPORTUNITY CORRIDORS

Small Neighborhood Commercial⁵ areas and single-use retail/commercial businesses can be created in suitable locations (intersections of collector streets or larger) even though they may not be designated on the **Future Land Use Map**—so long as they are tastefully designed to fit with the character and scale of adjacent residential buildings. Many will be located along Mixed-Use Opportunity Corridors: (as indicated on the FLU map)

✧ Patterson (F Road) - 24 Road to 33 Road

⁵ Such as a “corner store” or residential home on a busy street that is converted to a coffee shop/bakery, insurance office, etc.



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

Table 2: Summary of Center Types

Center Type	Size/Location Characteristics	Examples
City Center (includes downtown)	<ul style="list-style-type: none"> ★ Pedestrian oriented ★ Buildings 4-8 stories tall (with the ability to get taller) ★ Mix of uses including residential (especially on upper floors), professional offices, retail, service, government offices, conference center/meeting venues, hotels, parking garages ★ Amenities such as parks, plazas and other public gathering spaces ★ Civic, financial and office center of region 	<p>Downtown Grand Junction (includes original square mile) North Avenue</p> <p>Colorado Mesa University (formerly Mesa State College)</p> <p>City Center is bound by 25 Road on the west, Patterson (F) Road on the north, 29 Road on the east and the Colorado River on the south</p>
Village Centers	<ul style="list-style-type: none"> ★ Pedestrian oriented ★ Located on or at intersection of major roadways ★ 10 buildings or more; 2-4 stories ★ Mix of uses including large to medium sized stores housing some regional commercial, grocery stores, drug stores and convenience-oriented retail ★ Inclusion of community service providers and facilities: libraries, fire stations, police stations, recreation centers, parks, post office, etc. Parks and schools are typically combined facilities. ★ Broader range of densities including medium to high density residential uses (townhomes, small apartments/condominiums) integrated within, or immediately adjacent ★ Residential densities taper downward (“transition”) gradually to match or compliment surrounding neighborhoods. ★ Individual, unique character for each Village Center 	<ul style="list-style-type: none"> • Clifton at I-70 B and Hwy 6 • Mesa Mall • North Avenue at 29 Rd • 12th Street at Horizon Drive • Whitewater (at Hwy 50 / Coffman) • Central Orchard Mesa - 30 Rd / Hwy 50 • Pear Park at 29 Rd / D Rd • Appleton at H Rd and 24 Rd • North Ave and 29 Rd

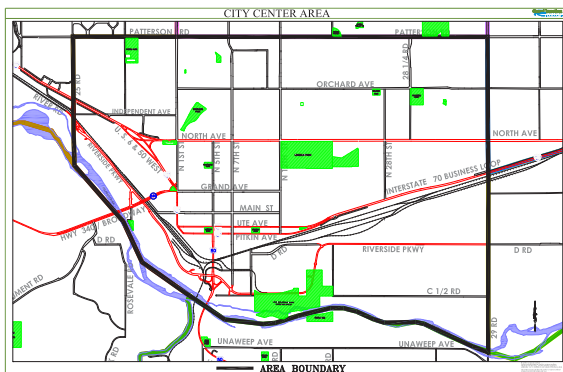




Figure 34: Map of the City Center Area.



Figure 35: Example of a Village Center.



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

Center Type	Size/Location Characteristics	Examples	
<p>Neighborhood Centers</p>	<ul style="list-style-type: none"> ★ Pedestrian oriented ★ Less than 20 acres in area, 3 - 7 buildings per center; 1-3 stories ★ Compatibility with surrounding neighborhoods ★ Mix of uses including convenience-oriented commercial (gas stations, grocers, dry cleaner, bakery, coffee shop); may include service providers and facilities such as fire station, post office ★ Medium density residential uses (townhomes, small apartments/condominiums) integrated within, or immediately adjacent; includes walk-to neighborhood parks, squares  <p><i>Figure 36: Future site of a grocery store at 12th and Patterson.</i></p>	<p>Orchard Mesa</p> <ul style="list-style-type: none"> • UnawEEP and 26 ¾ Rd • 27 Rd and Hwy 50 <ul style="list-style-type: none"> ▪ Hwy 50 and B1/2 Rd ▪ Hwy 50 and 29 Rd ▪ Hwy 50 / Fairgrounds (future) <p>Redlands</p> <ul style="list-style-type: none"> • Hwy 340/Redlands Market Place <ul style="list-style-type: none"> ▪ Hwy 340/Monument Village ▪ Redlands Parkway/Hwy 340 ▪ South Broadway/20 ½ Rd ▪ Hwy 340/23 Rd (future) <p>Northwest Grand Junction</p> <ul style="list-style-type: none"> • 22 Rd and I-70 <p>City Center (greater area) (also see North Avenue Corridor Plan)</p> <ul style="list-style-type: none"> • 1st St and Orchard Ave <ul style="list-style-type: none"> ▪ 12th St and Patterson Rd ▪ 12th St and Orchard Ave ▪ North Ave and 12th St ▪ North Ave and 28 Rd ▪ North Ave and 28 1/2 Rd 	<ul style="list-style-type: none"> ▪ 27 Rd and Patterson Road ▪ 1st St and Patterson Road <p>Horizon Drive</p> <ul style="list-style-type: none"> • Horizon Dr and G Rd • Horizon / I-70 • 26 ½ Rd south of I Rd (future) <p>Clifton – Fruitvale</p> <ul style="list-style-type: none"> • F Rd and 29 Rd • F Rd and 29 ½ Rd • 30 Rd and F Rd • 30 ½ Rd and F Rd • 30 ¾ Rd and F Rd • 32 ½ Rd and F Rd • I-70 B at Hwy 141 • Hwy 141 south of E ½ Rd, • Hwy 141 and E Rd • Hwy 141 south of D ½ Rd, <p>Pear Park</p> <ul style="list-style-type: none"> • 30 Rd and D Rd <ul style="list-style-type: none"> ▪ 31 Rd and D ½ Rd (future) <p>Appleton</p> <ul style="list-style-type: none"> • 23 Rd and I Rd (future) • 22 Rd and H Rd (future) • 23 Rd and H Rd (future)
<p>Neighborhood Commercial</p>	<ul style="list-style-type: none"> • Corner store • 1 - 3 buildings • Retail or office on street level, may include office or residential above 		

CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

Center Type	Size/Location Characteristics	Examples	
Retail / Commercial Centers	<ul style="list-style-type: none"> Strip development, big-box centers and small commercial corners (typically one use – commercial / developments) 	Various locations (see Land Use Map)	
Mixed Use Opportunity Corridor Development	<ul style="list-style-type: none"> * Corner store * 1 - 3 buildings * Retail or office on street level, may include office or residential above 	<ul style="list-style-type: none"> Hwy 141 south of E ½ Rd Hwy 141 and E Rd Hwy 141 south of D ½ Rd Hwy 50 and 29 Rd F Rd and 29 ½ Rd 30 Rd and F Rd 30 Rd and D Rd 30 ¾ Rd and F Rd 32 Rd and F Rd 	
Retail / Commercial Centers	<ul style="list-style-type: none"> * Strip development, big-box centers and small commercial corners (typically one use – commercial / developments) 	Various locations along major roadways and at high volume intersections (see Land Use Map) <ul style="list-style-type: none"> Horizon and I-70 22 Rd and I-70 I-70 B between 24 ½ Rd and 1st St I-70 B between 31 ½ Rd and I-70 	<ul style="list-style-type: none"> UnawEEP and 26 ¾ Rd South Broadway and 20 ½ Rd 12th St and Orchard Ave



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

- * 29 Road - US Hwy 50 to I-70
- * 30 Road - D Road to F Road
- * 32 Road - D Road to F Road

In developed areas they sometimes occur as residential buildings (in locations less desirable for living⁶) that are converted to a coffee shop/bakery, insurance office, etc. The locations of small neighborhood commercial areas will be determined by specific rezoning and site plan review.

In addition to mixed-use centers, some traditional single-use, “big-box” shopping and strip commercial centers are anticipated to remain along major roadways and at high volume intersections.

LINKING CENTERS

If there is adequate surrounding population, transit may be used to link the individual centers and provide alternative modes of transportation. (Guiding Principle 5: Balanced Transportation) As the City Center receives infill development, multiple high frequency bus routes can serve the core area. With the realization of Village Centers, relatively high frequency bus circulation can link them to the City Center and each other. Low frequency service may be provided to surrounding areas. The Plan also reserves a transit

⁶ For example, due to traffic volumes at a busy intersection, or as a transition between residential and employment uses.

corridor along the Union Pacific Railroad corridor that may eventually link Clifton to the Downtown and Mesa Mall areas. For more information on linking the centers, please see **Guiding Principle 5: Balanced Transportation Criteria for Locating Centers**.

The **Future Land Use Map** shows general locations for the future Village and Neighborhood Centers. The location for a future center is granted on a first-come first-serve basis. The location can be within 1/2 mile of where the Center is designated on the Future Land Use Map and is set when a mixed-use, commercial or high density project is approved through site plan review. The criteria for locating a Center are given in the **Center Types** section.

EXAMPLES OF POTENTIAL VILLAGE CENTERS

The Clifton Old Town area is an example of a future Village Center. Many elements of a center exist there today: residences, schools, commercial. Over time, as the surrounding area grows, a Village Center will evolve. Design standards have been created (by Mesa County) for the **Old Town Clifton Area** and include: building form (such as height, setback, orientation), architecture, street furniture, lighting, and mix of uses. The plan for the center includes a mixed-use area and an area for the continuation of typical commercial uses. The plan creates an overall balance of density

between existing (higher) and new (medium to low) residential classifications.

Whitewater is envisioned as a new “urban community” where people live, work, and play. Future land uses proposed by Mesa County include approximately 7,500 homes. A mixed-use center, near the existing commercial area, will allow a range of densities that average out to a medium overall density. The mixed use area will provide for day-to-day convenience needs (laundromat, coffee shop, daycare center, medical offices, etc.) office and other commercial uses. A more typical commercial area is designated to the south of the mixed use area and medium density residential is located across the highway. The plan also includes industrial uses and low density residential to estate residential densities. Design guidelines have been created to help bring about the vision described in the goals for the area.



Figure 37: Village Center Concept.



CENTER TYPES: CONCENTRATED CENTERS (CONT'D)

A **Village Center** has been tentatively proposed for property owned by Colorado Mesa University (formerly Mesa State College) near 29 Rd and D Rd. Plans for the project include residential, commercial, retail and industrial components. Determination has not been made as to whether the project will be horizontally or vertically mixed.

For more information on centers, please refer to the [City's](#) and [County's](#) websites:

- ★ **Whitewater Community Plan**
- ★ **Clifton-Fruitvale Community Plan**
- ★ **North Avenue Corridor Plan**

District. The monies raised through the levy and sales tax are used to pay for the urban services as the unincorporated Center grows.

PUBLIC IMPROVEMENT DISTRICTS IN CENTERS

Mesa County requires creation of Public Improvement Districts (PID) for public urban service provisions in Centers located in unincorporated areas of Mesa County. These districts are formed to provide urban services, such as sewer (where a sanitation district does not exist), street lights, parks, additional public safety coverage, street sweeping and other urban services that are not offered by Mesa County. An urban services PID allows the identified district to establish a mill levy in the district and a sales tax upon approval of a ballot question in a general election by property owners in the proposed Public Improvement

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SUSTAINABLE GROWTH PATTERNS

CHAPTER CONTENTS

1. INTRODUCTION
2. GOALS AND POLICIES
3. OVERVIEW
 - Benefits and Importance of Maintaining our Role as a Regional Center
 - Oil and Gas Development
 - Tourism
4. GROWTH PROJECTIONS AND ALLOCATION WITHIN THE GRAND JUNCTION VICINITY
 - Growth Projections
 - Demographic Breakdowns
5. COST OF SERVICES RELATED TO SPRAWL
 - Cost of Infrastructure, Services
 - Efficiencies of Service
 - Cost of Development

VISION

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION

What does livable mean for Sustainable Growth Patterns?

- ◆ Fiscally sustainable development
- ◆ A healthy economy
- ◆ Growing tourism and agri-tourism as part of our economy



INTRODUCTION



Figure 38: New 5-story mixed-use development on North Avenue.



Figure 39: Retention of agriculture and other aspects of our community is one goal of sustainable growth patterns.

Fiscal Sustainability - where we grow efficiently and cost-effectively. It means that we avoid growth patterns that cause disproportionate increases in the cost of service such as irregular boundaries that force police, street sweepers, parks maintenance, and other service providers to travel long distances between areas of service. This means much of future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land, especially in the City Center. Growing inward (infill and redevelopment) allows us to take advantage of land with services. Outward growth that does occur should be contiguous with existing urbanized areas so that it can develop in a fiscally efficient manner. Please see the [2008 Fiscal Analysis Study](#) done by BBC Consulting.



GOALS AND POLICIES: SUSTAINABLE

GROWTH PATTERNS

Goal 2: To maintain community separators (buffer areas) between Grand Junction, Fruita and Palisade which define these distinct communities.

POLICY:

A. The City and County will support the Intergovernmental Agreement (IGA) for the Cooperative Planning Areas of Grand Junction/Fruita/Mesa County and Grand Junction/Palisade/Mesa County.

Goal 6: Land use decisions will encourage preservation of existing buildings and their appropriate reuse.

POLICY:

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

Goal 7: New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering.

POLICY:

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



OVERVIEW: SUSTAINABLE GROWTH PATTERNS



Figure 40: Growth in the City and the County have been multi-faceted and in many sectors.

Over the past two decades, Grand Junction and Mesa County have experienced an extended period of sustained economic expansion, largely due in recent years to the result of increased regional natural gas development. The Grand Junction and Mesa County economies are multi-faceted and growth has been occurring in many sectors for both governments. The sectors experiencing the largest growth from 1970 to 2000 include construction, services, finance, insurance, real estate, and wholesale and retail trade. The community also strongly benefits from tourism, retiree migration, regional services and supply distribution operations.

BENEFITS AND IMPORTANCE OF MAINTAINING OUR ROLE AS A REGIONAL CENTER

The City of Grand Junction is the largest municipality on Colorado’s Western slope and traditionally has served as a regional service center for a large portion of Western Colorado and parts of eastern Utah. Grand Junction provides key consumer and business services, including health care, higher education, business support and professional services, and competitive retail goods to a seven county influence area.

The main reason that being a regional center is important to our future is that the majority of our public revenue is generated by sales tax ¹.

As a regional center, we currently enjoy above-average sales tax production for a city of our size— about 46% of sales tax revenue in 2007 is from non-city residents. We have a significant influx of people—for business, tourism, and shopping—from whom we receive sales tax revenues but for whom we do not provide a full range of services. This allows us to provide our own residents with a higher level of services than would otherwise be possible.

Being a regional center allows us to provide high quality services and amenities to our community. At the same time, it is the quality and attractiveness of our community that reinforces the attraction of regional visitors and businesses to the area. This gives our community funding to reinvest in our quality of life and in improvements to the community that will continue to make Grand Junction the most livable city west of the Rockies. (See **Our Vision**) Thus, it is a high priority (a guiding principle of the Plan) to retain and nurture our role as a regional center over the long term. (**Guiding Principle 6: A Regional Center**)

¹ In 2007, about 64% of General Fund revenues were from sales tax (the statewide average is about 48%) and total city sales and use tax revenue grew by nearly 12% from 2006 to 2007.



OVERVIEW: SUSTAINABLE GROWTH PATTERNS (CONT'D)

OIL AND GAS DEVELOPMENT

Since the turn of the century, the region has realized an increase in oil and gas development. Energy development in Western Colorado is mainly happening in areas to the north and east of Mesa County, but Grand Junction will likely continue to be the center for regional services and the hub for industry-related commerce. Grand Junction, with the help of the regional airport, has attracted a large share of the management, consulting and regional supply side of the area’s energy development industry. This growth of basic jobs stabilizes the local economy and is expected to produce continued general growth in retail, professional services and other regional service industry sectors as the economy recovers.

Although the energy extraction sector has only attributed about 6 percent of local basic employment, it is likely that that figure under-represents the industry’s broader impact. Many businesses that are classified as manufacturing, household direct or regional services are closely affiliated with the energy extraction industry and rely on the industry’s spending for success. As a result, the impact of natural gas extraction is not fully captured in the State’s classifications.

Gas development is affected by the national economy and changes in markets, other supply sources or other factors have curtailed development sooner than expected.

TOURISM

Tourism has become an important aspect of our economy. This should not be a surprise due to our beautiful setting and numerous activities including mountain biking, skiing, hiking, whitewater rafting and wine tasting.

Tourism, broadly defined, makes up about 15 percent of the economic base of Mesa County in terms of overall employment. According to the State Demographer, there were approximately 5,700 direct tourism jobs in the county based on 2006 employment data. Tourism jobs include both activities associated with traditional short-term visitors and economic activity associated with second homes in the region. Tourism jobs span numerous business sectors, with the largest number of jobs in food services, accommodations, construction and retail.

How we grow as a community can influence tourism:

- * **Compact growth** helps remove development pressure on orchards and vineyards.
- * Investing in and expanding our **trail system** attracts cycling enthusiasts.
- * **Enhancing the downtown** attracts visitors to the City Center.
- * **Protecting landmarks** ensures future visitors enjoy the same beauty as current visitors

To promote tourism, the **Grand Junction Visitor and Convention Bureau** markets the Grand Junction area and acts as a liaison among visitors, accommodations, facilities, and tourist-related businesses.

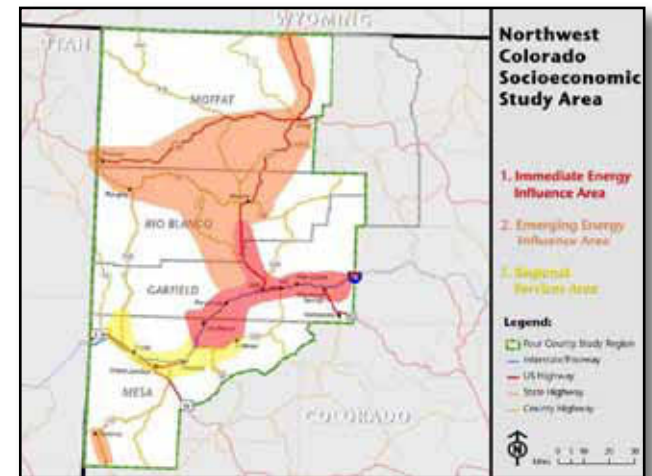


Figure 41: Oil and gas influence area. Source: BBC Research & Consulting 2008 NW Socioeconomic Study

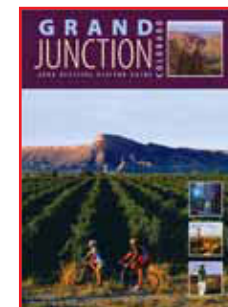


Figure 42: Grand Junction Visitor's Guide.



GROWTH PROJECTIONS AND ALLOCATION WITHIN THE GRAND JUNCTION VICINITY

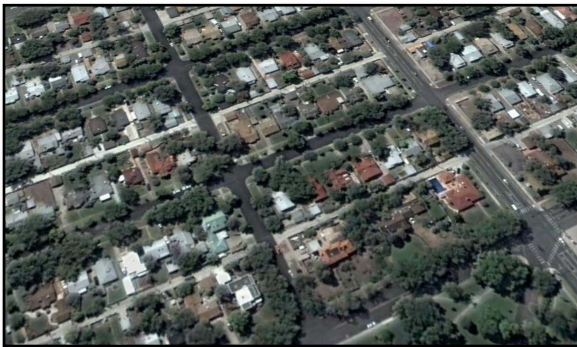


Figure 43: Medium density residential area.

GROWTH PROJECTIONS

In 2007, Grand Junction had an estimated population of 55,000 persons. Mesa County contained approximately 142,000 residents. Over the past 36 years, the population of Grand Junction has grown by almost 160 percent. This represents a compound annual growth rate of 2.6 percent, compared with 2.2 percent across the state as a whole. Over the same period, Mesa County grew by roughly the same rate as Grand Junction.

The population of the Grand Junction vicinity is expected to nearly double by 2035. This results in an additional 41,000 housing units in the planning area. The growth projection of the area is based on City and County staff analysis of State Demographer data, Regional Transportation Planning Office (RTPO) modeling, building permit trends, economic / industry trends.

If we want to preserve our quality of life, we need to plan for that growth so we can maximize benefits and minimize undesired effects.

DEMOGRAPHIC BREAKDOWNS

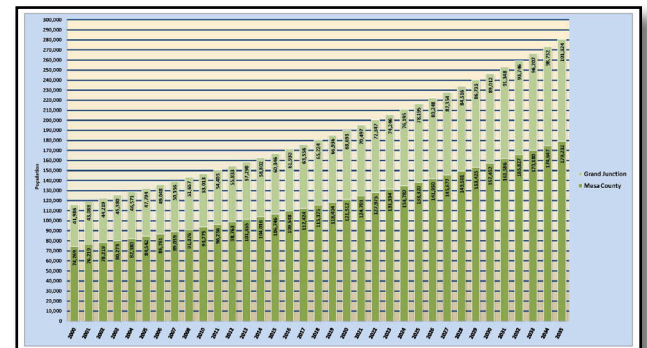
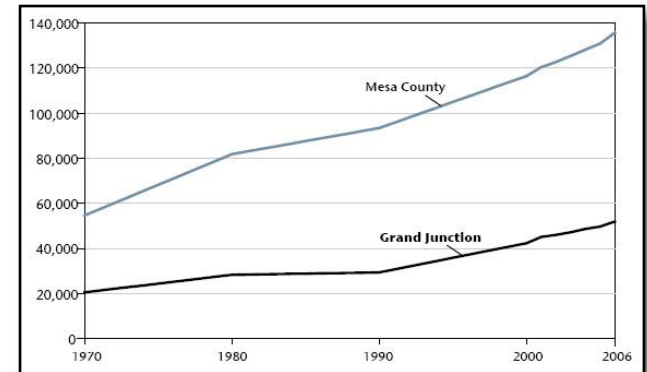


Figure 44: Grand Junction and Mesa County Population Projections 2008 - 2035.



COST OF SERVICES RELATED TO SPRAWL - IMPORTANCE OF COMPACT GROWTH



Figure 45: Mixed-use Center with gathering areas, retail, offices and residential units.

We have seen the benefits from monies collected from outside sources that supplement our city budget. We also know that regional, national or global economic trends can affect us. Therefore, we need to spend community financial resources wisely, particularly for infrastructure and public services. It is prudent to increase the efficiency of infrastructure and public services through a compact land use pattern that is more sustainable over time – one that helps us increase the efficiencies of our services and leverages our infrastructure. This Comprehensive Plan includes an emphasis on mixed-use ‘Centers’ as a key growth pattern, accompanied by encouragement of infill and redevelopment more than external expansion. These concepts represent important new directions in the community’s efforts to balance the pressures for outward growth with the desire to promote infill and efficient services. (Land Use)

COST OF INFRASTRUCTURE, SERVICES

Although some City service costs are not closely tied to urban expansion (e.g. administration), there are many capital costs (utilities, street maintenance, public safety, for example) that are sensitive to the type and location of growth. Generally, when growth occurs in lower densities, service providers incur disproportionate additional costs such as repairing and resurfacing roadways; cleaning and inspecting longer sewer lines; longer roads to plow snow and sweep; and longer trips for police, fire, building

inspectors, school buses and parks maintenance crews, when compared to more compact urban land use patterns. These costs may not appear immediately (for example, it is usually several years before repaving is required), but they eventually add additional operating and capital replacement costs borne by the City, County and other service providers.

EFFICIENCIES OF SERVICE

The growth pattern that has occurred over the past decade has led to a tentacle-like city limit where, in some areas, it is difficult to know whether or not a property is within city limits. This increases administrative costs and reduces quality and efficiency of service. For City service providers, this issue has become an increasing concern and a more uniform, compact pattern of growth is desired over the next planning period.

COST OF DEVELOPMENT

Promoting greater residential density and mixed-use projects allows a savings in private development costs through land and capital investment efficiencies that have the potential to reduce per unit housing costs. If a large tract of land purchased at a fixed cost can accommodate additional residential and business activity, the per unit cost of land as well as per unit on-site water, sewer and road investments will decline proportionally.



*GREATER HOUSING VARIETY FOR ALL LIFE STAGES, PRICE POINTS -
HOUSING FOR A DIVERSE ECONOMY AND DIVERSE COMMUNITY*

CHAPTER CONTENTS

1. INTRODUCTION
2. GOALS AND POLICIES
3. OVERVIEW
 - A Variety of Price Points for the Full Spectrum of Incomes in a Diverse Economy
 - Rising Housing Costs vs. Income
 - Lack of Housing Choices
 - Variety of Choices for Life Stages in a Diverse Community
4. COMPREHENSIVE PLAN RECOMMENDATIONS
 - Range of Housing
 - Mix of Densities and Unit Types
 - Public and Private Cooperation
 - Land Banking
 - Draw Upon Tools and Best Practices Used in Other Communities
 - Implementation

VISION:

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION

What does livable mean for Housing Variety?

- ◆ A diversity of housing for a spectrum of incomes
- ◆ A broader mix of housing in every neighborhood



INTRODUCTION

Over the past decade, coinciding with population growth and despite an increase in the number of housing units, Grand Junction has seen an escalation of housing prices. Finding adequate housing at a manageable cost was a top concern from Comprehensive Plan stakeholders across the board, regardless of special interests or background. Cost of housing impacts the ability of employees to remain in or relocate to the region. With growth comes new pressures to make sure that housing is available in price ranges that are consistent with local wages.

To meet the goals for housing, the main strategies are:

- * Range of housing;
- * Mix of densities and unit types;
- * Public and private cooperation;
- * Land banking;
- * Draw upon tools and best practices (reference tools) used in other communities; and
- * Implement the recommendations and conclusions of the recently completed **Grand Valley Housing Strategy**.

GOALS AND POLICIES: HOUSING VARIETY

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.

POLICIES:

- A. In making land use and development decisions, the City and County will balance the needs of the community.
- B. Encourage mixed-use development and identifications of locations for increased density.
- C. Increasing the capacity of housing developers to meet housing demand.



Figure 46: A single-family subdivision.



Figure 47: Fountain Greens is a mixed-density residential development at 25 Rd and G Rd.

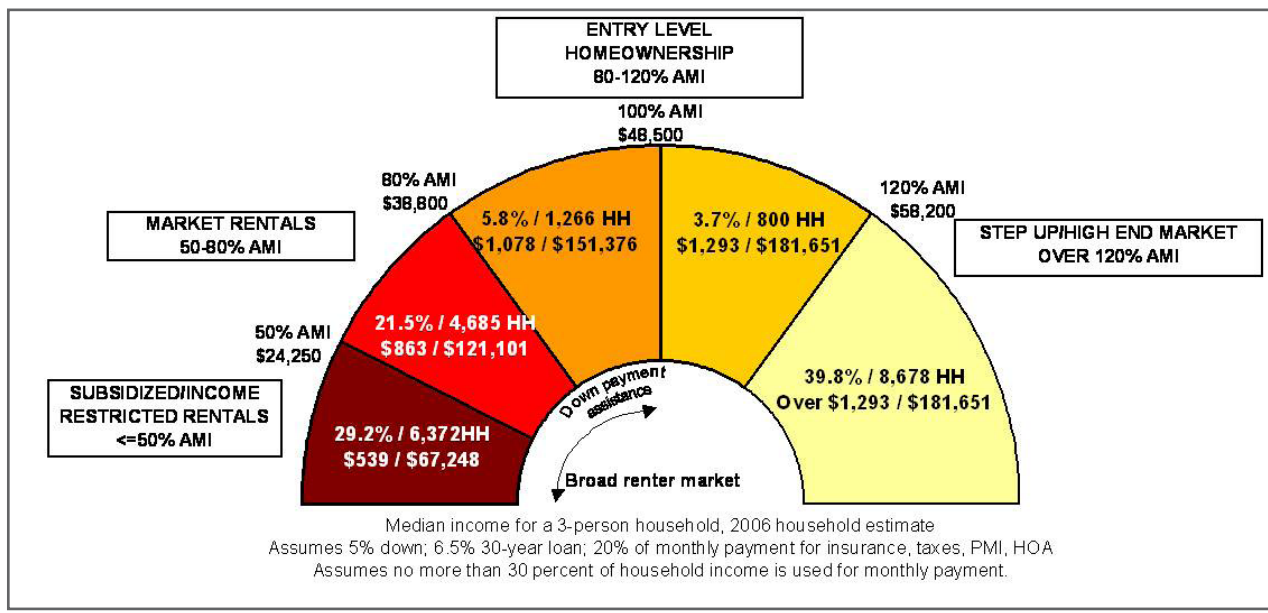


OVERVIEW: HOUSING VARIETY

In 2000, Grand Junction had approximately 20,000 housing units¹. Between 2000 and 2006, Grand Junction housing units increased by 28 percent, which amounts to 4.1 percent per year. These figures document that the Grand Junction region outpaced the state in the rate of growth (2.7% per year) over the past several years.

Grand Junction has seen an escalation of housing prices. As of 2000, housing prices in Grand Junction were similar to Colorado Springs and Pueblo. By 2007, Grand Junction home prices were higher on average than their Front Range counterparts by a wide margin².

Finding adequate housing at a manageable cost was a top concern from Comprehensive Plan stakeholders. Representatives from St. Mary's Hospital, Colorado Mesa University (formerly Mesa State College), the School District, City of Grand Junction and Mesa County (to name a few) all commented that the cost of housing was impacting the ability of employees to remain in or relocate to the region.



A VARIETY OF PRICE POINTS FOR THE FULL SPECTRUM OF INCOMES IN A DIVERSE ECONOMY

As Grand Junction moves into the future, we must remember to provide housing for the entire workforce to ensure these job positions that support our economy can be filled. Having a multi-faceted economy and being a regional center, we have a spectrum of jobs: commercial, retail, hospital, education, agriculture, financial offices, etc. as well as tourism-related services. This results in a spectrum

Figure 48: Housing Price Index.
Source: RRC Associates.

¹ Source: Colorado Department of Local Affairs

² According to the housing price index calculated by the Office of Federal Housing Enterprise Oversight, which is useful in comparing housing affordability across regions or within one region over time.



HOUSING VARIETY OVERVIEW (CONT'D)

of incomes that need housing. We expect that job growth will occur throughout all income categories, and housing demand will grow not just in the high income categories but also for service workers, retirees and students.

With growth comes new pressures to make sure that housing in price ranges consistent with local wages is available. To deal with local housing issues, public and private cooperative efforts will need to increase, the role of existing agencies will need to expand, and new organizations will likely be created to deal with encouraging and monitoring local housing programs.

“Affordable housing” in Grand Junction is generally defined as:

A housing payment (rent or mortgage) that does not exceed 30% of a household’s gross monthly income (excluding utilities), for a home that is of a sufficient size to meet the needs of the household.

This definition applies to households across a wide range of incomes, indicating that affordable housing issues can impact residents at the low end of the income spectrum, as well as at higher incomes³.

³ The term “affordable housing” is not synonymous with “low-income housing,” a term that is sometimes used to describe many federal programs where housing costs that exceed 30% of gross income are subsidized.

Incomes are defined in terms of the area median income (AMI). For the Grand Junction area⁴, the AMI was \$55,000 in 2008⁵. As a ‘median’ this indicates that 50% of 4-person households make more than \$55,000 and 50% make less. Typically, the AMI income guidelines are used to establish targets for different housing efforts (including local, state and federal programs). For example, one program may focus on families earning 40 to 80% of AMI whereas another may focus on those earning 100% to 120% of AMI.

RIISING HOUSING COSTS VERSUS INCOME

In recent years the cost of housing in Grand Junction has significantly outpaced household incomes, causing an increased affordability gap. For example, over the past five years while the area median income increased by 21%, the median single family home sale price increased by about 73%, and the median price for all residential units increased about 50%. This trend is not unique to Grand Junction; in fact, it is present in many Colorado communities where a high quality of life, coupled with rapid growth, has driven housing costs higher.

In the past, western Colorado has experienced a number of boom/bust cycles. Even through the ‘bust’ cycles, housing costs have not reduced more than

⁴ Metropolitan Statistical Area (MSA)

⁵ As determined by the US Department of Housing and Urban Development for a 4-person household

incomes, and often less. Therefore, if incomes continue to lag behind housing costs, and affordable housing is not available in Grand Junction, a growing percentage of the working families in our community will be forced to commute greater and greater distances from less expensive housing in outlying communities. Increased commuting will have significant impacts on traffic congestion, air quality, economic benefits and worker satisfaction.

Given that Grand Junction’s retail and service job base is heavily dependent on middle and modest income workers, how the community addresses housing will affect other aspects of our quality of life.

LACK OF HOUSING CHOICES

The affordable housing problem in Grand Junction is compounded by the lack of diversity in the local housing stock. The vast majority of the housing units in Grand Junction today are detached single family homes. (**Grand Valley Housing Strategy**) This low density development pattern increases the cost of housing. There are relatively few apartment units (compared to many other communities) and the overall density of residential development in Grand Junction is also low. Having a limited product creates a problem for our community to meet its goal of providing housing for all income levels. The Comprehensive Plan encourages a broader range of housing in locations dispersed throughout the community.



HOUSING VARIETY OVERVIEW (CONT'D)

VARIETY OF CHOICES FOR LIFE STAGES IN A DIVERSE COMMUNITY

Over and above affordability issues, Grand Junction also lacks housing products to meet the full range of needs of changing demographics. Our community is made up of many generations, many backgrounds and many varying interests.

With the variety of people in our valley, it is not surprising that no one housing type (single-family residential units) provides everyone with the housing fit for their life stage, and it is imperative that we look to diversify the available housing choices in the future.

As individuals and families move through life, their housing needs change. Grand Junction has become well established as an attractive community for older households. Demographic data suggests that a large share of Grand Junction residents will be retiring in the next decade and the city will likely continue to enjoy an influx of retirees from elsewhere. In other parts of the country, retiring Baby Boomers have shown an interest in alternative forms of housing and more “urban” living patterns where housing upkeep does not require large amounts of time.

As energy becomes more expensive, transportation costs rise, and demographics change, the private market is starting to move toward smaller homes, infill and compact development that allows

reduced commute times. Many of our development regulations are based on low density, suburban growth and in some cases discourage these new types of development. Under these circumstances, providing



Figure 49: A 10-story mid-rise residential project located within a Center.



Figure 50: Attached single-family units.

opportunity for a variety of housing types (including higher density units) is simply sound planning in preparing to accommodate market pressure.

A broader range of housing choices will help Grand Junction stay competitive in the region and nation as an attractive place for people of all ages to locate and live.



WHAT THE COMPREHENSIVE PLAN

RECOMMENDS: HOUSING VARIETY



Figure 51: Higher density housing, such as duplexes and townhomes are encouraged.

In Grand Junction, existing housing programs have typically targeted renter households making 50% or less of AMI. Based on housing data evaluations, households with incomes greater than 120% of AMI are identified as generally not needing assistance in Grand Junction. The portion of the community that does not have assistance now but is increasingly becoming unable to afford housing in Grand Junction are those with incomes between 50 and 120% of AMI. The Comprehensive Plan targets this group in its housing policy efforts. It is recommended that an expanded role for the Grand Junction Housing Authority and/or similar organization be considered in order to deal with existing and anticipated housing affordability issues.

In addition to expanding the range of households that receive housing assistance of various types, the Comprehensive Plan has also identified the need to encourage more diverse housing products.

The Comprehensive Plan adds additional residential land use types to respond to the magnitude and housing preferences of the regional growth anticipated. As we implement the Comprehensive Plan, our residential land use will become more diverse, having more variety in types of rental housing and housing for sale. Some housing options will be at higher densities and have different land use patterns from those that exist today – particularly in the City Center and Village Center areas where a mixed-use development pattern makes more efficient use of

land and thereby reduces housing costs. The Plan also provides direction for distributing growth to bring shopping and residential uses closer to where people live. As a result, the plan will encourage new and infill residential development where it will serve the long term needs of the community.

RANGE OF HOUSING

The wider range of housing types and price levels needed by the full spectrum of Grand Junction’s residents is addressed by the land use pattern and densities proposed in the Comprehensive Plan. In addition to the traditional single family homes, which will continue to be provided, additional housing choices for Grand Junction will also include:

- * Small lot single family homes, with a range of floor areas on a mix of lot sizes;
- * Duplexes;
- * Town homes;
- * Condominiums;
- * Apartments with a range of unit sizes, designed for retirees as well as students and less affluent households; and
- * Accessory dwelling units (residential units above a garage).



WHAT THE COMPREHENSIVE PLAN RECOMMENDS (CONT'D)

MIX OF DENSITIES AND UNIT TYPES

In the past, most developments in Grand Junction have been comprised of a single density and a single house type (such as single family). The Comprehensive Plan encourages new residential neighborhoods that will contain a mix of densities and housing types to provide the vitality, variety, and sense of community that currently exists in older parts of Grand Junction. Providing a mix of housing types within each development distributes the various housing types throughout a neighborhood and community, which means a variety of family types and incomes can live within proximity of schools, churches, convenience centers, and other facilities and amenities. It also avoids creating ‘enclaves’ of just one type of housing. A variety of housing options in a development also has the benefit of allowing families and individuals in different life stages (young families, empty-nesters, retirees) to coexist in neighborhoods. It permits residents that have established long-term ties to a neighborhood to move to a larger or smaller home without having to move to another neighborhood.

Density is typically calculated in terms of “dwelling units per acre” –the more units per acre, the higher the density. For example, for single family homes the larger the lot, the lower the density.

Transition of Densities

As a mix of housing types are provided and density increases in areas, it is important to avoid abrupt differences in densities and compatible land uses. A transitioning of residential densities and housing types or “blending of densities” should be applied. For example, if an existing property has been developed at 3 units per acre and a new adjacent development is granted a density of 8 units per acre, the new development along the common property line should mitigate impact by adding buffering with transition areas such as increased setbacks between the uses, gradual changes in building mass, and significant landscape planting. The residential uses adjacent to commercial, industrial, or business uses should generally be designated as medium or higher densities.

Importance of Design

When developing mixed-density and higher density projects, design becomes an important aspect. The goal is to build attractive and functional areas for our community; places where residents feel safe, comfortable and enjoy living. We also want to ensure that these more intense developments blend various density types and uses compatible with each other and with their surrounding neighborhoods. This requires adherence to design principles that are not necessarily the same as might apply in traditional single-family developments—such as scaling small

apartment/condo units to blend comfortably with adjacent single family homes and townhomes, mixing and matching home types on lots that have the same depth, achieving ‘just enough’ variety, providing small plazas and sitting areas, and avoiding too many driveways over sidewalks.

Infill Development

Infill development on vacant and underutilized land in City Center, at higher densities, will significantly increase housing affordable to workers. The Village and Neighborhood Centers designated in the Comprehensive Plan offer housing types that will be affordable to workers through higher densities and housing-over-stores spaces. Being in walkable centers that are near transit further impacts affordability by lowering the total cost of living. Retention of existing housing stock is also a means to retain an affordable product.

PUBLIC AND PRIVATE COOPERATION

There is a role for both the public and private sectors in the creation of the diverse housing stock, as envisioned. The City and County should actively look for opportunities to expand the capacity of both private and public entities in Grand Junction to encourage the production of housing at a variety of price points.



WHAT THE COMPREHENSIVE PLAN RECOMMENDS (CONT'D)

This can be accomplished by:

- ✧ *Better addressing home ownership opportunities*

There is presently only one local agency in Mesa County that focuses on creating ownership opportunities. Their grant funding is restricted to areas outside of Grand Junction city limits. The Comprehensive Plan anticipates that there will be significant growth over time in middle income households, of which a significant percentage will be candidates for first time or “move up” housing. Additional study is needed to actively evaluate this need and work toward creating the organizational capacity to address the demand in Grand Junction.

- ✧ *Demonstration projects to show new solutions to housing affordability*

These situations are anticipated in the Village Centers as well as in a variety of other locations throughout the planning area. In these areas the City and County should consider a range of tools including potential financial assistance, regulatory flexibility and education and marketing assistance to encourage the success of new developments that meet community goals as expressed in the Comprehensive Plan.

- ✧ *Create a different type of planning process for larger “projects,” including a combination of more incentives and regulatory oversight*

There are a number of larger parcels (10 acres or more) in areas subject to change, the development of these could fulfill multiple goals of this Plan. To encourage affordable housing in these areas, a new and broader set of planning considerations will need to be applied to these larger development parcels. These planning standards are anticipated to provide more flexibility to address mixed-uses and higher densities. However, corresponding requirements need to be used to preserve the affordability of housing created through this program over time.

LAND BANKING

As opportunities present themselves, both the public and public/private sector will strategically acquire land for housing. The Comprehensive Plan can be used to help identify locations where long-term opportunities for affordable or a mix of housing types will be acceptable to the public. This will allow assembling land to further our long term goals and vision.

DRAW UPON TOOLS AND BEST PRACTICES USED IN OTHER COMMUNITIES

There are various tools and programs that are being used elsewhere with success. These measures should be considered in Grand Junction. Furthermore, various housing-related indicators¹ should be tracked over time. These statistical measures will provide ongoing guidance to Grand Junction decision-makers regarding housing needs. They can help to indicate the timing and appropriateness of the various tools that have been identified as having potential for the community.

IMPLEMENT THE RECOMMENDATIONS AND CONCLUSIONS OF RECENTLY COMPLETED HOUSING PLANS

The Comprehensive Plan provides relatively broad goals and objectives related to the direction of the community. A second level of planning, more specific and focused, is provided by the Grand Valley Housing Strategy (2009), and any other plans/studies developed in the future amongst the various agencies with housing responsibilities. These existing and on-going efforts contain additional specific actions and recommendations that will further the goals and vision of the Comprehensive Plan.

¹ For example, the number of houses listed/sold accessible to various income categories



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

A GRAND GREEN SYSTEM OF NATURAL AREAS, PARKS, AND TRAILS

VISION

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION

What does livable mean for a Grand Green System?

- ◆ Promotion of a healthy lifestyle
- ◆ Enjoyment of open spaces
- ◆ Neighborhoods and parks to be connected and close by

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- 2. GOALS AND POLICIES
- 3. NATURAL ENVIRONMENT
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INTRODUCTION

The Grand Junction area is endowed with abundant public land, beautiful vistas, and of course, two great rivers. Our natural setting, including the views and access to open lands, is one of our most valuable assets and one of the reasons why many are attracted to the community. We also have a variety of large and small parks, as well as the beginning of a diverse trail system. We want to ensure these elements are available to future generations.

Grand Junction envisions a whole interconnected system that links the region’s natural areas with a rich variety of park types, via an extensive trail network: the “Grand Green System.” The Grand Green System will help promote a healthy lifestyle, allow for recreation and spiritual recharge, and will help us to be more environmentally sustainable¹ as our community grows.

As a regional center, Grand Junction draws visitors from a broad regional area. They come not only to visit the National Monument and the Grand Mesa, but also to take advantage of our local park system. Many residents of Mesa County take advantage

of Grand Junction’s park facilities and recreation programs. Grand Junction hosts numerous sporting events that bring in groups from around the country. Visitors to the region for business or pleasure take advantage of the parks and trails provided by the City. The recreation users from the region, and the added visitors from beyond the region actually exceed the resident users of our amenities, a fact that we need to consider while we plan for our Grand Green System and related recreational opportunities.

The elements of the grand green system include:

- * Natural environment;
- * Parks;
- * Trails; and
- * Recreation facilities.

¹ Sustainability means that a system can be maintained indefinitely with no (or very little) outside subsidy (financial, energy, etc.). Environmental sustainability means conserving natural resources so that they maintain themselves naturally (plant and animal species reproduce) while still accommodating growth.



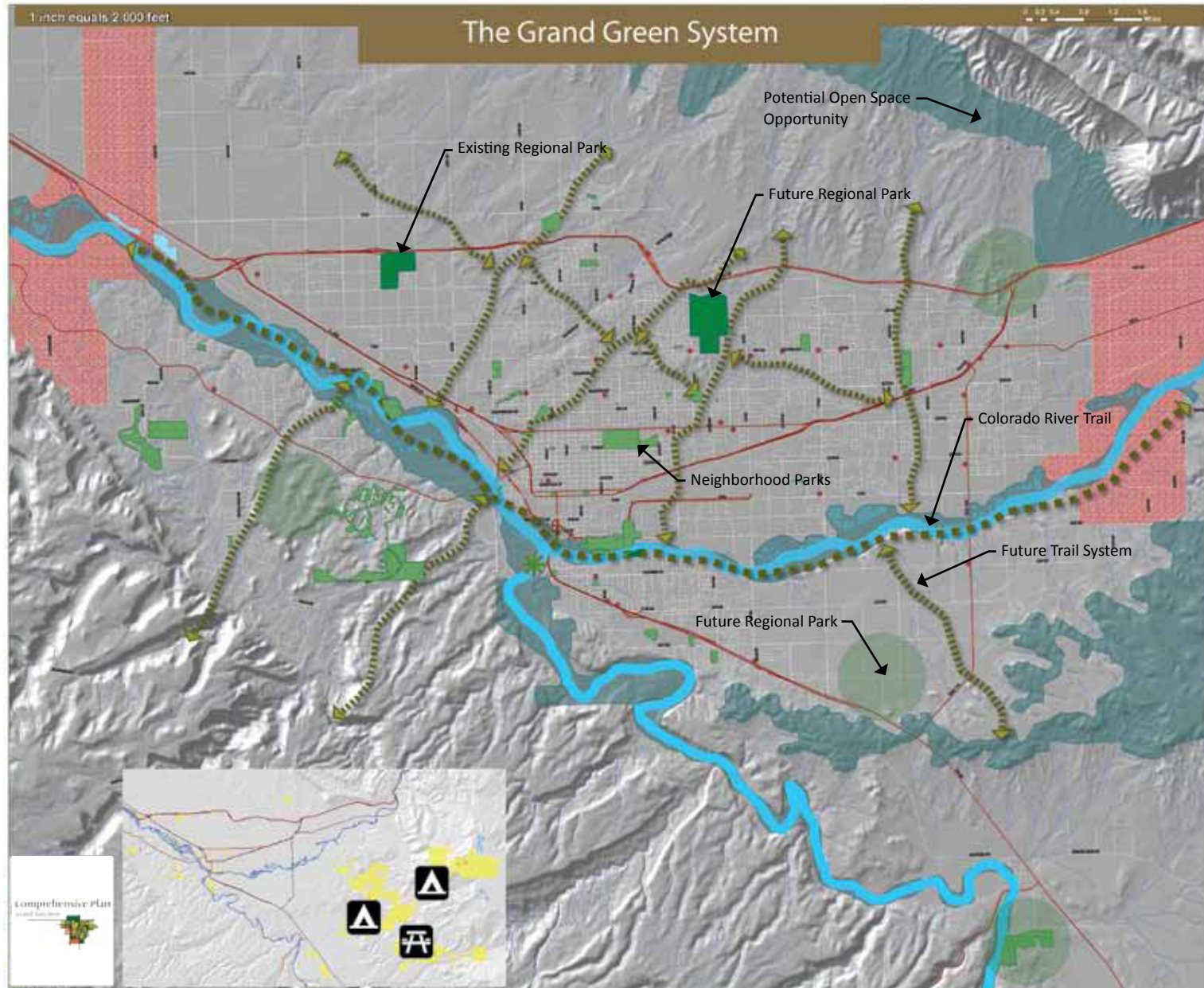


Figure 52: The Grand Green System of parks, trails, greenways, and open areas.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

GOALS AND POLICIES: GRAND GREEN

SYSTEM



Figure 53: Canyon View Park.

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

POLICIES:

- A. A parks master plan that identifies regional, community and neighborhood parks and open space. The plan will be integrated into the Regional Transportation Plan and the trails master plan.
- B. Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.
- C. The City and County support the efforts to expand the riverfront trail system along the Colorado River from Palisade to Fruita.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
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NATURAL ENVIRONMENT



Figure 54: Views of the Colorado National Monument from the Redlands Neighborhood.



Figure 55: Grand Valley Orchards.

The natural resources of the Grand Junction region include:

- * The Colorado National Monument and two National Conservation Areas (McInnis canyons, Dominguez Escalante) on the west end, the Bookcliffs and Mt. Garfield to the north and the Grand Mesa to the east;
- * Open federal lands (Bureau of Land Management, National Parks Service, and U.S. Forest Service) nearly surround the Grand Junction vicinity;
- * The Colorado River, running from east to west, and the Gunnison River flowing from the southeast, that join in the heart of the City;
- * A temperate climate that ensures residents time to enjoy the natural environment; and
- * Clean air that allows these vistas to be clearly seen on virtually a year-round basis.

The ownership pattern in the Grand Junction area is a mixture of public and private land. Grand Junction is surrounded by vast amounts of open land. However, much of the private land that is currently open may be subject to development in the future. For example, the irrigated agricultural land is in private ownership. As development expands, conflicts with surrounding

subdivisions make conversion to development an attractive option.

There are significant areas of un-irrigated land (dry foothills) that are also in private ownership. These include some of the land at the foot of Mt. Garfield as well as southeast of Highway 141. These private lands are also eventual candidates for development.

Two Cooperative Planning Areas (**buffer zones**) have been designated for low intensity development (one home per five acres) but a variety of other non-agricultural uses are allowed. Conservation easements have been acquired to permanently preserve some private agricultural land in the buffer zones.

With the exception of the Colorado National Monument, even public land may be subject to development under certain conditions (land exchanges, mineral extraction, roads). This presents both a challenge and an opportunity. The challenge is to be sure that public land that the community wishes to remain open should be so designated on the Future Land Use Map¹. The opportunity is that land exchanges could be used to achieve open space objectives. For example, private land in scenic areas or on a highly visible hillside could be traded for federal land in a developable location.

¹ Public agencies are required to take local plans into account prior to making land exchanges.



NATURAL ENVIRONMENT (CONT'D)

It is important to provide sufficient and appropriate access points to the abundant public lands surrounding the community. These public lands meet the recreational needs of many of our citizens. However, many of the citizens of the urbanized area do not take advantage of the public lands and continue to utilize the City's and County's parks to fulfill their recreational needs. The influence and push of organized activities for youth and adults is demanding additional parks. The cost of energy and travel dictates that park locations should be accessible to the users.



Figure 56: A cluster residential development in Mesa County AFT Zone District.

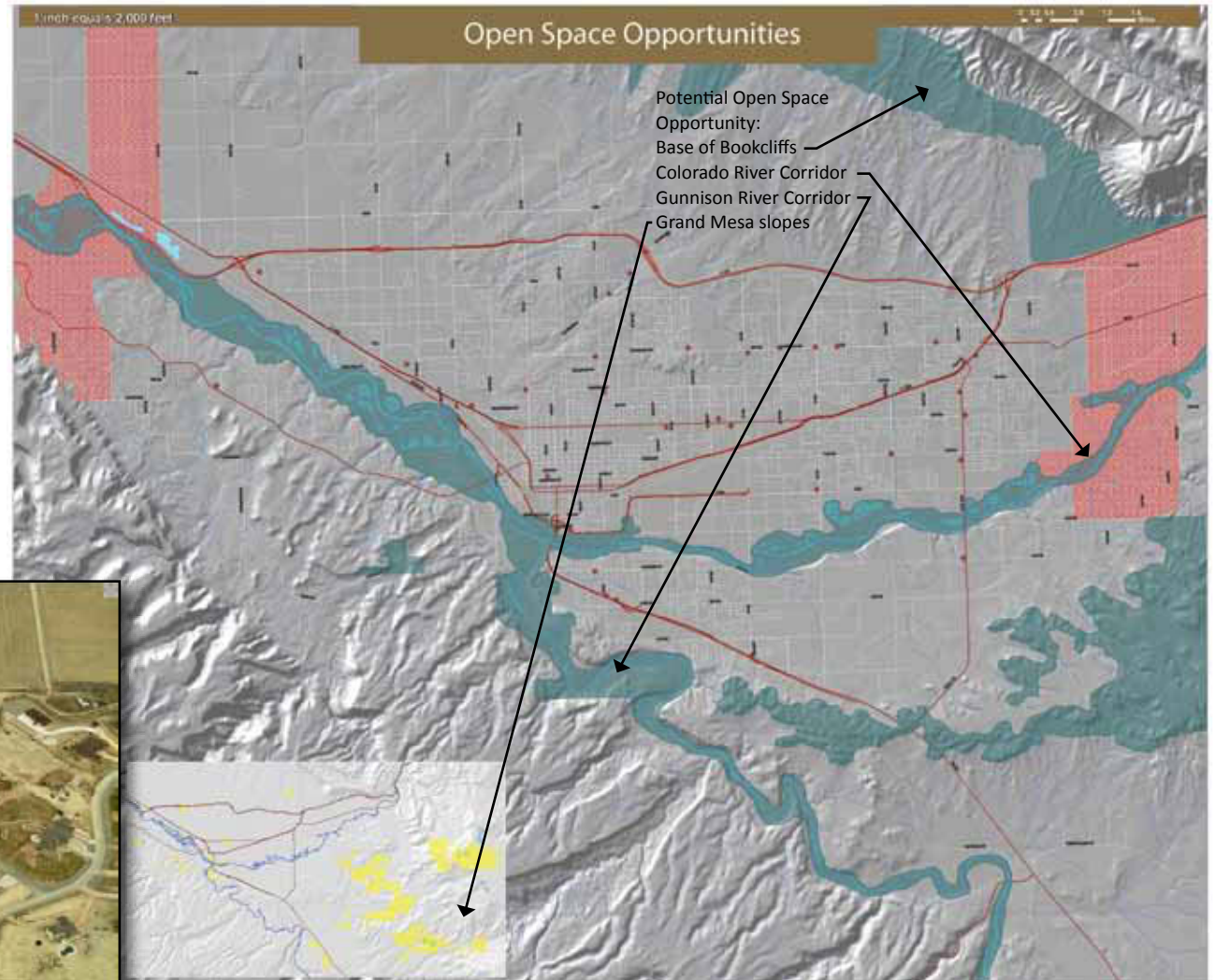


Figure 57: Opportunities to connect areas of environmental and visual interest into a linked system.

Introduction	Natural Environment	Parks	Recreation Facilities	Trails
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DIRECTIONS OF THE COMPREHENSIVE

PLAN: NATURAL ENVIRONMENT



Figure 58: Views along the Colorado River.

THE COLORADO AND GUNNISON RIVERS

The Colorado and Gunnison River systems serve a variety of purposes, such as providing habitat for plants and animals, supplying water for domestic and irrigation purposes, transporting snowmelt and stormwater through the community, and providing a recreational amenity for residents and visitors.

The Colorado River is the primary open space corridor through Grand Junction. Preservation of access to the river was among the highest priorities of public input. The Comprehensive Plan places a high priority on increasing access to and views of the river, through a continuous trail system from Palisade to Fruita, CO - existing with a mix of public and private uses along the river (employment, commercial, recreation). (see **Trails**)

The City, County, State and other public agencies, as well as private agencies/interests have devoted resources to enhance and protect the rivers for many years¹. Prior to these efforts, the Colorado River was largely inaccessible and aligned with industrial uses.

¹ "Multi-disciplinary Approach to Waterfront Redevelopment and Design - A Case Study of the Colorado Riverfront, Grand Junction, CO" Jones & Jones, National Endowment for the Arts grant; 1988.

Current Efforts

The Colorado Riverfront Commission has been working with the state and local communities to help conserve the river corridors while increasing access via a bike/pedestrian trail. The initial goal is to create a trail system from Palisade to Fruita, and even further in both directions as resources permit.

The Tamarisk Coalition works with local, state and federal agencies to re-establish native vegetation in the riparian corridor and remove the Tamarisk and other invasive, non-native plants. This unique project covers a 50-mile stretch of the Colorado River from Palisade to the Colorado / Utah state line.

WATER QUALITY

Two major water quality issues facing the Grand Junction area are salinity buildup and selenium pollution in the Colorado and Gunnison Rivers and associated tributaries. These are issues that currently have significant fiscal impacts on both public and private interests in the Grand Valley. Without corrective measures, these two issues could result in even greater impacts and possibly the imposition of federal restrictions on land use and irrigation practices.



*DIRECTIONS OF THE COMPREHENSIVE PLAN: NATURAL ENVIRONMENT (CONT'D)***Salinity and Selenium**

Salinity, resulting from natural occurrences but often intensified with human-caused sources, is recognized as a major problem in the Colorado River. Historically, much of the salt load contribution is from human activities including irrigated agriculture². Although some salt is contained in the water originally applied to crops, the salt concentrates after the water dries up then is often washed back into the river system. The high concentration then negatively effects riparian ecosystems and causes down river irrigation waters to have a higher salt concentration to add to the cycle. Increases in salt levels on the soils make growing crops more difficult. While industry and other municipal uses add to the situation, conversion of land from agriculture to urban development actually decreases salt buildup³.

Selenium is a trace element widely found in the **Mancos shale soils** that underlie much of the populated valleys of western Colorado. Selenium is carried to rivers and streams by excess irrigation water and seepage from irrigation ditches and ponds passing through the Mancos soils. Portions of the Gunnison and Colorado Rivers and many of

their tributaries exceed Colorado's water-quality standard for selenium. Selenium pollution has been shown to adversely affect reproduction in sensitive and endangered fish species and other wildlife. It has also been demonstrated that in selenium-rich areas, associated salinity-loading causes extensive economic impacts to water users in the lower Colorado River basin. These economic impacts, estimated by the U.S. Bureau of Reclamation to exceed \$300 million annually, include reduced crop yields, limiting the types of crops that can be grown, plumbing and appliance corrosion and high water treatment costs.

As population growth occurs and pressure to develop previously un-irrigated Mancos soils increases, dissolved selenium and salts are likely to increase, unless measures are taken to prevent further loadings. The need is for a consistent, effective voluntary approach to reducing selenium and salinity increases, thereby avoiding the potential for additional state and/or federal controls and regulations.

Current Efforts

The major oversight of salinity buildup is through **The Colorado Basin Salinity Control Program**. This cooperative watershed effort between several federal agencies and seven states, addresses salinity control and other water quality issues for the Colorado River basin with non-point management plans and limitations on point source discharge (through the National Pollutant Discharge Elimination System).

With the implementation of the program, there is a low probability of exceeding the established criteria.

Selenium issues are being addressed by The Selenium Task Force⁴. The Task Force is a cooperative consortium of Western Colorado public and private stakeholders whose mission is to evaluate, assess and actively address elevated selenium issues while maintaining the area's economic viability, quality of life and agricultural heritage. Over the past 10 years The Task Force and others have worked together to create Best Management Practices (BMP) for selenium reduction. Since the early 90's, over \$270,000,000 has been spent in the Grand Valley and lower Gunnison basin to reduce selenium and salt loading to local rivers and streams.

FLOODPLAINS

When water levels exceed the capacity of the primary channel, in natural terrain the river usually overflows its banks and spills out onto a broad, shallow terrace (the floodplain) which slows the water down. When floodplains are artificially restricted, such as by adding fill for development or the construction of levees, the river is not allowed to expand and slow down, which results in greater water speeds, downstream flooding, and bank erosion.

In addition to their natural flood storage function, floodplains provide valuable riparian wildlife habitat. Floodplains also offer the potential of linear open

⁴ Gunnison Basin & Grand Valley Selenium Task Force

² "2005 Water Quality Standards for Salinity Colorado River System", Colorado River Basin Salinity Control Forum, 2005

³ "Estimating the Effects of Conversion of Agricultural Land to Urban Land on Deep Percolation of Irrigation Water in the Grand Valley, Western Colorado", John W. Mayo, USGS Scientific Investigations Report 2008-5086, <http://pubs.usgs.gov/sir/2008/5086>



DIRECTIONS OF THE COMPREHENSIVE PLAN: NATURAL ENVIRONMENT (CONT'D)

areas that can be used for passive outdoor recreation and education. Therefore, preserving floodplains serves many functions including protecting property and people from flood hazard as well as preserving valuable riparian areas and unique areas for passive recreation.

VISUAL RESOURCES

Scenic resources can be defined as areas of high visual quality. The City of Grand Junction is surrounded by striking environmental features and uncommon scenic quality: from open valleys and irrigated fields to unique and memorable (mesa) landforms.

Preserving the Foot of Mt. Garfield

The distinctive Mt. Garfield is the gateway to our community. Its image is represented on many logos in the Grand Junction area. A large portion of the land at the foot of Mount Garfield is privately owned. Development of the land around its base would mar the majesty of the eastern gateway to the Grand Valley. The Comprehensive Plan designates this private land as a “view protection area”. As additional planning and development occurs in the Mt. Garfield area, options need to be explored to preserve this view shed.

Preserving Views from Public Places

A strong interest was expressed in the Comprehensive Plan public meetings to preserve the steep slopes and ridgelines that form a backdrop to the community. These views can best be preserved in the design of public places (parks, plazas, boulevards) through careful placement of buildings and landscape features. Similarly, private developments can be

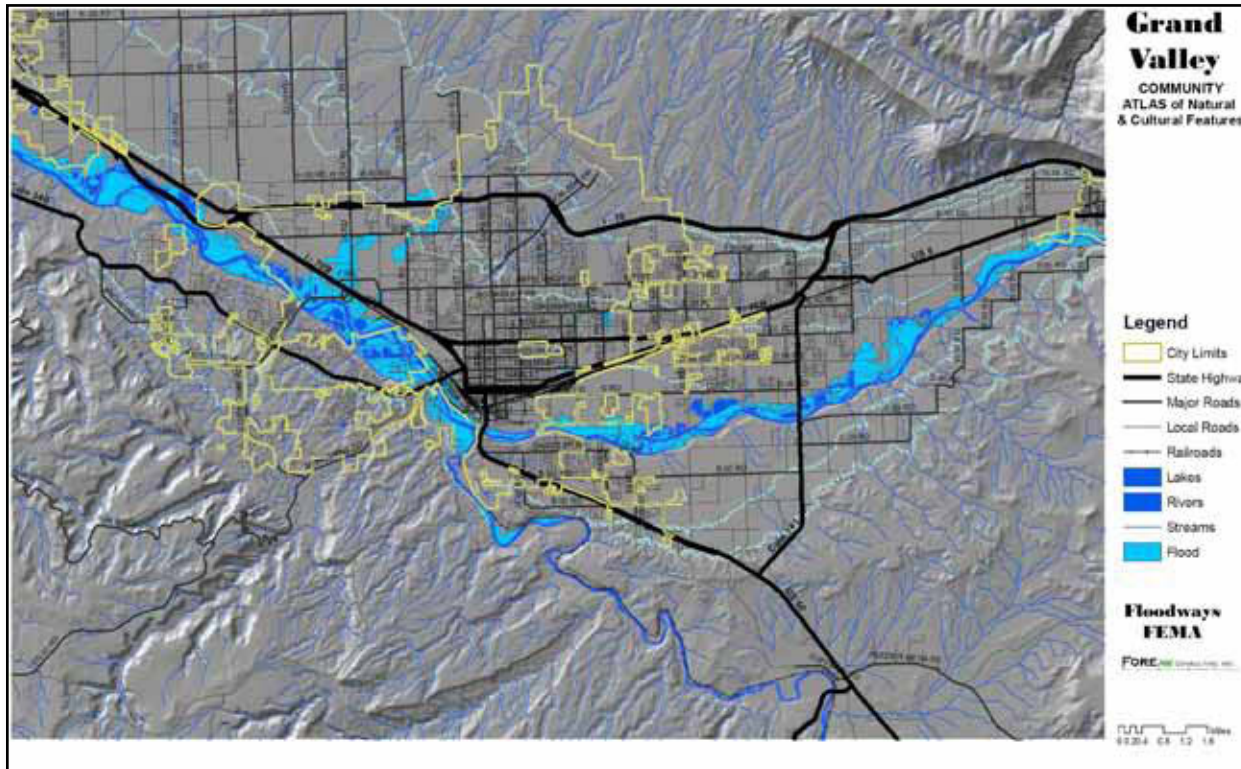


Figure 59: Floodplain Map.



Figure 60: Mt. Garfield in winter.



DIRECTIONS OF THE COMPREHENSIVE PLAN: NATURAL ENVIRONMENT (CONT'D)

encouraged in the design review process to capitalize on scenic vistas.

AIR QUALITY

An increase in growth brings an increase in factors that impact air quality: motorized vehicle emissions, blowing dust from cleared land, smoke from chimneys, power plants. In the Grand Junction area thermal inversions trap air pollutants in the valley, to some degree, approximately 300 days per year and are most severe during winter months.

Comprehensive Plan measures that will help mitigate the air quality impacts of growth include:

- * Compact development patterns that reduce travel distances;
- * Mixed-use centers that bring shopping closer to residential areas and encourage walking for some needs;
- * Planning for transit;
- * Expanding the trail system to encourage non-automobile travel; and
- * Increasing connectivity to provide more efficient travel routes through the city.

PUBLIC LANDS

State and federal agencies manage a significant amount of natural resource lands in the Grand Junction area. These lands have environmental and scenic values are recreational outlets for our residents and visitors. The City and County intend to continue their relations with regional State and Federal agencies to further regional goals and address impacts of growth on our public lands. (See **Land Owner** Map)

U.S. Bureau of Land Management (BLM)

Concurrent with the Comprehensive Plan, the BLM is revising their Resource Management Plan (RMP) and is an opportunity for land exchanges with the BLM to place in public ownership lands that are desired to remain open, and to place in private ownership lands that are more appropriate for development. Public land may also be acquired free with surveys for parks and public uses through the Recreation and Public Purposes Act. The BLM RMP is the federal document that identifies land near Grand Junction the BLM may consider for disposal or exchange.

The Comprehensive Plan designates potential uses for federal lands in the vicinity of Grand Junction. The City and County should use (and/or amend) these designations in providing input to the updates of the BLM’s Resource Management Plan.

Colorado National Monument

Local residents are estimated to be half of the 750,000 visitors per year at the Colorado National Monument. Growth in the region has impacted the Monument both operationally and environmentally (increased trail use, traffic, improper behavior) for the area is not intended to be an urban park. This is compounded by limited funding. The Comprehensive Plan does locate lower densities along the boundary of the Monument and the planning area.

State Parks

Colorado State Parks has been working to conserve the Colorado River Corridor. The State owns approximately 1,100 acres along the section between Garfield County and the Utah state line. The overriding objective for this corridor is to balance habitat needs with trail and passive recreation opportunities. There are in-holdings (unacquired parcels) that create gaps in the system. The City, County, and State Parks will need to continue to partner together to realize the Grand Green System.



DIRECTIONS OF THE COMPREHENSIVE PLAN: NATURAL ENVIRONMENT (CONT'D)

U. S. Fish and Wildlife Service (USFWS) and Colorado Division of Wildlife (CDOW)

The USFWS and CDOW have a vested interest in the Colorado and Gunnison River corridors. They share the goal of protecting the river habitat, since the Colorado and Gunnison Rivers are critical habitat for migratory birds and threatened and endangered fish. Any activity that can impact the species could be a violation of the Endangered Species Act.

NATURAL HAZARDS

Drainage and Stormwater Management

Drainage for the region is largely managed by the **5-2-1 Drainage Authority** and the Grand Valley Drainage District. Maintenance of both natural and man-made drainage systems are important not only to reduce flooding but also to minimize erosion. In addition, several waterways and drainage basins provide significant wildlife habitat and movement corridors.

Although the average annual precipitation for the Grand Junction vicinity is only about nine inches, these relatively dry conditions can compound the drainage problem. First, since large storms are infrequent in the region, drainage issues are often overlooked. This is compounded by the areas clay soils that do not absorb water well. Secondly, this arid condition limits the vegetation growth within the natural drainage basins, and consequently, there is little cover to absorb and infiltrate runoff when heavy

rainfall does occur, which then leads to flash flooding and rapid runoff.

Generally, up to a 20-year flooding event can be handled with today's system. However, major drainage issues exist in the Redlands area: Monument Canyon and Ute Canyon. Natural storage does not exist in these areas and detention on the National Monument lands is not an option.

Stormwater management is an effort to control pollution that could be picked up in runoff caused by precipitation. As a result of the Clean Water Act, local communities are to undertake actions to control and monitor pollution to stormwater. A permit is required to ensure proper stormwater management activities are conducted. Stormwater programs include activities such as detecting and eliminating illicit stormwater discharges, managing construction and post-construction stormwater runoff, preventing stormwater pollution from municipal activities, and educating and involving the public in stormwater activities. For more information go to www.521drainageauthority.org.

Steep Slopes

Steep slopes present a number of difficult problems when subject to development: rock fall, scarring, slope failure, erosion / storm water control and traffic access. In addition to these public safety concerns, development on steep slopes also creates a significant negative impact to the important visual character that defines the community. The most prevalent geologic

and slope hazards related to development are slopes in excess of 30%. These areas are prone to rock falls and active landslides and require detailed geotechnical investigation prior to development. Steep slopes along the Colorado River have a demonstrated history of instability.

Dramatic examples include the relocation of several houses on Orchard Mesa to avoid falling into the river and El Monte Court on the Redlands.

The Comprehensive Plan generally designates slopes of over 30% (**Map Gallery**) to be left in a natural condition and/or carefully mitigated.



Figure 61: Detention pond at F Rd and 28 Rd.



Figure 62: House sliding on Redlands bluff.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

PARKS



Figure 63: Community recreation program.

OVERVIEW

Parks are another important element of the “Grand Green System”. Parks and recreation facilities are essential to a truly “livable” community. They provide opportunities for relaxation, stress relief, socializing, exercise, and participation. They also provide open areas as relief from development, and add shade and color to the appearance of the City. Less obvious, but no less important, parks and recreation are also important economic development tools for our community. A quality park and recreation system can help attract tourism, businesses and workers to Grand

Junction. Recreation facilities also can be a source of revenue—for example, Grand Junction’s athletic fields and facilities support regional and national tournaments like the Junior College (JUCO) Baseball World Series that generate sales taxes from players and spectators.

The Grand Junction Parks Department provides parks and recreation facilities, as well as numerous activities. The City has a total of approximately 1,200 acres of parkland including golf courses, regional parks, neighborhood parks and a cemetery. The Department maintains 49 developed and 5

Table 3: Summary of Grand Junction Parks by Type

Park Type	Size Range	Approximate Service Area	Examples	Total Acres	
				Developed	Undeveloped
Mini	1/4 - 3 acres	1/4 mile radius	Darla Jean Williams Cottonwood Meadows	11.4 ac.	0 ac.
Neighborhood	3 - 25 acres	1/2 mile radius	Columbine Duck Pond Sherwood	141.5 ac.	42 ac.
Community	25 - 100 acres	2 mile radius	Lincoln Saccomanno Site Long Park	140 ac.	40.5 ac.
Regional	100+ acres	10 mile radius	Canyon View Matchett	150 ac.	639 ac.
Approximate Total				442.9 ac.	721.5 ac.



PARKS (CONT'D)

undeveloped City parks, and multiple “urban open spaces” (medians, parkways, etc.). The department is also responsible for various special projects and a number of special use facilities.

Mesa County owns and has developed the 40-acre Long Family Memorial Park in the Fruitvale area. It also owns a regional park site in the Whitewater area adjacent to the Gunnison River. The County’s goal is to create a 120-acre regional park in the Whitewater area. The County also owns Veteran’s Memorial Park located at the Mesa County Fairgrounds and some small neighborhood parks.

View a summary matrix of all the facilities and parks in [Appendix D](#).

The Grand Junction Parks Master Plan provides detailed policies and standards for city-wide parks and recreation needs. It was last updated in 2001. Mesa County completed the *East Grand Valley Final Parks Master Plan* in April 2000 for the Clifton/Fruitvale area. Both documents need to be updated to reflect recent growth and the concepts in this plan. In the interim, the Comprehensive Plan provides a general update to these plans, including revised maps to aid in development review. However, the Comprehensive Plan cannot go into the same depth of analysis as is typically provided in a Parks Master Plan.

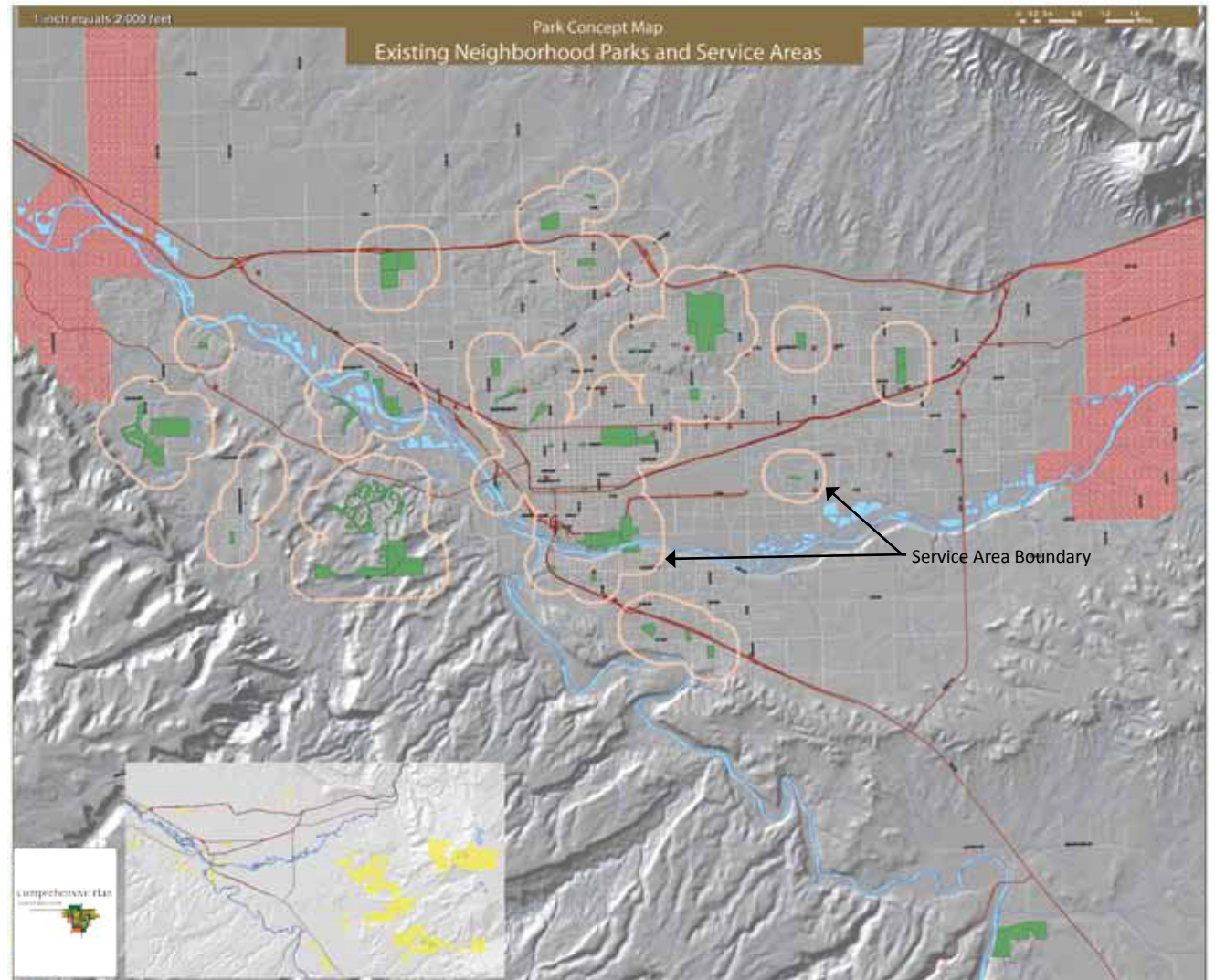


Figure 64: Existing parks and undeveloped park lands and their service areas as existing and future parks. Note the areas not within a park service area.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

DIRECTIONS OF THE COMPREHENSIVE

PLAN: PARKS



Figure 65: A typical Mini park (as shown above) is often associated with schools or other facilities.



Figure 66: Eagle Rim Park is a Neighborhood Park.

PARK TYPE DESCRIPTIONS

Following is a brief summary of the characteristics of each park type in the city system. It is intended to provide general direction for park planning, which is to be followed by more detailed considerations in future updates of the City’s Parks and Recreation Master Plan.

Mini Parks

Mini parks (including plazas), which are normally less than 1 acre in size, serve a specific and important purpose in “Centers” and more urbanized areas where larger parks cannot be built due to land constraints. Mini parks can include playgrounds for young children, small turf areas, plazas, sitting areas (even tables for board games), interactive fountains and floral displays.

Neighborhood Parks

Neighborhood parks generally range from 3 to 15 acres and are often the most used park facilities in a city. They should typically be located central to a neighborhood, away from busy streets and adjacent to an elementary school whenever possible. Neighborhood parks are walk-to facilities and do not need parking but should be accessible via sidewalks and/or paths. Neighborhood parks are not generally

intended or designed for intensive adult sports programs (baseball, softball, soccer), although open turf areas may be utilized for informal youth sports and other play.

Community Parks

Ranging from 25 to 100 acres, Community Parks typically contain active sports facilities such as lighted ball fields and extensive parking facilities but also can incorporate natural features such as water bodies, rivers, and views. Community Parks are typically drive-to facilities with a larger service radius but should have pedestrian and trail access. Since active sports facilities attract large numbers of people that result in increased noise, congestion, lights and vehicular traffic, it is important for some of the park activities to be buffered from adjacent residential areas. Community Parks typically serve multiple



Figure 67: Canyon View Park is a Community and Regional Park.



DIRECTIONS: PARKS (CONT'D)

neighborhoods and act as Neighborhood Parks for nearby residences.

Regional Parks

Regional Parks, usually more than 100 acres in size, provide the widest variety of uses—including numerous formal sports facilities, picnic areas, as well as natural open and recreation trails. The location of regional parks should be heavily influenced by the availability of natural attractions such as bodies of water, rivers, wetland areas and views. These parks require the highest degree of advance planning due to the acreage required. Existing Regional Parks include Canyon View, Matchett Park, and Las Colonias.

Special Use Areas and Facilities

Special use areas (and facilities) focus on a specific activity. Although usually stand-alone facilities, they are important to the entire park system. They include facilities such as golf courses, miniature golf, nature centers, amphitheaters, skate parks, and the County Fairgrounds. They can also include cemeteries. Special use facilities have no specific service area.

Urban Open Space

“Urban” open lands include landscaped street medians, parkways, greenbelts within developed areas and neighborhoods, and drainage/ditch easements. Although they do not meet the definition of “natural” open space, they provide important relief from the urban environment.

PARKS AND RECREATION OPPORTUNITIES

City and County Parks

The City and County need to provide a sufficient amount and quality of parks and recreation facilities and opportunities to meet the current and future needs of residents. Many communities establish a ‘level of service’ standard for parks and the National Recreation and Parks Association also establishes guidelines for parks.

Mesa County’s preferred method for development and maintenance of public parks is through a Public Improvement District (PID) unless the park is in a municipal area.

Partnerships

The City and County should, at every opportunity, coordinate and plan for park sites and establish ‘shared use’ agreements for facilities and grounds with School District #51, Bureau of Land Management, US Forest Service, National Park Service, and State Parks.

For example, the City has **partnered with the School District** on establishing neighborhood parks at some elementary schools and the City built an activity center at Bookcliff Middle School. The City and County have worked with the District to maintain athletic facilities in exchange for use of school facilities (buildings and fields) for public recreation programs.



Figure 68: Skate Park within Eagle Rim Park.



Figure 69: Street trees and landscaped medians provide relief from the urban environment.



Figure 70: Seating pavilion at Eagle Rim Park.



DIRECTIONS: PARKS (CONT'D)

PARTNERING WITH THE SCHOOL DISTRICT

The largest parks deficiency is in the Neighborhood park category, especially in the neighborhoods of Pear Park, Orchard Mesa, the Redlands and Clifton. The City and School District have a history of working together (an unwritten policy) to provide recreation facilities to the community on school grounds whenever possible. (maintenance of those joint facilities is shared)

There are approximately 175 acres of elementary and middle school turf areas that could be used to meet Neighborhood park needs in existing underserved neighborhoods. This may require making improvements to some school properties to bring them up to Neighborhood Park standards (e.g. adding children’s play equipment that meets current standards).

Wherever possible, new Neighborhood and Community Parks are also recommended to be located near or in conjunction with elementary and middle schools. As costs of land, construction, and maintenance continue to grow, it will become more and more important to combine resources to accomplish cost-effective expansion of both recreational and educational opportunities, reduce (share) the cost of maintaining school grounds and avoid duplication.

If the park or school is developed in conjunction with a “Center”, the school could be located near other public facilities. It is essential that areas and facilities be cooperatively planned for the safety and security of school children as well as to avoid vandalism to school facilities.



Figure 71: Partner with the School District in building an activity center as part of a newly constructed school.

PARK NEEDS

Levels of Service

A level-of-service (LOS) is a ratio of some facility or service relative to population. With regard to parks, Grand Junction LOS’s are usually acres-of-parks-per-thousand-population, such as “three baseball fields per thousand population.” LOS allow a community to measure progress in meeting goals (or maintaining standards) and to allow comparison between communities.

The City of Grand Junction’s 2001 Parks Master Plan identified the following levels-of-service for developed parkland of the various types:

* Mini parks	.20 acres/1,000
* Neighborhood parks	3.00 acres/1,000
* Community parks	1.00 acres/1,000
* Regional parks	.90 acres/1,000

Maintaining Level-of-Service (LOS) Standards¹

Applying the LOS standard, by type, to the projected population estimates (approximately 204,000 by 2035), and subtracting the amount of existing park acres, yields the park acres needed to maintain

¹ Note that a park can serve more than one purpose. For example, a Community park also serves as a Neighborhood park for the residents immediately surrounding the park. Thus, the levels-of service reflect this dual nature of some parks.



DIRECTIONS: PARKS (CONT'D)

current levels-of-service as shown in Table 4 (the amount of undeveloped parkland in each category is noted).

Thus, to maintain the 2001 LOS standard, by the time we achieve a population of 204,000 (2035), will require:

- * Approximately 428.5 additional acres of Neighborhood Parks.
- * 8 acres of community parks.
- * No additional acres of regional parks (due to a current surplus of 605 undeveloped acres).

Note however, that there are additional regional park *locations* designated in the Parks Plan in order to provide more equal access to the residents of all quadrants of the City. (These parks could be acquired through land exchanges).

Over and above *acquiring* park land, to maintain the LOS standards by 2035 we will need to actually *construct* approximately 470 acres of Neighborhood

Parks, 64 acres of Community Parks, and 34 acres of Regional Parks. While this may appear to be a significant challenge, it can be achieved with appropriate park dedication policies.

KEY PARK INITIATIVES

New park ideas in the Comprehensive Plan include:

Mountain Park: A large, mountain park is proposed on the slopes of Grand Mesa to take advantage of the City’s mountain side watershed lands.

Regional Parks: Additional Regional Parks are suggested to provide better access to residents in all quadrants of the City.

Confluence Park: Considered decades ago, this resurrected park concept would be located at the junction of the Colorado and Gunnison Rivers. It has received strong support in the Comprehensive Plan process.

Parks in Centers: At a more local level, many new

Neighborhood (and some Community) Parks will be needed to serve the anticipated future growth. The Comprehensive Plan envisions these new parks being located so that most residences will be within a short walk. The envisaged Town and Village Centers, and the Downtown, will all be attractive places to live, when they are served by numerous greens, parks, plazas, and greenways.

As Grand Junction evolves toward move compact growth in some areas (see **Locating New Parks**), it is likely that the overall LOS for Neighborhood parks can, and should, be adjusted to reflect the higher level of usage typical of urban parks.

Table 4: Summary of Park Types and Acreage

Park Type	LOS	2009 Existing Acres (100,000 pop.)	2009 Acres Needed	2035 Acres Needed (204,000 pop.)	Undeveloped acres available	Addl. acres needed by 2035
Mini	0.2	11.4	8.6	41	0	29.6
Neighborhood	3.0	141.5	158.5	612	42	428.5
Community	1.0	140	0	204	40.5	23.5
Regional	0.9	150	0	184	639	-605



Figure 72: Urban plazas are an effective substitute for parks in existing and new centers.



DIRECTIONS: PARKS (CONT'D)

PARK IMPACT FEES

Park development is currently financed primarily through the General Fund. The City also has a small development impact fee (per new dwelling unit) and a required park/open space dedication fee for new residential development of a percentage of development land (or equivalent monies) to be applied to the acquisition of park land, construction and maintenance. Some park development funding also comes from sales tax and lottery monies. The County currently has no parks impact fee.

At a LOS of 3.0 acres per thousand population, the actual cost of a developed Neighborhood Park cannot be achieved with the current fee structure. In order for new development to meet the LOS objectives above without placing a greater burden on the General Fund (paid mostly by existing residents), the combination of dedication requirements and impact fees need to be adjusted to more accurately reflect actual cost of land and park development.

LOCATING NEW PARKS

The Parks Concepts Map illustrates key park concepts of the Comprehensive Plan:

- * Areas where Neighborhood Parks are needed;
- * School/park opportunities;
- * Existing Regional Parks;
- * General areas for additional Regional Park;

- * Mountain Parks; and
- * Urban Parks in Centers.

These concepts should be incorporated and refined in greater detail in future updates of the Grand Junction Parks Master Plan.

In the interim, when determining future park sites, the **Park Type Descriptions** above should be used as siting criteria. In already developed neighborhoods, where it is not possible to meet LOS standards, provide alternative recreation amenities, such as greens, plazas, pocket parks, etc. Accept fee-in-lieu from developments that are too small to justify a whole park. Land for parks may also be acquired from the Bureau of Land Management (BLM) through the Recreation and Public Purposes (R&PP) Act.



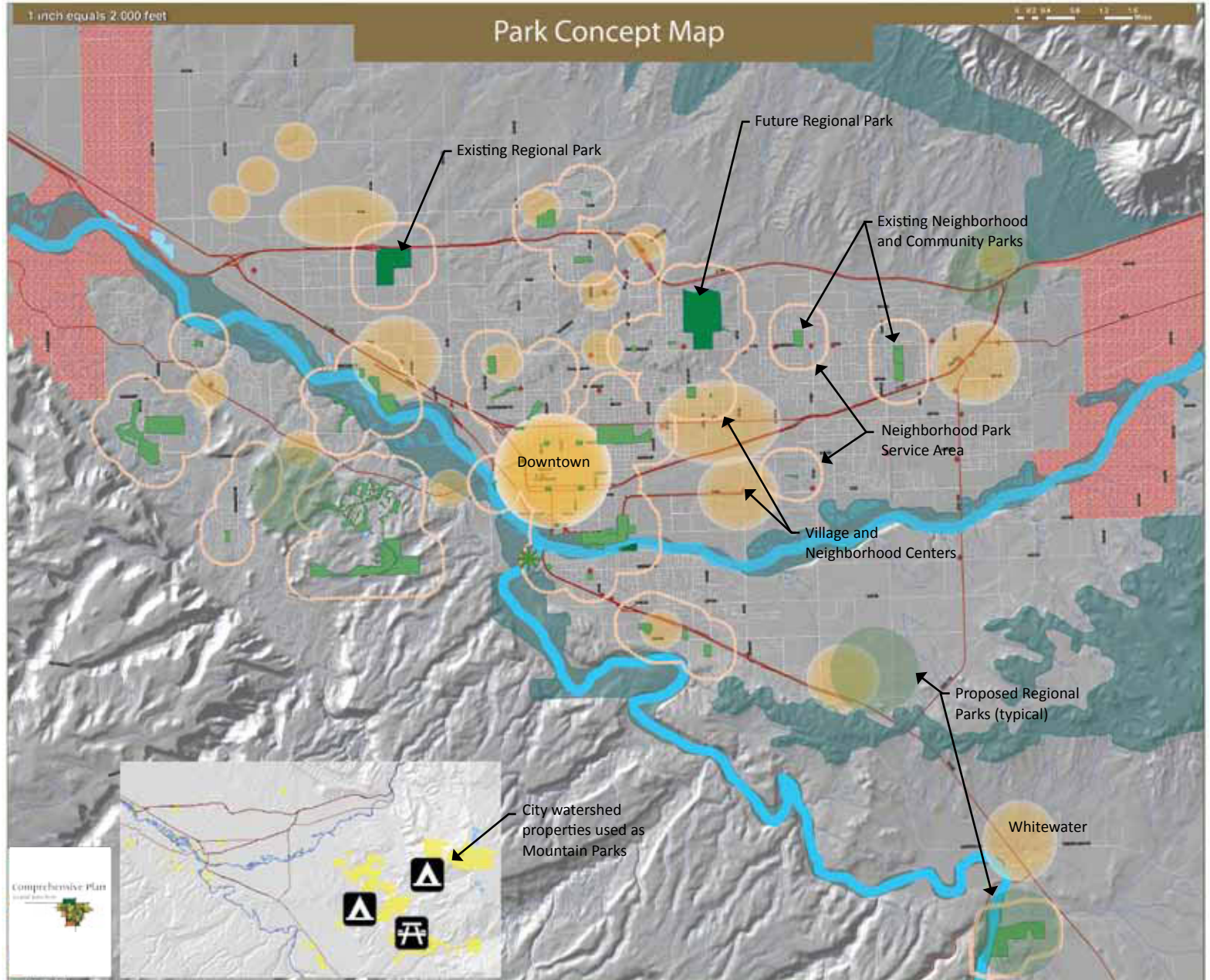


Figure 73: Park Concept Map.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

OVERVIEW:

RECREATION FACILITIES



Figure 74: Lincoln Park.

Major recreation facilities provided by the Grand Junction Parks and Recreation Department include:

- * Lincoln Park Auditorium (The Barn);
- * Lincoln Park (Moyer) Pool and Waterslide;
- * Orchard Mesa Community Center Pool along with Mesa County and School District 51;
- * Bookcliff Activity Center¹ (fitness and wellness; enrichment, after school, athletics, drop in, family, and early childhood activities);
- * Tiara Rado and Lincoln Park golf courses;
- * Ralph Stocker Memorial Stadium and Suplizio Field (including football field, baseball, field and track²);
- * Canyon View Park (4 lighted softball fields, 12 soccer/multipurpose fields, 1 professional-quality baseball field, trails and general use open space, 12 tennis courts, 4 picnic shelters, 2 playgrounds, 1 inline roller hockey rink, 2 lighted basketball courts, 2 lighted sand volleyball courts);

1 10,000 square-foot facility next to the new Bookcliff Middle School (created in partnership with School District 51)
 2 Used jointly by four high schools and Colorado Mesa University (formerly Mesa State College)

- * Columbine Park (2 lighted softball fields, 2 sand volleyball courts, 1 hard surface basketball court, and playground);
- * Kronkright Park³ (2-field softball complex, picnic shelter, hard surface basketball/play courts, 2 playgrounds);
- * West Middle School Basketball/Volleyball Facility (2 sand volleyball courts and basketball courts); and
- * Tabeguache Trail (including “Lunch Loops”) - An off-road biking/hiking mountain access trail system (jointly operated with BLM).

Major recreation facilities provided by Mesa County include:

- * Mesa County Fairgrounds; and
- * Long Family Memorial Park.

3 Joint facility with Pomona School



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

DIRECTIONS OF THE COMPREHENSIVE

PLAN: RECREATION FACILITIES



Figure 75: Example of an outdoor amphitheater outside of a community recreation center.

The City has not adopted level of service standards for indoor recreation, which should be done in an update of the Parks (and Recreation) Master Plan. However, based on current levels of service and a comparison with other cities, to achieve the goal of livability, additional facility needs to be considered include:

- * Additional swimming pools – recreational and competitive;
- * Multi-use events center;
- * Additional senior center space(s);
- * Gym space for: indoor soccer, roller hockey, basketball;
- * Multi-purpose and meeting space;
- * Administration offices;
- * Aquatics for both fitness and leisure; and
- * General fitness space, (i.e. cardiovascular machines and weights).

Many of these facilities could be accommodated in a full service recreation center—which has become a popular facility in many communities in Colorado.

To maximize cost-effectiveness, City recreation facilities should be developed through expanded partnerships between the City, the County, the

School District, non-profit organizations, private sector businesses and citizen sports groups. A new community recreation center would be an ideal facility to be developed in this manner.

COUNTY RECREATION

The *Final Parks Master Plan - East Grand Valley* completed in April 2000 identified park needs including park type by general neighborhood areas.

The **Clifton/Fruitvale Community Plan** updated the East Grand Valley Master Plan for that area within its boundary and identified the need for more recreation opportunities, such as swimming, fishing, walking, horseshoes, baseball, basketball, soccer, cards, games, pool, river access, and exercise classes.

As the Whitewater area develops, it too will require recreation facilities. The Whitewater Area Plan identifies a large Mesa County property located along the Gunnison River as a future regional park site. The Plan also identifies the need for other park types (i.e., neighborhood parks) to be located and developed as urbanization occurs. The Public Improvement District for Whitewater will be responsible for these parks.



Other potential means to provide recreation activities in Mesa County exist:

- * In cooperation with public schools (see **Partnership with Schools**);
- * Through a local metropolitan or public improvement district;
- * Through contract with the City of Grand Junction Parks department; and
- * Formation of a regional recreation district (which could include the City).



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

OVERVIEW: TRAILS



Figure 76: Trails can become an integral part of the city-wide transportation system.

Trails address two aspects of livability: ‘a healthy lifestyle’ and ‘multiple ways and modes to get around town.’ The Grand Junction area is already known for its bicycling opportunities, especially soft surface trails, as trails typically function more as a recreational feature. However, trails also can become an integral part of the transportation system and can provide a healthy, convenient mode of travel.

Existing and proposed trails are shown on the **Urban Trails Master Plan**. Except for the riverfront trail, the trail system is usually expanded only when new development creates a trail or dedicates an easement for future construction.

TRAIL TYPE DESCRIPTIONS

Off-street trails are multi-purpose trails that are intended to provide recreational and commuting opportunities for a variety of user types: bicyclists, joggers, walkers and in-line skaters. Off-street trails are normally the most desirable trails because they allow for uninterrupted movement through the City and protect users from vehicular traffic hazards. These trails generally have both hard and soft-surface components to allow for multiple uses.

On-street bicycle lanes provide transportation corridors for bicycle commuters and urban cyclists. On-street lanes tend to be less desirable for children and casual riders. A grid of on-street bicycle lanes will provide an integral part of the multi-modal transportation system in Grand Junction.

Bicycle routes are designated on local roadways that have low, and slow traffic volumes that are safe bicycle routes. They are usually signed but not striped. A system of these streets could supplement the on-street bicycle lane and off-street trail system.

Back-country trails are soft surface trails, usually found on public lands surrounding the City. They may be used by pedestrians, mountain bikers, equestrians, and where designated, by motorized vehicles.



Introduction	Natural Environment	Parks	Recreation Facilities	Trails
Goals & Policies	Natural Environment Directions	Parks Directions	Rec Facilities Directions	Trails Direction

DIRECTIONS OF THE COMPREHENSIVE

PLAN: TRAILS



Figure 77: An example of a successful bike lane along a major roadway.

The City of Grand Junction has adopted an **Urban Trails Master Plan** that defines the type and locations of non-motorized transportation corridors in the Grand Junction urban area, as well as on-street bicycle and pedestrian facilities. However, the plan should be expanded to provide more direction, priorities, policies and implementation strategies.

It is recommended that Grand Junction and Mesa County work toward developing a primary network of off-street multi-use pathways, complemented by on-street bike lanes where an off-street trail is not possible, to provide pedestrian and bicycle connections throughout the community including connecting where people live to the Colorado River trail system. The trails should be sited to take advantage of greenways, waterways, and natural features. Multiple use trails are the preferred type of trail from a cost/benefit perspective.

KEY NEW COMPONENTS OF THE TRAIL SYSTEM

A Regional Trail

Grand Junction, Mesa County and many other partners envision a regional trail running the length of the Colorado River from Palisade to Fruita. It is being implemented through the combined efforts

of Colorado State Parks, the Colorado Riverfront Commission, and local groups (such as Urban Trails, a group that advises the City and County on the existing Urban Trails Plan).

Trails along drainageways

North of the Colorado River, drainage ways generally orient in a northeast/southwest direction as they drain toward the river. These drainageways can provide necessary connections for providing a trail network from the many existing and future residential neighborhoods and the Colorado River. In the Redlands, drainageways generally orient from SE to NW. Trails can be located within some of the broader drainage ways, and may have to be aligned along the edge of narrower drainage ways.

Canal Trails

Canals are part of the secondary water system of the valley and generally run along contour lines in a northwest/southeast alignment, following the terrain of the valley. These canals are owned by private irrigation companies, and are located in easements across private land.

Trails along canals may be an option for certain segments needed to make essential trail system connections. Only certain segments of canals are



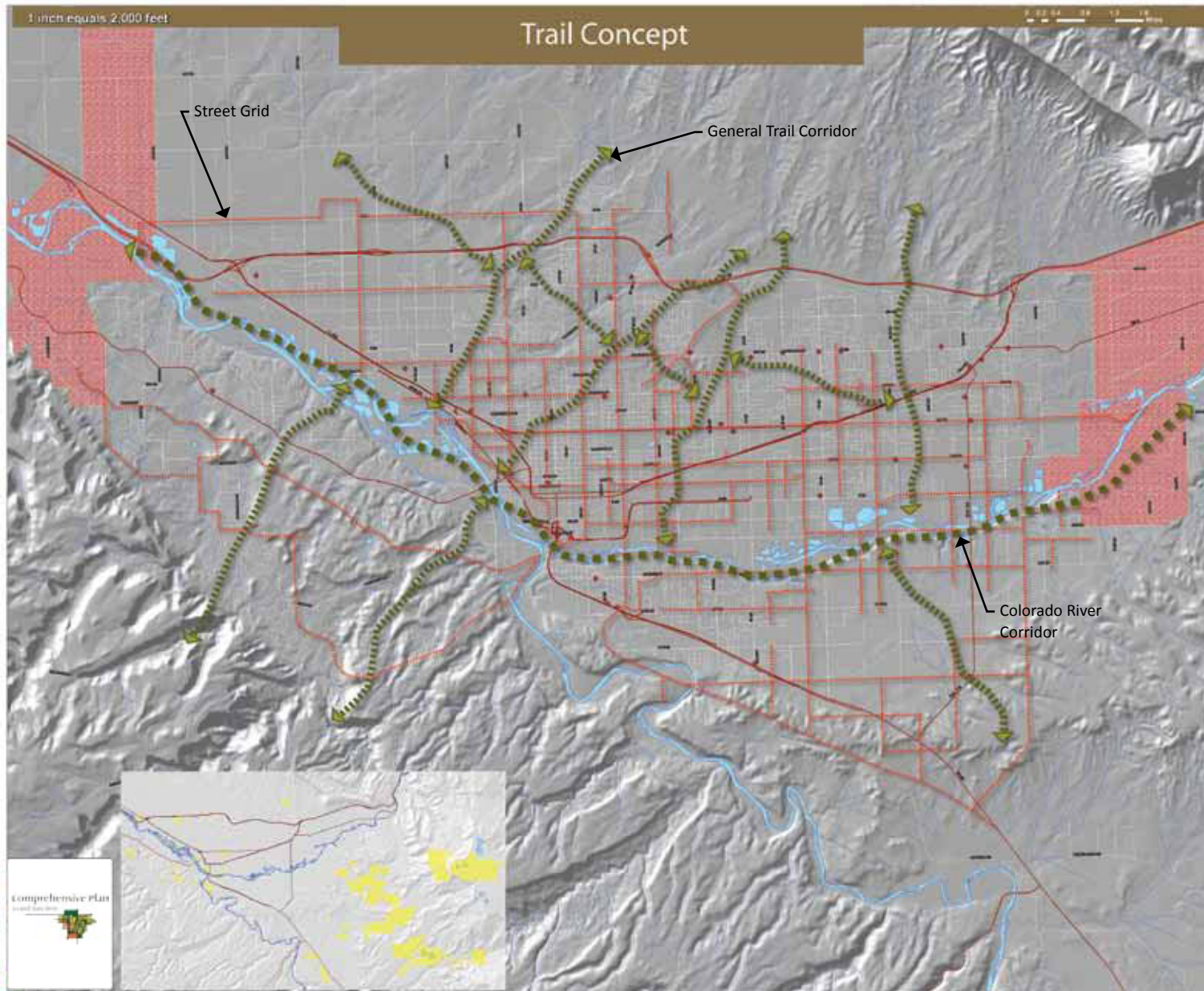


Figure 78: The concept for major trails takes advantage of existing greenways, drainages, and potentially a few canal segments (optional) to tie most of Grand Junction to the Colorado River regional trail.

Note: The grid of the trail system provides an alternative to the grid of the street system.



DIRECTIONS OF THE COMPREHENSIVE PLAN: TRAILS (CONT'D)

needed to make essential trail system connections. To utilize these segments for trail connections will require:

- * Cooperation and provision from the irrigation companies to ensure public safety of the canal and the canal companies' ability to maintain the canals.
- * Permission from the underlying landowners and provisions to minimize public impacts on their land (such as fencing).

The combination of drainageway trails that run northeast to southwest direction, and canal trails that run somewhat perpendicular in a northwest to southeast direction, creates a grid system separate from the grid of the street system. With the addition of the Riverfront Trail, other trails connecting developments to parks and major recreation facilities, and bike lanes and bike routes, a truly Grand Green system can be realized!

TRAIL SYSTEM GUIDELINES

1. New pathways should be 10-feet wide with additional width in soft surface for jogging and equestrian.
2. Grade-separated trail crossings under or over roadways should occur wherever possible. Where not possible, safety-enhanced at-grade roadway crossings should be used.

3. Off-street trails should be allowed along roadways only where they are detached from the curb (with a planting strip) and where a separate trail is not possible.
4. Where a path crosses a major roadway, the path alignment should follow one of two approaches as dictated by local conditions:
 - * Direct the path to a mid-block location with appropriate mid-block street crossing striping and signage.
 - * If a mid-block crossing cannot be achieved, bring the path to a corner crosswalk to make sure that automobile drivers can see the path users in an expected condition.
5. If there is a multi-use path, a separate sidewalk along the edge of the roadway is not necessary. However, there should be sidewalk connections from the pathway to any pedestrian crossing.
6. All new arterial and collector roadways constructed should include on-street bicycle lanes, even if there is a parallel off-street trail in the same corridor. This will insure that there are appropriate facilities for bicyclists of all skill levels and help provide multi-modal opportunity in major roadway corridors.
7. Trail interconnectivity (city, county, state, or federal) should be an integral part of the system.



Figure 79: A variety of path/trails for a huge diversity of users.



*A BALANCED, CONNECTED TRANSPORTATION SYSTEM
TO MAXIMIZE VIABLE TRAVEL CHOICES AND PERSONAL MOBILITY*

VISION:

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION:

What does livable mean for Balanced Transportation?

- ◆ Organized, functioning and orderly
- ◆ Services and shopping are close to where we live to cut down the amount of cross-town traffic, commuting times and to reduce air pollution
- ◆ A transportation system that balances possibilities for cars, trucks, transit, bicycles and pedestrians

CHAPTER CONTENTS

1. GOALS AND POLICIES

2. OVERVIEW

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Imbalance of Land Uses

Grand Junction Beltway / North - South Corridor

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Balanced Travel Choices

Rail and Air

4. WHO’S RESPONSIBLE FOR TRANSPORTATION IN THE REGION?

Regional Transportation Agencies

Local Agencies



GOALS AND POLICIES: BALANCED TRANSPORTATION



Figure 80: Opportunities exist for transit stops.



Figure 81: Downtown Grand Junction traffic.

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.

POLICIES:

- A. The City and County will work with the Mesa County Regional Transportation Planning Office (RTPO) on maintaining and updating the Regional Transportation Plan, which includes planning for all modes of transportation.
- B. Include in the Regional Transportation Plan detailed identification of future transit corridors to be reserved during development review and consider functional classification in terms of regional travel, area circulation, and local access.
- C. The Regional Transportation Plan will be used as a basis for development review and to help prioritize capital improvement programming. The City and County will maintain Capital Improvement Plans (CIPs) which prioritize road and alley improvements based on needs for traffic flow, safety enhancements, maintenance and linkages.
- D. A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, Downtown, Village Centers and Neighborhoods Centers and other desired public attractions. The Plan will be integrated into the Regional Transportation Plan.
- E. When improving existing streets or constructing new streets in residential neighborhoods, the City and County will balance access and circulation in neighborhoods with the community's need to maintain a street system which safely and efficiently moves traffic throughout the community.

OVERVIEW: BALANCED TRANSPORTATION



Figure 82: Subdivision design (with cul-de-sacs) in the latter 20th century often cause problems with mobility.



Figure 83: Road corridors are constrained by river and rail crossings.

The Grand Junction community envisions a convenient, functional transportation network. However, today's reality is increasing traffic congestion, which is a significant concern for the community. Two major elements are contributing to the problem.

- * Lack of alternative ways to get around
- * Imbalance of land uses

LACK OF ALTERNATIVE WAYS TO GET AROUND

Multiple travel routes provide greater mobility for driving, walking, and biking, and help reduce congestion. The older areas of Grand Junction have a grid system of roads that provides good user distribution and ease of navigation. The well-connected grid diffuses traffic over multiple routes rather than concentrating traffic within several major corridors. A grid makes navigation easier as well; when there is more than one way to reach the destination, if an incorrect turn is made, it can be corrected without retracing the drive.

However, over recent decades, street patterns in new development have changed. The introduction of cul-de-sacs limit the ways to get through a neighborhood, forcing more traffic onto fewer, wider streets with higher speeds (which in turn makes them less desirable for living, walking and biking). This often leads to longer trips, since there is seldom a direct route from one point to another. This has led to a strict hierarchical road system that funnels

traffic onto major roadways that must continually be expanded to meet the traffic demands.

Perhaps just as significant as the changing nature of our road system are the physical constraints that limit where roads can go, such as: the few crossings of the Colorado River, valleys and escarpments too steep for roads, and limited crossings of the railroad tracks. These physical constraints force traffic onto several major corridors, which creates bottlenecks that will only increase as we grow in population.

IMBALANCE OF LAND USES

Another major contributor to the region's transportation challenges is the pronounced distance between residential and non-residential land uses. In the Grand Junction area, the major employment centers and commercial areas (such as the Mesa Mall and other large commercial areas) are in the west and northwest sectors of the city and the majority of residential areas are in the east and southeast sectors. This results in frequent and long driving trips to get from one end of town to another. Combined with few cross-town travel options and lack of travel choices as noted above, it becomes apparent why traffic congestion is of increasing concern, particularly considering the projected growth.

In 2006, the Mesa County Regional Transportation Planning Organization (RTPO), the regional traffic planning partnership, modeled future traffic patterns



OVERVIEW: BALANCED TRANSPORTATION (CONT'D)

for the region based on current land use patterns and growth projections. It determined that if current trends were continued by 2035, sections of Highway 50 would have to be widened to at least an eight-lane roadway to function at an acceptable level of service! Several other roadways would similarly have to be significantly widened to even partially absorb projected traffic and increased congestion.

GRAND JUNCTION BELTWAY / NORTH - SOUTH CORRIDOR

For more than thirty years, Grand Junction and Mesa County have identified the need for a beltway system. The Riverside Parkway completed by the City of Grand Junction in 2008 completes the southern section of the beltway.

A north - south corridor using 29 Road is another section of the beltway. It includes river and railroad crossings and a new interchange with Interstate 70. It will provide better traffic movement around the community, particularly getting the commuting public to Interstate 70 and the City Center.

The Colorado River bridge on 29 Road, completed by Mesa County in 2006, provides a major connection linking Orchard Mesa with Pear Park now and is a major step in accomplishing the future north - south corridor.

Table 5: Project Calendar for Grand Junction Beltway

Project Portion	Status	Funding Source	Cost (millions)
24 Road Interchange	Completed 2007	CDOT	\$8.25
Riverside Parkway	Completed 2008	City	\$110
South 29 Road Improvements	Completed 2006	County	\$18.92
North 29 Road Improvements	Completed 2004	City	\$7.25
29 Road / I-70B Intersection	Under Construction	Joint City/County	\$3.20
I-70 Interchange	Projected 2015+	Future	\$45
29 Road Overpass	Projected 2010-2011	Future	\$20

Total: \$212.62

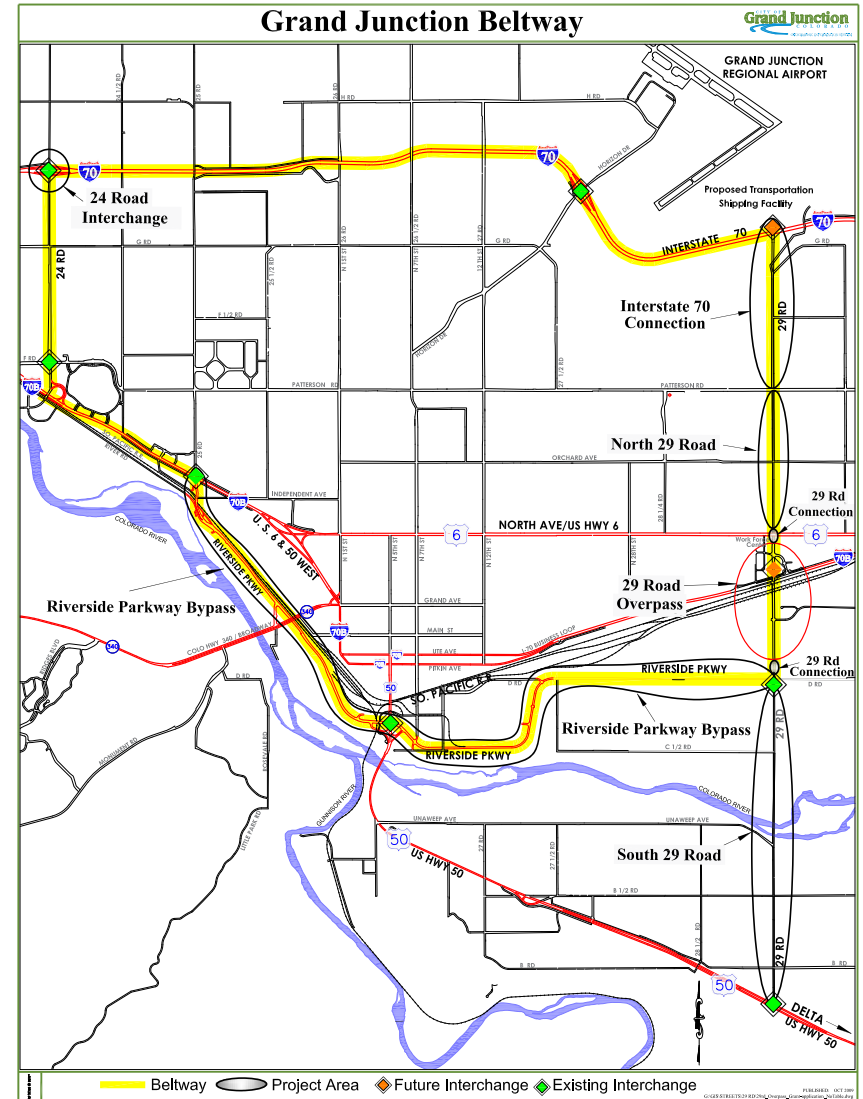


Figure 84: Conceptual Plan for the Grand Junction Beltway / North - South Corridor.



DIRECTIONS OF THE COMPREHENSIVE PLAN: BALANCED TRANSPORTATION

INCREASE CONNECTIVITY

Connectivity means a street network with multiple travel routes that diffuse traffic. Well-connected street networks have been shown to reduce congestion, increase safety for drivers and pedestrians, and promote walking, biking, and transit use.

Connectivity does not mean building more and wider roadways that harm neighborhoods. In fact, the opposite is true. Connectivity specifically includes

creating small-scale, low-speed streets as part of a dense street grid with small block lengths ¹. Such street networks maximize efficient traffic flow and roadway capacity while increasing safety by holding vehicle speeds to 35 mph or less (which is actually also the most efficient speed to move traffic on urban streets). Small block lengths encourage walking and increase pedestrian safety. To maintain neighborhood integrity, street connections are encouraged to be offset to discourage cut-through. Increasing connectivity is less costly, more cost-efficient, and less impactful than widening arterial roadways to six, eight, or even ten lanes.

Transportation in the Grand Junction area is under the jurisdiction of multiple agencies, which must all cooperate to achieve transportation goals.

- * City Utility, Facility and Street Systems Department
- * City Transportation Engineering Division
- * Mesa County Road and Bridge Department
- * Regional Transportation Planning Office (RTPO)
- * Grand Valley Transit
- * Grand Junction Regional Airport Authority

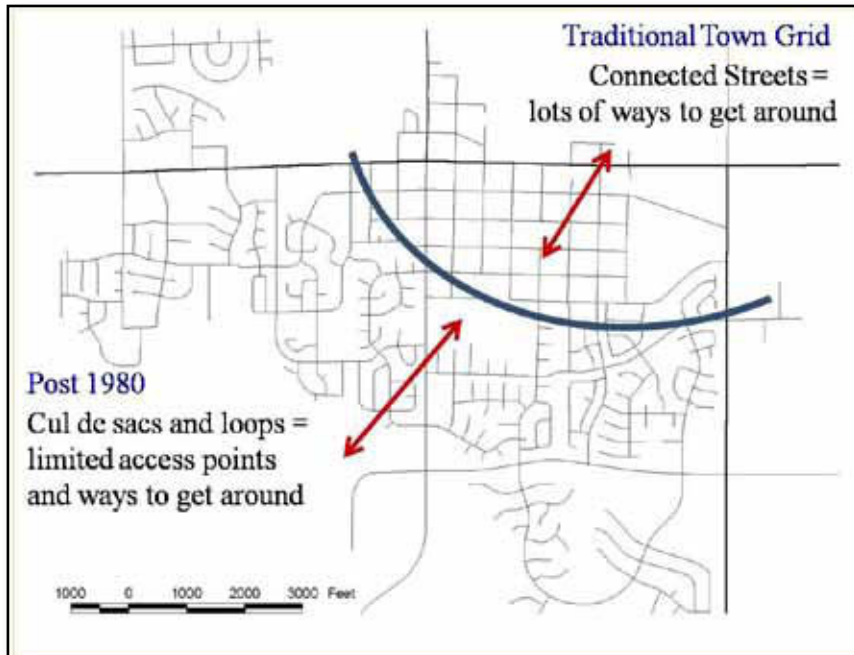


Figure 85: Grid pattern vs. cul-de-sac design and their impact on connectivity.

¹ Ideally, block lengths should be between 330 and 530 feet.



DIRECTIONS OF THE COMPREHENSIVE PLAN (CONT'D)

The strategy to increase connectivity is multi-pronged:

- * Plan for the connection of key streets and roadways where discontinuities exist. The RTPD and Comprehensive Plan review have identified areas of the community where discontinuities exist. Completing the gaps in streets and roadways will also allow improvements to bicycle lanes and sidewalks. This does not mean “retrofitting” existing neighborhoods with new street connections unless they have been identified in the subdivision plan, the Grand Valley Circulation Plan or other city and county street master plans.
- * Plan for the future development of transportation corridors in key areas. In future updates of the Grand Valley Circulation Plan or any other transportation master plan, identify transportation corridors (bus and rail). These corridors may require additional street widths or a connecting bike or pedestrian link.

- * Adopt street connectivity standards for new development and redevelopment, including connecting streets within subdivisions and adding connections to external streets and adjacent development.
- * Finally, the region should identify and plan for additional crossings of the Colorado River and the Railroad. Doing so will help alleviate the choke points caused by the limited existing crossings, particularly as growth continues to the east and southeast. From a transportation perspective, potential river crossings should be evaluated on their ability to:
 - * Relieve traffic on existing crossings;
 - * Minimize impacts to neighborhoods and sensitive lands; and
 - * Easily diffuse traffic onto multiple travel routes at each end.

BECOME MORE TRANSIT-FRIENDLY

Because roadway investments alone will not solve the Grand Junction region’s existing and future transportation challenges, the role of transit will become increasingly important. Rising gas prices and the need to foster affordable ‘living’ (not just housing) to help employee recruitment and retention, are two more important factors in transit’s importance in helping to meet the region’s future mobility needs and support Grand Junction as a regional center.

A recent Mesa County/RTPD report, “Economic Benefits of Transit in the Grand Valley,” identified the following six major benefits of Grand Valley Transit’s (GVT) public transportation service to the region:

- * Mobility and access;
- * Economic and financial benefits;
- * Energy and environmental benefits;
- * Safety and security;
- * Social equity; and
- * Other intangible benefits.

As the report summarized: “Public transportation fosters more livable communities and encourages neighborhood interaction. Transit-friendly communities also promote more physical activity.”

As a relatively young and small transit system, GVT’s historical function has been to provide transit

Table 6: Return on Transit Scenarios

	Scenario A Current Operations	Scenario B Expanded Operations	Scenario C New Facilities
Investment	\$2.18 m/yr	\$4.2 m/yr	\$9m
Return for Each \$1 Invested	\$2.80	\$2.93	\$3.51
Return for Each \$1 Invested (incl. Property Value)	\$5.06	\$5.26	\$7.39
Jobs Created	96	225	300

Source: *Economic Benefits of Transit in the Grand Valley, GVT and Mesa County, 2008*



DIRECTIONS OF THE COMPREHENSIVE PLAN (CONT'D)

service to those populations who most need it and have limited mobility options. However, with route expansions, the construction of a new central transfer facility, and other improvements, the system is beginning to evolve into a viable mobility option for all travelers.

The study evaluated the costs and benefits of various scenarios related to the GVT and summarized the economic return to the community of transit investments.

BUS RAPID TRANSIT AND COMMUTER RAIL

The Comprehensive Plan identifies the potential of a commuter corridor along I-70 B and Highway 50 in the core area of town. This route could link Clifton/ Fruitvale to downtown and the Mesa Mall areas. Potentially the system could even be expanded to Palisade and Fruita. This alignment links other commercial areas such as North Avenue, the east end of Main Street, and the west end of Ute Avenue. With future infill and redevelopment in City Center, this alignment could link a significant portion of the area population with key shopping and work destinations, and reduce automobile use. Parking lots along the alignment could allow suburban residents to leave their cars outside the City Center area.

The system could begin as regular bus service and evolve into Bus Rapid Transit (BRT). In the long-term, with cooperation by the Union Pacific Railroad, it

could even take advantage of a rail line along the north edge of the railroad ROW to create a commuter rail line.

The strategies to become more transit-friendly are:

- ✳ Increase local bus service in **City Center** and other commercial / employment centers; to increase ridership and set the stage for future investments. Ensure that new and retrofitted roadways be built as “complete streets” that accommodate all travel modes – driving, transit, walking, and biking. Future road improvements are to create multi-modal streets (bicycle lanes, transit capacity and function, sidewalks) rather than merely



Figure 86: Example of Bus Rapid Transit.

widening lanes or street width for automobiles and truck traffic.

- ✳ **Encourage infill and new development** in areas that already have transit service (such as the City Center), and in areas that can be designed to support transit service, such as new mixed-use centers and transit-oriented development.
- ✳ Modify the city and county development regulations to allow transit facilities, connections, and funding to be counted as acceptable traffic mitigation requirements in lieu of traditional measures like road and intersection widening.
- ✳ **Revise zoning and land development codes** as necessary to remove barriers and provide incentives for development patterns that support transit, walking, and biking.
- ✳ Work with the Railroad and other stakeholders to preserve the ROW and the ability to implement premium transit service (high speed rail, light rail, bus rapid transit) in the future as feasibility warrants and opportunities arise.

BALANCED LAND USE

The Future Land Use Plan addresses the current imbalance of land uses by distributing a variety of land uses throughout the region and by encouraging mixed-use centers (residential and commercial together) in



DIRECTIONS OF THE COMPREHENSIVE PLAN (CONT'D)

order to provide shopping and employment closer to where people live. The plan also adds a substantial amount of residential uses to the west and northwest areas to take advantage of the existing commercial and employment uses in those areas.

The strategies to balance land uses are addressed in the **Land Use** section of the Comprehensive Plan.

BALANCED TRAVEL CHOICES

Many of the above strategies will also increase and balance travel choices (drive, ride the bus, and walk). To improve walking and bicycle choices, the strategy is to expand the trail system that crisscrosses the region by providing routes that run along roadways, drainages and other corridors. This will allow off-street travel north to south and east to west. Some routes may be a combination of on-street bike lanes and trail sections. Other areas may have a continuous off-street path. The Colorado River trail system can become a back bone to the rest of the system. This system is described more fully in the Trails section of the **Guiding Principle 4: Grand Green System** chapter.

RAIL AND AIR

The railroad and airport are vitally important to Grand Junction’s role as **a regional center**. Both carry people and freight in and out of the region. They will be increasingly important as we increase our manufacturing capacity and grow into a regional

office center. Continued operation of these systems is important for our economy as well as to the overall transportation needs of the region.

Railroad

The railroad corridors basically follow the Colorado and Gunnison River corridors. The corridor includes rail lines, storage areas and freight operations. The AMTRAK passenger rail station is located on South 1st Street in the **Downtown**.

Grand Junction Regional Airport

The recent update of the Grand Junction Regional Airport Master Plan indicates an expansion of the airport, including an additional runway, infrastructure improvements, and additional ground facilities and structures. The Future Land Use Plan reflects the Airport Master Plan Update, applies an **Airport land use designation**, and identifies the BLM land that is potentially involved with the airport expansion.



Figure 87: The Colorado River Trail.



*WHO'S RESPONSIBLE FOR TRANSPORTATION
IN THE REGION?*



Figure 88: Public art in the Downtown.

Transportation in the Grand Junction area is under the jurisdiction of multiple agencies, which must all cooperate to achieve transportation goals.

REGIONAL TRANSPORTATION AGENCIES

A number of agencies are required for federal and state transportation road and transit funding to be programmed and used for the region:

The Grand Valley Regional Transportation Committee (GVRTC) is composed of representatives from Mesa County, Grand Junction, Fruita, and Palisade. The GVRTC administers the state and federally mandated planning activities for the Metropolitan Planning Organization (MPO), the Mesa County Transportation Planning Region (TPR) and the Grand Valley Transit (GVT) system. The GVRTC adopts a 20-year Regional Transportation Plan budget, to the level of funding available over the life of the plan. The plan includes transportation projects for all modes (road, transit, non-motorized, air and rail). It also produce a short-range plan that identifies projects to be completed over the next six years in the region. The short-range plans from all TPRs and MPOs in the state are wrapped-up into the State Transportation Implementation Program (STIP).

The Mesa County Regional Transportation Planning Office (RTPO) is the staff complement for the GVRTC.

The Metropolitan Planning Organization (MPO) is a transportation policy-making organization led by the GVRTC. MPO policy directions guide transportation planning in the urban areas of Grand Junction, Fruita, Palisade, and adjacent unincorporated Mesa County.

The Transportation Planning Region (TPR) is the planning boundary that covers all of Mesa County.

LOCAL AGENCIES

The Grand Junction Regional Airport Authority owns and operates the Grand Junction Regional Airport. The Authority is a political subdivision of the State of Colorado. A Board of Commissioners governs the Authority with representatives from the City of Grand Junction and Mesa County, appointed by the City Council and Board of County Commissioners.

The Grand Junction Utility, Facility and Street Systems Department and Transportation Engineering Division under the Public Works and Planning Department are the City staff in charge of planning and maintaining the city street system.

The Mesa County Transportation / Road and Bridge Department is the Mesa County department in charge of road maintenance.



A REGIONAL CENTER

VISION:

“Becoming the Most Livable Community West of the Rockies”

TRANSLATING THE VISION:

What does livable mean for A Regional Center?

- ◆ Vibrancy – lots of things happening
- ◆ Organized, functioning, and orderly
- ◆ A safe, child- and senior-friendly community
- ◆ Exceptional medical services
- ◆ Superb educational opportunities

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INTRODUCTION

Grand Junction is a regional center with a high quality of life. The residents take pride in their community and have shown an interest in preserving and reinforcing this community through:

- * Increased attention to aesthetics and design;
- * Preservation of heritage and culture;
- * More activities, entertainment and amenities for residents and visitors;
- * Protecting established neighborhoods; and
- * Adequate services and facilities provided with new development.

Being a unique, attractive community with culture and activities supports our role as a regional center. Grand Junction is not only a regional draw for retail and commercial opportunities, but is also a regional attraction for other services. The Plan sets a course to ensure that quality services continue to be provided and that the other components of our unique community are retained in the future as our region grows.

Preserving our unique community is also related to our goal of Sustainability. While no community can or wants to be totally independent, increasing our level of self sufficiency (sustainability) will improve our ability to survive natural and economic crises and to be able to support each other as a community.



GOALS AND POLICIES:

A REGIONAL CENTER



Figure 89: Regional retail and services at the Mesa Mall.

Goal 8: Create attractive public spaces and enhance the visual appeal of the community through quality development.

POLICIES:

- A. Design streets and walkways as attractive public spaces.
- B. Construct streets in the City Center, Village Centers, and Neighborhood Centers to include enhanced pedestrian amenities.
- C. Enhance and accentuate the City 'gateways' including interstate interchanges, and other major arterial streets leading into the City.
- D. Use outdoor lighting that reduces glare and light spillage, without compromising safety.
- E. Encourage the use of xeriscape landscaping.
- F. Encourage the revitalization of the existing commercial and industrial areas.

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

POLICY:

- A. The City and County will plan for the locations and construct new public facilities to serve the public health, safety and welfare and to meet the needs of existing and future growth.

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

POLICIES:

- A. Through the Comprehensive Plan's policies the City and County will improve as a regional center of commerce, culture and tourism.
- B. The City and County will provide appropriate commercial and industrial development opportunities.



OVERVIEW

Figure 90: Main Street, Downtown Grand Junction.

Grand Junction's unique heritage and culture have shaped the region into what it is today. Over the city's 130-year history, it has transitioned from an agricultural-based community to a regional commercial and business center. Growth, however, is challenging local government's ability to keep up with increased traffic, utility demands, park usage and school enrollments. The quality of life in the community is directly related to maintaining an acceptable level of these vital services. The Comprehensive Plan provides general directions for maintaining and improving these functional aspects of our community that we often take for granted but that are essential to "livability."

But in other ways, the Grand Junction area still has small town characteristics: friendly people, knowing neighbors, caring for each other young and old. Activities, entertainment and amenities provide residents and guests with opportunities to socialize, exercise and revitalize. Unique programs as diverse as Art on the Corner, the Main Street Farmers' Market, and the Junior College World Series add to the special lifestyle of the Grand Valley. A broad variety of activities and amenities is a component to a high quality of life.

In the preparation of this Comprehensive Plan, the residents of the Grand Junction area spoke with great pride in their community and showed an interest in preserving and improving the aesthetic appeal of the area. Past successful efforts to

enhance the community's appearance include Main Street redevelopment, 7th Street streetscape improvements, Art on the Corner, river corridor improvements, etc. They have happened through the combined efforts of citizen groups, business interests, non-profit organizations and the City and County. Yet there is much that could be done: improving our "gateways" (first impressions), preserving the great buildings that contribute to our heritage, building new buildings that define our future, expanding tree-lined streetscapes throughout the community and landscaping new development and parking lots. The Comprehensive Plan builds on the efforts that are already in place and establishes broader aesthetic objectives for additional improvements to the highly visual aspects of the community.

The planning area includes a number of unique neighborhoods, each with distinct needs and priorities. The City Center has quite different needs than the rural development at the fringes of the urban area. This plan recognizes the different characteristics of the community's neighborhoods and recommends the use of area plans to identify and address unique neighborhood needs.



DIRECTIONS OF THE COMPREHENSIVE PLAN: COMPONENTS OF A REGIONAL CENTER



Figure 91: Tree-lined streets and buffered sidewalks are welcoming.

AESTHETICS AND DESIGN

The way a place looks and feels impacts the way we feel and act. An aesthetically pleasing place is somewhere people want to be and a place people want to maintain. This attitude feeds our community pride and strengthens bonds with our neighbors. It also attracts visitors and invites them to stay here longer. As we grow, we have the opportunity to ensure new development adds to our unique character and provides an attractive built environment.

Achieving Design Compatibility

The Comprehensive Plan encourages growth in mixed-use Centers (**Guiding Principles 1: Concentrated Centers**). When developing mixed-use Centers and other mixed-density and higher density residential projects, design becomes increasingly important to blend the community together. With no attention to design the result is disarray and the area doesn't 'feel' like a coordinated place. It doesn't function well, and as a result the merchants are less successful. We all want attractive and functional areas for our community; places where residents feel safe, comfortable and enjoy living. We also want to ensure that mixed-use developments blend various housing types and uses compatible with each other and with their surrounding neighborhoods.

By following a few simple design principles, townhomes and small condominium buildings can be

made to blend together and transition comfortably to adjacent single family homes and townhomes. In neighborhoods with very similar types of homes, repetitive sameness can be avoided by simply mixing home styles and colors, by providing a few small plazas or sitting areas, and by avoiding too many driveways over sidewalks.

Attention to design can also ensure that Centers are able to evolve gradually over time and are not unintentionally compromised by unwise site layout or orientation. The Plan encourages more flexible regulations for Centers that encourage buildings that can accommodate various uses over time, focusing more on the form of the building than the specific uses within it. For example, commercial uses on the ground floor may be the ultimate objective for a building; the space might be used for a time as a residence until the commercial demand grows; constructing the buildings close to the street enhances its visibility and human scale and encourages pedestrian activity along the street. Attention to design will allow the use of the building to change without having to be replaced.

Landscaping

Landscaping benefits the community in many ways. Landscaping has a significant impact on appearance, comfort and even property values. Tree-lined streets, shaded plazas, colorful accent flowerbeds, hedges that hide parking lots, all increase the livability of our



DIRECTIONS OF THE COMPREHENSIVE PLAN: AESTHETICS AND DESIGN COMPONENTS (CONT'D)

community to residents, and increase our appeal to guests and businesses, including potential employers and employees. Landscaping also has a significant impact on property value. Studies have shown that attractive landscaping can add 10% or more to a property’s value.

Wise Water Use

Grand Junction is in a high desert climate, but has the luxury of a lush, green river corridor running through the middle of the community. While we have plenty of water to support future growth, it makes sense to conserve water as much as possible, and to reduce the cost of irrigation. The Plan proposes using low water-use planting (xeriscape) in the landscapes throughout the community including public landscaping projects such as the new Riverside Parkway and some medians, while retaining irrigated landscapes in the core of the City in parks and community entry features such as the 5th Street entrance into the City. This concept will be implemented through landscape design practices of the Parks and Streets departments.

Complete Streets

Prior to the 20th Century, streets were an important social component of the community. They were a place where people interacted both for business and social reasons. Grand Junction has many examples of great streets, especially in Downtown (e.g. 7th Street).

By the mid 1900’s, street design became focused on the functional aspects related to the growing

dominance of the automobile. The result today is streets that are optimized to move traffic, which in turn has made them undesirable for walking, homes, and even for pedestrian shopping. We have allowed busy, often walled, streets that are actually barriers in the community. These streets are not inviting to pedestrians, bicyclists or other modes of transportation. On a number of streets pedestrians have to dash across through traffic due to lack of pedestrian crosswalks.

In recent years, however, the importance of the total function of streets has re-emerged. The Plan encourages the design of “complete streets” that integrate traffic, walking, bicycling and aesthetics. Complete streets accomplish multiple community goals: they not only carry traffic but also contribute to unique community identity, safe routes to schools, successful business environment, encourage walking and exercise, and serve as public space for the community. (**Guiding Principle 5: Balanced Transportation**)

Over time, steps can be made to transform our streets from raceways to memorable places where residents and visitors will want to visit again and again. Street trees, planting strips, street lights, benches, trash receptacles, and pavers are components to create a welcoming atmosphere. These components can be varied in different areas of the community to build on the unique characteristics established for each of the Centers (**Guiding Principles 1: Concentrated Centers**).

Public Gathering Spaces

Creating public gathering space gives people a place to socialize and interact with neighbors. Public gathering spaces include:

- * Parks;
- * Plazas;
- * Amphitheaters; and
- * Activity fields.

With great streetscapes, the sidewalk too can be a public gathering space. Public gathering spaces may be used to create vibrancy where plenty of ‘happenings’ can occur. Examples are the farmer’s market, tournaments, entertainment, education, amenities and activities that draw the public. The Downtown is a key location for public gathering spaces. Public gathering spaces should also be a component of Village and Neighborhood Centers.

Gateways & Key Corridors

Many communities have created welcoming monuments and landscaped gateways at the entries to their communities. Gateways give visitors a first impression of a community and demonstrate community pride. Grand Junction already has gateway signs along I-70 and Highway 50, but creating a gateway is often more than just signage. Horizon Drive is one key gateway to the community. The City of Grand Junction and Horizon Drive Business



DIRECTIONS OF THE COMPREHENSIVE PLAN: AESTHETICS AND DESIGN COMPONENTS (CONT'D)

Improvement District have cooperatively invested in landscaping, new sidewalks, lighting and public art to improve the overall appearance, pedestrian orientation and functionality of Horizon Drive. There are other gateway opportunities to redevelop and enhance the entry atmosphere. Key gateways and entry corridors have been identified.

An important gateway element recommended in the Plan is the preservation through a view protection overlay, the land at the foot of Mt. Garfield. (Mt. Garfield Preservation). The focus of this effort is to preserve the striking natural setting of this area, and to avoid development that would detract from Mt. Garfield, which has come to symbolize the Grand Junction area.



Figure 92: Gateway at Horizon Drive and I-70.

Views

The extraordinary views of Mt. Garfield, Grand Mesa and the Colorado National Monument from in and around Grand Junction are a key element of the community character. Views are discussed in the **natural environment** section of the **Grand Green System Chapter**. To protect this unique aspect of living in the valley, conservation of viewsheds should be considered as an element of quality design and planning, especially in areas of mixed-use, mixed density, moderate to high densities and areas of high public visibility.

Dark Skies

Clear, starry night skies are a signature of the ‘West’ and are a component of the “small town feel” desired by community residents. Unfortunately, growth often diminishes the visibility of the night sky. This is, to a large degree, due to the type of lighting used rather than the amount of growth. Up-lighting (buildings and landscapes) as well as broadly directed lighting of streets and parking lots all contribute to the glow over the region that obscures the night sky. Using light fixtures that focus light downward and limit its horizontal spread can greatly enhance the visibility of ‘dark skies’. The Plan recommends creation of design guidelines for new outdoor lights and a gradual replacement program of existing City and Colorado Department of Transportation (CDOT) fixtures that contribute to the glow.

RETAINING OUR HERITAGE

Historic Buildings and Neighborhoods

Many communities have started to capitalize on their best assets such as historic buildings.

Grand Junction has, like most cities, seen many of its’ historic buildings replaced with new construction. Appropriate historic buildings should be preserved to the extent possible. Modifications and additions to historic buildings are acceptable if the alterations are constructed to compliment the original character.

The neighborhood just north of the Downtown retains the original grid pattern of tree-lined streets and many older homes. To allow the Downtown to grow but not disturb the character of this neighborhood, the Plan recommends that increased density be allowed in this neighborhood through Accessory Dwelling Units.

Individual Neighborhood Character

The Community has expressed the desire to foster neighborhood identity. This can be accomplished through many elements and aspects such as parks, schools, signage, architecture and streetscape that become specific to that neighborhood. Many strategies to foster neighborhood identity, as well as specific land use issues and goals, are addressed in the various neighborhood and area plans adopted by the City and County. The Comprehensive Plan supports these individual neighborhood and area plans of the region. Several of the plans were



DIRECTIONS OF THE COMPREHENSIVE PLAN: AESTHETICS AND DESIGN COMPONENTS (CONT'D)

incorporated into the 2009 Comprehensive Plan. However, others are out of date and need revision. During the revisions, these neighborhood and area plans are to adapt the Comprehensive Plan to each neighborhood at a finer, more detailed level. (**Housing Variety Recommendations** and **Grand Valley Housing Strategy**)

For more specific guidelines for individual neighborhoods please refer to the following plans:

- * North Avenue Plan
- * Clifton-Fruitvale Community Plan
- * Whitewater Community Plan
- * Pear Park Neighborhood Plan
- * Redlands Area Plan

Visual and Performing Arts

Grand Junction retains many elements of its heritage as it promotes culture through the visual and performing arts. The Avalon Theater is an example of our heritage and today’s culture as a performing arts venue housed in a historic structure. In addition to wonderful art galleries throughout Grand Junction, the City is also home to several unique art centers. The Western Colorado Center for the Arts is a nonprofit arts organization that promotes the enjoyment and understanding of the arts through educational programs, exhibits and its permanent collection of nearly 300 historic and contemporary works. Art

on the Corner is a year-round outdoor exhibit featuring more than 100 sculptures helping **Downtown** become a destination for visitors.

Other cultural amenities include:

- * Grand Junction Symphony;
- * Botanical Gardens;

- * Roper Music Hall;
- * Mesa Theater;
- * Colorado Mesa University’s (formerly Mesa State College) Performing Arts Complex;
- * Museum of the West; and
- * Cross Orchards Historic Farm.



Figure 93: Art in public places is an important community value.



OVERVIEW: FACILITIES AND SERVICES



Figure 94: Services like snowplowing and street sweeping are important considerations with growth.



Figure 95: Colorado Mesa University (formerly Mesa State College).

How we grow impacts our ability to provide adequate services. In the past, in order to encourage new development to annex and be subject to City development standards, the City allowed long, linear outward annexations along its periphery. This resulted in an irregular boundary that forces a street sweeper or paving crew to stop mid block and traverse several streets to get to the next maintenance section. This, combined with overlapping services of other providers (water, sewer), has resulted in areas of the community where one side of a street might be in the City, and the other side in the County (and therefore serviced by other providers). Though the City, Mesa County and other service providers attempt to cooperate, there are often inefficiencies of multiple responses to a call for service or emergency, and confusion of residents as to where to direct requests. Coordinating public utilities expansion with future population growth and land use decisions is a high priority of the Plan.

As a regional center, daily population in Grand Junction nearly double when tourists, commuters and regional shoppers are considered. Even though these employees and patrons are not ‘residents’ of the City, the City still provides parks, amenities, street maintenance, trails and emergency services to all who come. This increase needs to be considered to adequately plan for services, infrastructure and facilities.

Services provided by the City of Grand Junction include:

- * Water
- * Solid Waste
- * Parks
- * Wastewater
- * Fire Services
- * Economic, Convention & Visitors’ Services
- * Police Services
- * Facilities / Amenities
- * Administrative Services
- * Neighborhood Services
- * Planning & Engineering

Other services provided in the region by other entities and Mesa County include:

- * Electricity
- * Wastewater
- * Parks
- * Solid Waste
- * Water
- * Schools / Education
- * Administrative Services
- * Facilities / Amenities
- * Sheriff’s Office

SCHOOLS

The Mesa County Valley School District 51 currently operates 52 schools in the Grand Junction area. Growth is expected to continue in the School District. Based on their own projections, to obtain the least expensive land possible, the District purchases property for future schools years before the need for the facility. Often, the location of a future school strongly influences where utilities and roads are planned, and thus to some degree the purchase of school properties dictates the form of



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

the neighborhood and community. The result is not necessarily an optimum location with regard to other community considerations such as maximizing the number of homes within walking distance, proximity to shopping and conveniences, location of parks, and providing an efficient road and utility system. Thus, the siting of new schools has a strong influence on the growth patterns of the community.

The District has needs for funds for land purchase, and for additional elementary schools in Pear Park, Clifton and Fruitvale. Short, near-term plans for the District include:

- * High school sites in two areas: Orchard Mesa and Appleton;
- * Two to three elementary schools; and
- * Rebuilding of a middle school.

Long term plans include:

- * Two additional middle schools; and
- * Two additional elementary schools.

Although the School District collaborates with Mesa County and the City of Grand Junction regarding future school sites, larger, adequately-sized parcels¹ available to accommodate new schools tend to be outside the developed areas of the City. Also, land some distance from existing development tends to

¹ The District currently requires approximately 10 acres for an elementary school, 20 acres for a middle school and 35-40 acres for a high school.

have lower land costs. Roads, sidewalks and utilities then have to be extended to these isolated locations. Eventually, other development is attracted by the new roads and utilities, which results in outward, leap-frog expansion of the City, which in turn leads to inefficient use of public resources to provide services.

In addition, transporting children to schools is expensive for the School District as well as for parents in terms of equipment, gas, and time. Future schools in the planning area should be located within walking distance of as many homes as possible. This suggests considering the locations of mixed-use centers and higher density neighborhoods in determining school locations. Whenever possible, schools should be located adjacent to parks to promote the synergy of uses. Because the location of schools is so important to cost-effective growth and efficient use of resources, the City, County and School District should continue to collaborate closely in the future to assure that school locations will reinforce the objectives of the Comprehensive Plan.

DOMESTIC WATER

The Grand Junction area is served by multiple water providers: **City of Grand Junction**, Ute Water Conservancy District, and Clifton Water District. The City of Grand Junction’s water service area is limited by agreement with Ute Water, whose service district surrounds that of the City’s service area. The three bodies project that domestic water supply for

the region is adequate to serve the projected 2035 population.

The Ute Water Conservancy District obtains water primarily from snowmelt on the Grand Mesa. Its service area covers the majority of the planning area. They project a 390,000 population for the valley by 2045.

Clifton Water District obtains its water from the Colorado River and serves the east end of the planning area from Interstate 70 to the Colorado River and from 30 Rd to 34 ½ Rd and the Whitewater Community. The Company has a five-year capital plan to address undersized pipes and other system needs.

Water Conservation

A Water Conservation Master Plan was cooperatively developed by the City of Grand Junction, Clifton Water District, and Ute Water Conservancy District. The Water Conservation Master Plan has a goal to maintain or reduce water uses for the City water service area.

The Grand Valley Drought Response Information Project (DRIP), a campaign created by Grand Valley domestic water providers and Colorado State University Cooperative Extension Service to educate customers about water conservation, has promoted water conservation techniques and practices since 2003.



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

IRRIGATION WATER

Six irrigation companies, along with the City of Grand Junction, provide irrigation to the region. The Wise Water Council has been created in an effort to standardize development requirements amongst the companies.

The irrigators in the Grand Valley have managed to preserve an extensive canal system to deliver raw (untreated) water to property owners throughout the region, including large agricultural interests as well as individual homeowners. The availability of raw water eliminates the need to use treated water for irrigation, which dramatically reduces the cost of irrigation water, and the energy and chemicals typically used to treat it.

The irrigation companies face several challenges due to development and increased growth.

- ✱ Private developers building on easements and over canals, blocking access;
- ✱ Pressure for public trails on canal easements (**Trails**); and
- ✱ Increased difficult maintenance due to the urbanization of lands.

WASTEWATER

Development in urban areas is serviced by a sewer system through special districts or the City of Grand Junction. The wastewater of the region is treated at the Persigo Wastewater Treatment Plant, or the Clifton Wastewater Treatment Plant. The rural areas that are outside of districts use septic systems.

Persigo Wastewater Treatment Plant

The City of Grand Junction and Mesa County cooperatively operate the Persigo Wastewater Treatment Plant. The plant has expansion capabilities to meet the future growth estimated in this planning effort. Concurrent with the 2009 Comprehensive Plan process, a sewer basin study was conducted to determine problem areas in the system and to examine impacts to sewer systems as a result of varying land use patterns. While there are problem areas in the system regardless of the land use pattern, it was determined that the Future Land Use proposed with this Comprehensive Plan was not significantly more expensive than alternatives.

Central Grand Valley Sanitation District

The Central Grand Valley Sanitation District services the area from I-70 south to the Colorado River and from Grand Junction City limits to the west eastward to the Clifton Sanitation District boundary. The District has 3,000 taps available; 80 percent are currently in the development process. The lack of adequately

sized pipes is seen as a limiting factor for future growth (the biggest growth area is seen around D Road in Pear Park). There is a six-year capital plan that includes the replacement and upgrade to concrete pipe to address growth.

Orchard Mesa Sanitation District

The Orchard Mesa Sanitation District service area spans from the Colorado River south to the Gunnison River and from Grand Junction City limits west to 30 Road. There are 1500 taps in use and 750 in the construction process. Growth pressure is being felt in the district. Most of the growth seen in the district is infill. In accordance with the Persigo Agreement, the District will dissolve into the Persigo system in 2016. Regardless, the Persigo Wastewater Treatment Plan has the ability to double its capacity and size to accommodate growth in the area.

Clifton Sanitation District

Clifton Sanitation District (CSD) and Clifton Sanitation District #1 (CSD #1) are utilizing approximately 50 percent of the current capacity and a new regional wastewater treatment facility was constructed in 2008 and is now operating. Planning is also underway to consolidate both districts into one new regional mechanical treatment facility to be owned and operated by CSD. The Town of Palisade may also connect to the Clifton Sanitation District.



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

Whitewater Public Improvement District

A public improvement district (PID) has been established to provide sewer service for the urbanizing area of Whitewater. A recapture agreement will allow developers to recoup their initial installation of public improvements. For wastewater treatment, the PID plans to install a line northward, along Highway 141 to the Clifton treatment plant. Sewer service may be available as soon as 2010.

A separate PID was approved in 2008 to provide urban services via mil levy and sales tax to support service provisions like police, fire, parks, and staffing of public services. The Lands End Fire District serves the Whitewater area now, natural gas, water and electricity are available.

FIRE PROTECTION

The Grand Junction Fire Department provides a variety of services inside the City limits and within the Grand Junction Rural Fire District Area.

- * Fire suppression;
- * Fire protection;
- * Emergency medical services;
- * Hazardous materials service; and
- * Special rescue.

In addition to emergency response activities, the Grand Junction Fire Department is very active in

training, fire inspections, pre-fire planning, public education and project review for major developments.

In 2007, calls for service rose 40% to approximately 12,000, with the highest number of calls for Station Two. Response times have also increased due to expanding City limits and increasing congestion. Fire insurance ratings, based on response times and equipment available, are relatively low but a switch to a coverage model instead of ISO rating would provide a more realistic monitoring of the system.

The Clifton Fire Protection District provides fire protection, hazardous material response and emergency medical services (EMS) in the eastern portion of the planning area in the vicinity of unincorporated Clifton. The district has thirteen full-time employees, and twenty-five volunteers. In recent years, the district has received over 2,000 calls for service. The district has two fire engines, a ladder truck, two ambulances, a brush truck, rescue vehicle, EMS squad car and a boat to assist in emergency situations.

The Central Orchard Mesa Fire Department is a volunteer fire department providing fire, rescue and emergency medical services (EMS). All of the members are volunteers, and in 2008 logged 2577 hours of service. Over 80 calls were received in 2008; half of the calls were for EMS services. The department has two engines, two brush vehicles, two ambulances and a tender truck. The Department is funded through taxes from the Central Orchard Mesa

Fire Protection District, grants and donations.

Growth will require new fire stations. Sites for new stations are difficult to find, especially in older, largely developed areas. The Appleton and Pear Park neighborhoods are in need of a station as well as the Airport area. Ideally, new stations will locate in Centers. **(Guiding Principle 1: Concentrated Centers)**

POLICE SERVICES

The law enforcement staff has increased over recent years as concerns for safety and well-being have risen in Grand Junction. Cooperation between the City Police Department and Mesa County Sheriff’s Office improves coverage and response times. However, in some areas, jurisdictional responsibility is unclear, especially where city limits and County jurisdiction alternate. This results in inefficient, overlapping responses.

Growth concerns for law enforcement include:

- * Planning and designing medium and high-density developments that do not foster increased criminal activity;
- * Design for rental units that encourages a feeling of ownership in the community;
- * Avoiding enclaves (concentrated areas) of low-income housing; and
- * Accommodating a large homeless and transient population.



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

While density itself is not foreseen as a problem, the City embraces the use of Crime Prevention Through Environmental Design (CPTED) when designing higher density projects. These principles are incorporated in the general guidelines for Centers, and include: distributing housing types throughout the community, providing neighborhood layouts and home types that provide “eyes on the street” and on public places.

It is the City’s current intent to keep the police services in a central location. As growth occurs, however, the department should consider placing annex stations away from the central location, particularly in one or more of the mixed-use centers.

NEIGHBORHOOD SERVICES

Neighborhood Services is a Division of the Public Works and Planning Department. Services include:

- ✧ Code enforcement;
- ✧ Weed abatement;
- ✧ Neighborhood program;
- ✧ Affordable housing;
- ✧ Energy conservation; and
- ✧ Historic preservation.

Affordable housing efforts mainly target low-income housing and have been funded through Community Development Block Grants, the City budget, Mesa County, Grand Junction Housing Authority, Housing

Resources of Western Colorado and other non-profit agencies. However, the community realizes that there is a lack of workforce housing and that workforce housing needs a higher amount of attention. A task force has been established and a Housing Strategy was prepared concurrently with the 2009 Comprehensive Plan. (**Guiding Principles 3: Housing Variety**)

BUILDING INSPECTION SERVICES

Mesa County Building Inspection is responsible for the maintenance and enforcement of building codes in Mesa County. The department serves unincorporated Mesa County as well as the towns of Debeque, Collbran, Palisade and the cities of Fruita and Grand Junction. The department also administers the Contractor Licensing Program for the City of Grand Junction. In 2008, there was a staff of 14 that, in an average year, issues over 4,500 building permits and conducts an average of 42,000 building inspections.

SOLID WASTE

The City of Grand Junction Solid Waste Department collects solid waste from all city residences of less than eight units² and also provides commercial solid waste collection if requested. Curbside Recycling Indefinitely (CRI) has a contract with the City to provide curbside recycling.

² Larger buildings are served by private trash haulers.

The Mesa County Landfill is located south of the City and northwest of the intersection of Highway 50 and Highway 141 (north of Whitewater). The landfill and transfer stations are currently operated by Herzog Environmental, Inc. Mesa County owns approximately 1,500 acres in the vicinity of the landfill that acts as a buffer. The landfill has a footprint of 127 acres and ability to expand. The landfill is expected to reach its capacity in 2050. Other services include composting, household hazardous waste disposal and other recycling.

ELECTRIC / GAS SERVICE

Xcel Energy and Grand Valley Power are the two electric providers for the Grand Valley. The two companies do cooperate in service planning to avoid unnecessary duplication in the systems. There are no known limitations to the system and capacity is expanded prior to any needs. Additional substations may be required by 2035 if growth continues at a similar pace or energy development escalates up valley.

Gas service is provided by Xcel Energy and Kinder Morgan. Both companies indicate they have facilities, and expansion plans, that will accommodate the growth expected during the life of this plan.



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

DRAINAGE

The Grand Valley Drainage District serves Grand Valley residents in areas from Palisade to Loma that are north of the Colorado River including Fruita, Clifton and most of the City of Grand Junction. The purpose of the District is to:

- * Operate and maintain the existing drainage systems (cleaning, repairing, stabilizing)
- * Improve the water quality being discharged from the drainage systems into the Colorado River
- * Improve the system for better management of stormwater

According to the District, the current system can handle up to a 20-year flood event. The area’s major drainage issues are in the Redlands - Monument Canyon along Ute Canyon – due to the lack of natural storage or detention. Recent floodplain and drainage plans have been established for the Louis Wash and Douglas Wash. It should be noted that sometimes stormwater runoff is captured by canals used to provide irrigation water.

5-2-1 Drainage Authority

The 5-2-1 Drainage Authority (5-2-1 DA) is responsible for stormwater services within its service area. Its mission is to protect people and property from flooding, to comply with federal environmental regulations regarding water quality, and to provide a

funding mechanism so that the stormwater services can be performed.

The 5-2-1 DA is an outgrowth of the partnerships between the City of Grand Junction, the City of Fruita, the Town of Palisade, Mesa County and the Grand Valley Drainage District. The 5-2-1 DA was formed in June 2004 via an Intergovernmental Agreement (IGA) between the City of Grand Junction, the City of Fruita, the Town of Palisade, Mesa County, and the Grand Valley Drainage District (formerly the Grand Junction Drainage District). The Authority serves all property owners (residential, commercial, and industrial) within the study area.

KEEPING FACILITIES IN THE DOWNTOWN AND LOCATING NEW FACILITIES IN CENTERS

Most of the City’s administrative services (such as the City Manager, City Clerk, Finance, Information Technology, Human Resources, City Council chambers, Planning and Engineering) are located Downtown in City Hall. The Grand Junction Police Department and the main Grand Junction Fire Station are also downtown. The Mesa County public services are currently located in the old County Courthouse (adjacent to City Hall) and County Development Center (also Downtown). The County Justice Center, Mesa County Library, and Two Rivers Convention Center are also located in the heart of the City.

City and County buildings are important to the City Center and particularly Downtown and should remain in the Downtown. Such facilities historically dictated where the core of the City is, thus giving an important impression of the community. The City and County also have a large number of employees that support City Center businesses, restaurants and retail. The City and County should retain an active role in creating the synergy needed to create and retain the vital Downtown envisioned in this Plan



Figure 96: County Courthouse; located in City Center



Figure 97: St. Mary's Hospital



OVERVIEW: FACILITIES AND SERVICES (CONT'D)

(City Center - Downtown). Visitor-oriented uses such as Two Rivers Convention Center should remain in the City Center so that visitors can patronize City Center businesses, restaurants and retail establishments.

Mesa County Public Libraries has their main library downtown.

There are two branch library locations in Orchard Mesa and Clifton. In addition to its own resources, residents are allowed to access books through Colorado Mesa University (formerly Mesa State College). Library branches can be important components of future centers and should be located near other social activities (such as a post office, shopping or a park where it can benefit from shared parking, and patrons being able to combine trips for multiple purposes).

(Guiding Principle 1: Concentrated Centers)



APPENDIX A: GLOSSARY OF TERMS

ACTION: A specific measure to be taken to implement a policy within this Comprehensive Plan, such as “amend the Zoning regulations to be consistent with the Comprehensive Plan.”

AFFORDABLE HOUSING: Per the U.S. Department of Housing and Urban Development, housing capable of being purchased or rented by a household with payments less than 30 percent of its gross monthly income (GMI) for housing costs, including utilities, and that is of a sufficient size to meet household needs or a housing payment (rent or mortgage) that does not exceed 30% of a household’s gross monthly income (including utilities), for a home that is of a sufficient size to meet the needs of the household without overcrowding.

ACCESSORY DWELLING UNITS: An attached or detached dwelling unit integrated within a single-family dwelling or located in a detached accessory building located on the same lot as single-family dwellings that provides living facilities for one or more persons and is clearly incidental and subordinate to the principal dwelling on the property. Permanent provisions for living, cooking, eating, sleeping and sanitation shall be included in the accessory dwelling.

BUFFER: An area intended to reduce potential impacts of adjacent land uses. The buffer may include physical separation of the land uses and/or landscaping, walls, berms or other medium that reduces visibility, noise levels and/or other potentially negative impact caused by one or both uses.

BUFFERING: Creating a separation of adjacent land uses to reduce potential impacts caused by incompatibility of those uses.

CENTER: An identified area with a concentration and variety of different land uses – housing, retail space, offices and other services – within close proximity of one another that allows people to perform daily tasks without necessarily having to drive.

CITY CENTER: The main concentration of businesses and operations of a City. The City Center is the heart and soul of the community and includes the historic square mile of Downtown, North Avenue (to 29 Road), Colorado Mesa University (formerly Mesa State College) and the medical community in and around St. Mary’s Hospital, and Veterans Hospital.

VILLAGE CENTER: Areas identified to provide a mix of uses (such as residential, commercial, retail, office, services, etc.) to support regional needs such as employment, housing and facilities in a concentrated area. A Village Center is intended to provide opportunities for facilities, services, parks, schools, shopping and other needs. Village Centers tend to be more dense and diverse areas than surrounding areas though design and a buffering of densities aid in the transition between neighborhoods and centers.

NEIGHBORHOOD CENTER: Areas identified to provide convenient access to goods and services while reducing the need for cross-City traffic. The Neighborhood Center is intended to provide for the development of small commercial areas to serve the needs of neighborhoods and to provide locations for community facilities. These areas serve as focal points for pedestrian activities within neighborhoods and should be scaled in size to the surrounding neighborhoods and be landscaped and fenced to buffer the surrounding neighborhoods.

CLUSTER DEVELOPMENT: A form of development design where development is concentrated on a specific portion of a site to allow the remaining land area to be devoted to common space, open space, active recreation, preservation of environmentally sensitive areas, or agriculture at least until a future date.



GLOSSARY OF TERMS (CONT'D)

COMMUNITY PARK: A park that provides a combination of passive and active activities that typically ranges from 15 to 50 acres, and typically contains active sports facilities such as lighted ball fields and extensive parking facilities.

COMMUNITY SEPARATORS: Large areas of rural land between established municipalities intended to remain rural unincorporated land and to maintain distinct municipal communities.

COMPATIBLE: Capable of existing together without conflict or negative effects or impacts.

CONCURRENCY: Requirement to provide adequate public facilities and/or services at the time the demand for those facilities or services is created by development, and to ensure level of service standards are achieved or maintained. Concurrency ensures necessary improvements are in place at the time of development, or that necessary financing commitments are in place.

CONSERVATION: The management of natural resources to prevent waste, destruction, or neglect.

CONSERVATION EASEMENT: A legal perpetual restriction on the use of all or a portion of a particular property. While the ownership of the land does not change, the owner's right to use that portion of the property subject to the easement is limited. Conservation easements are used for a wide range of public goals such as conservation of environmental, scenic and agricultural land values.

CORE AREA: The main concentration of businesses and operations of a City. Typically, a City's core is the main location for civic services, financial operations and businesses. It also can be a historic location for a Main Street or what is considered the "Heart of a Community." Also known as the "City Center."

COST OF SERVICE: The amount of money required for a utility or service to operate and maintain facilities, cover capital expenses, and provide an opportunity to earn a profit and maintain adequate reserves.

DEDICATION: The transfer of private property to public or other ownership for purposes such as roads, parks, open space and school sites usually through the formal platting of subdivisions or other development.

DENSITY: The number of dwelling units (DU) allowed per unit of land (acre).

DEVELOPER: A legal or beneficial owner(s) of land, or other persons having proprietary interests in that land, included in a proposed development.

DEVELOPMENT: The carrying out of building, engineering, mining or other operation in, on, over or under the land, or the making of any material change in use of any building or other land including commercial, residential and industrial uses.

DWELLING UNIT: A room or group of rooms that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis and having permanent provisions for living, cooking, eating, sleeping and sanitation..

EASEMENT: A grant of one or more property rights by a property owner to and/or for use by the public, a corporation or another person or entity.

ECONOMIC BASE: The economic base of a community is comprised of those industries or services that bring new dollars into the area. Manufacturing and agriculture are the classic examples of the basic component within an economic system.

EMPLOYMENT CENTER / AREA: Identified locations for a variety of workplaces including offices and institutions which accommodates a mix of uses: retail, services, commercial and industrial.

FISCAL IMPACTS OF DEVELOPMENT: The net impact of the service and infrastructure costs required by new households and businesses against the additional revenue they generate for government.

FLOODPLAIN: The land area on either side of the banks of a stream subject to flooding.



GLOSSARY OF TERMS (CONT'D)

FORM-BASED CODE: A method of regulating development to achieve a specific physical urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through development regulations.

GATEWAY: An area of the community, typically located at entrances to the community that gives visitors a first impression of a community.

GOAL: A general statement that represent big picture desires, within this Comprehensive Plan, such as “the City will strive to keep the Comprehensive Plan current.”

GROWTH AREA: Areas identified for future development based on a framework for guiding growth in an incremental manner.

GROWTH EFFICIENCY: A measurement of the proximity and availability of existing and future development to existing infrastructure and services. Growth efficiency is higher where development is closer in proximity to multiple services and infrastructure.

GUIDELINES: Statements of policy or recommended direction around which specific details may be later established.

HABITAT: The sum of environmental conditions in a specific place that is occupied by an organism, population or community.

HOUSEHOLD: All those persons, related or unrelated, who occupy a single housing unit.

IMPACT: The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

INCENTIVE ZONE: Area identified where developers receive a range of financial subsidies and development incentives to transform areas into a high-valued mix of housing and retail in mixed-income mixed-use setting. It helps rehabilitate existing properties, while providing affordable housing.

INFILL: The process of developing vacant or under-utilized parcels within existing developed urban areas.

INFRASTRUCTURE: Public services and facilities needed to sustain industry, residential, commercial, and all other activities. Infrastructure includes sewage-disposal systems, water-supply systems, other utility systems, and roads.

INTERGOVERNMENTAL AGREEMENT (IGA): An agreement established between two or more government agencies or municipalities that outlines a specific unified policy or direction to be honored by both (all) parties.

LANDSCAPING: Planting (including trees, shrubs, and ground covers) and/or the placement of decorative features (including sculpture, patterned walks, fountains and pools) suitably designed, selected, installed, and maintained to enhance a site or roadway permanently.

LAND USE: A description of how land is occupied or utilized.

LAND USE PLAN: A graphic and written analysis of a desirable and feasible pattern, or alternative patterns indicating the general location, character, extent and relationship of future land uses at specified times. The plan is based on the community’s vision and goals and through implementation of policies, the land use map and specified actions.

LANDSCAPE SENSITIVITY: A weighted measurement of different landscape features to determine areas that would most likely be impacted by development. The more aspects of the land deemed to rank highly sensitive, the greater the landscape sensitivity rating.

LEAP-FROG DEVELOPMENT: Development that occurs when land development projects are randomly or prematurely built without logical placement along existing infrastructure.

LEVEL-OF-SERVICE: A level-of-service (LOS) is a ratio of some measurement of public service or facility (such as water pressure for fire protection) related to population.



GLOSSARY OF TERMS (CONT'D)

LIVABILITY / LIVABLE: Suitable for living in; habitable; comfortable. Also specifically defined in the Vision Statement.

MINI PARK: Park (including plaza) that is normally less than one acre in size.

MIXED OF DENSITY / MIXED DENSITY: The occurrence of a variety of lot sizes within in a neighborhood, allowing variety in housing types and sizes.

MIXED USE: The presence of two or more land uses often integrated but compatible with each other such as retail stores with offices, offices with residences, a park and a school, etc. Mixed use can be vertical/within the same building (office over a bakery) or horizontal/adjacent (shops next to residences).

NEIGHBORHOOD CENTER: Areas identified to provide convenient access to goods and services while reducing the need for cross-City traffic. The Neighborhood Center is intended to provide for the development of small commercial areas to serve the needs of neighborhoods and to provide locations for community facilities. These areas serve as focal points for pedestrian activities within neighborhoods and should be scaled in size to the surrounding neighborhoods and be landscaped and fenced to buffer the surrounding neighborhoods.

NEIGHBORHOOD COMMERCIAL: Areas identified to provide convenient access to goods and services to the surrounding area while reducing the need for cross-City traffic.

NEIGHBORHOOD PARK: A park that is typically up to 10 acres in size, includes turf areas, playgrounds, picnic areas, walking paths, benches, gardens, and other features designed for enjoyment of all ages and is located central to the neighborhood they are intended to serve.

OPEN SPACE: Natural areas set aside for preservation of significant environmental or visual values—such as water bodies, wildlife habitats and river corridors. Open space can also refer to any parcel or area of land or water that is essentially unimproved.

PARCEL: A lot, tract or contiguous group of properties, in single ownership or under single control, usually considered a unit for purposes of development or property tax assessment.

PARK: A tract of land designated and used by the public for active and passive recreation. Parks types include Mini Parks, Neighborhood Parks, Community Parks, and Regional Parks.

MINI PARK: Park (including plaza) that is normally less than one acre in size.

NEIGHBORHOOD PARK: A park that is typically up to 10 acres in size, includes turf areas, playgrounds, picnic areas, walking paths, benches, gardens, and other features designed for enjoyment of all ages and is located central to the neighborhood they are intended to serve.

COMMUNITY PARK: A park that provides a combination of passive and active activities that typically ranges from 15 to 50 acres, and typically contains active sports facilities such as lighted ball fields and extensive parking facilities.

REGIONAL PARK: A park that is usually more than 50 acres in size and provides a wide variety of uses—including numerous formal sports facilities, picnic areas, as well as natural open and recreation trails.

QUADRANT PARK: Large multi-purpose parks that serve a large population and are located in four (or more) areas of the planning area.

PLAN: Verb - The act of mental formulation and graphic representation of the means to reach a desired end; the act of preparing a land use plan (community input, research and analysis). Noun – the document resulting from planning.

PLANNING AREA: The geographical region analyzed in this planning exercise. Also referred to as “Study Area.”



GLOSSARY OF TERMS (CONT'D)

POLICY: A specific direction or statement of intent to guide decisions that will lead to accomplishing a Goal of this Comprehensive Plan, such as “all land use decisions should be consistent with the Comprehensive Plan unless there is a significant public benefit to depart from the Plan.”

QUADRANT PARK: Large multi-purpose parks that serve a large population and are located in four (or more) areas of the planning area.

REGIONAL: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

REGIONAL PARK: A park that is usually more than 50 acres in size and provides a wide variety of uses—including numerous formal sports facilities, picnic areas, as well as natural open and recreation trails.

REGIONAL CENTER: An area with commercial development, services and activities capable of serving the population of a broad geographic area, beyond the needs of the local population.

RESIDENTIAL: Land (improved, vacant, or unimproved) designated for buildings consisting only of dwelling units.

REZONING: An amendment to the official zoning district map and/or text of a zoning ordinance/regulation to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

RIGHT-OF-WAY: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

RURAL AREA: A sparsely developed area, with low population density, where the land is primarily undeveloped or used for agricultural purposes without urban services such as central sewer service.

SALINITY: The relative proportion of salts in water.

SCHOOL DISTRICT: A public district that serves as a unit for state financing and administration of elementary and secondary public schools.

SIGN: Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment.

SITE: A parcel of land used or intended for one use or a group of uses.

SLOPE: Land gradient described as the vertical rise divided by the horizontal run, and expressed as a percentage.

SPECIAL DISTRICT: A corporation created by state statute and endowed with a definite governmental organization and revenue raising authority for the purpose of performing a single function or a few related functions.

SPRAWL: Uncontrolled growth, usually of a low-density nature, in previously rural areas and some distance from existing urban development, services and infrastructure.

STORM RUNOFF: Surplus surface water generated by precipitation that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

STREET (ROAD/HIGHWAY): A public way for purposes of vehicular travel, including the entire area within the right-of-way.

SUBDIVISION: A division of a lot, tract, or parcel of land into two or more parts for the purpose of sale or building development.

SUBDIVISION REGULATIONS: A regulation adopted by the City or County on how land is divided into smaller parcels and standards for construction of streets, utilities, and drainage systems.



GLOSSARY OF TERMS (CONT'D)

SUSTAINABILITY: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability means that a system can be maintained indefinitely with no (or very little) outside subsidy (financial, energy, etc.). Environmental sustainability means conserving natural resources so that they maintain themselves naturally (plant and animal species reproduce) while still accommodating growth.

TRANSFER OF DEVELOPMENT RIGHTS: A technique to direct growth with the transfer of density or development rights from one site to another.

TRANSIT: A system of regularly-scheduled buses, other vehicles and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

TRANSIT-ORIENTED DEVELOPMENT: Development designed to support and take advantage of transit opportunities and reduce personal vehicle trips by including a combination of several land uses such as commercial, retail, services and higher density residential uses, and incorporating facilities for transit into the design of the development.

TRIP: A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

URBAN AREA: A highly developed area that includes or is appurtenant to a city or place and contains a variety of commercial, residential, and cultural uses.

URBAN DEVELOPMENT BOUNDARY: Area that designates the intended extent of urban intensity development.

USE: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the zoning ordinance and Plan’s future land use categories.

VACANT: Lands or buildings that are not actively used for any purpose.

VISION STATEMENT: A statement describing the future of a community based on values and providing a guide for actions by community decision-makers.

VILLAGE CENTER: Areas identified to provide a mix of uses (such as residential, commercial, retail, office, services, etc.) to support regional needs such as employment, housing and facilities in a concentrated area. A Village Center is intended to provide opportunities for facilities, services, parks, schools, shopping and other needs. Village Centers tend to be more dense and diverse areas than surrounding areas though design and buffering aid in the transition between neighborhoods and centers.

ZONING: The delineation of districts and the establishment of regulations governing the use, placement, spacing and size of land and buildings.

ZONING ORDINANCE/REGULATIONS: A detailed, property-specific document that conveys rights to develop according to the uses and dimensions outlined in the zone district. Zoning regulations specify specific land uses and densities, bulk and height requirements, setbacks, and other development standards.



APPENDIX B: MAP GALLERY

Grand Valley

Agricultural Lands

Annexations

Buffer Zones

Census Data

Elevation Meters

Land Owner

Land Use Private Lands

Parcels

Public Facilities

Flood Frequency

FEMA Floodplains

Hydric Soils

Prime Farm Soils

Riparian Resources

Slopes

Vegetation

Subdivisions

Transportation

Utilities

Big Horn Sheep Habitat

Black Bear Habitat

Eagle Habitat

Elk Habitat

Mt. Lion Habitat

Otter Habitat

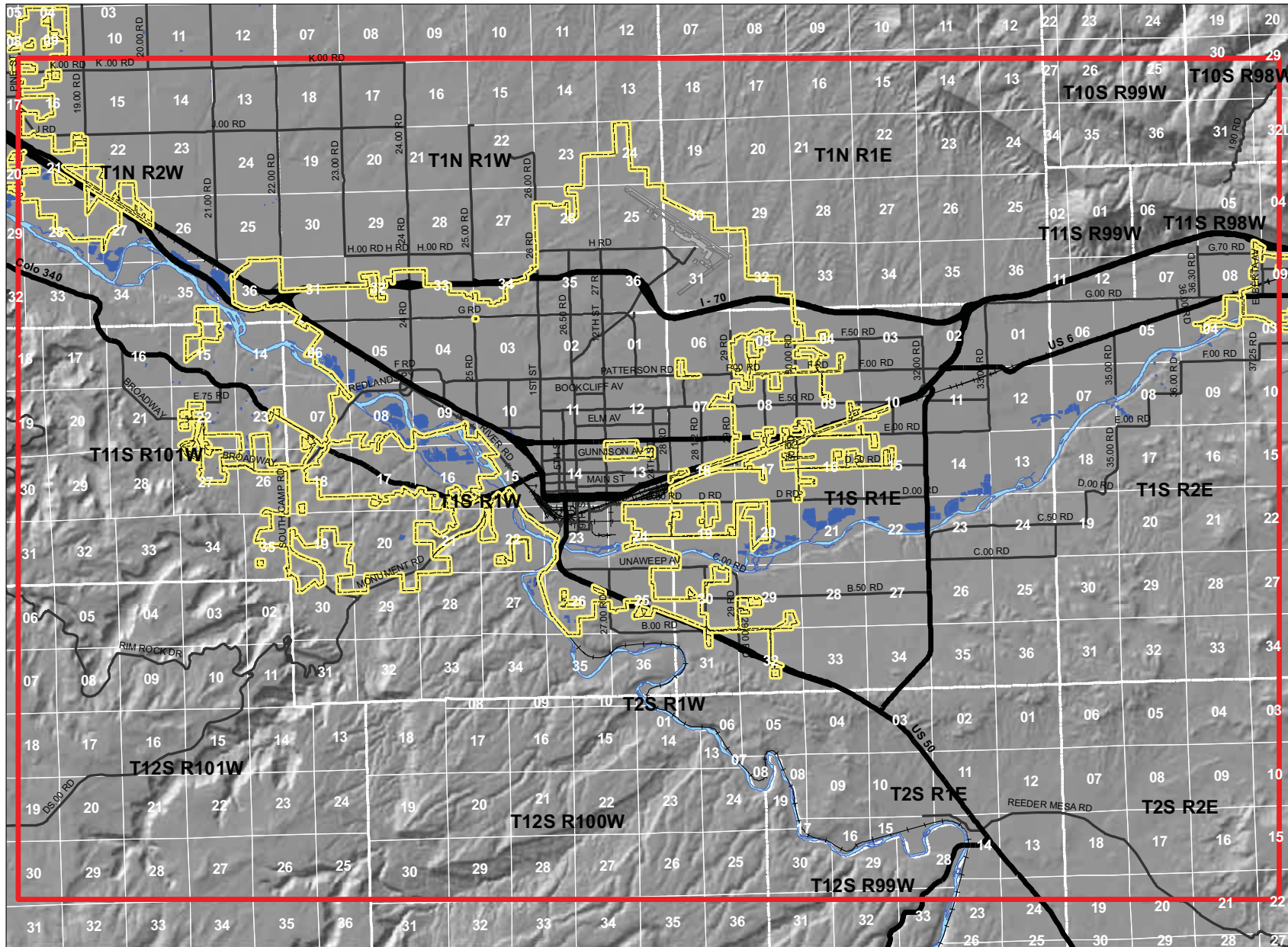
Peregrine Habitat

Pronghorn Habitat

Trails

Turkey Habitat





Grand Valley

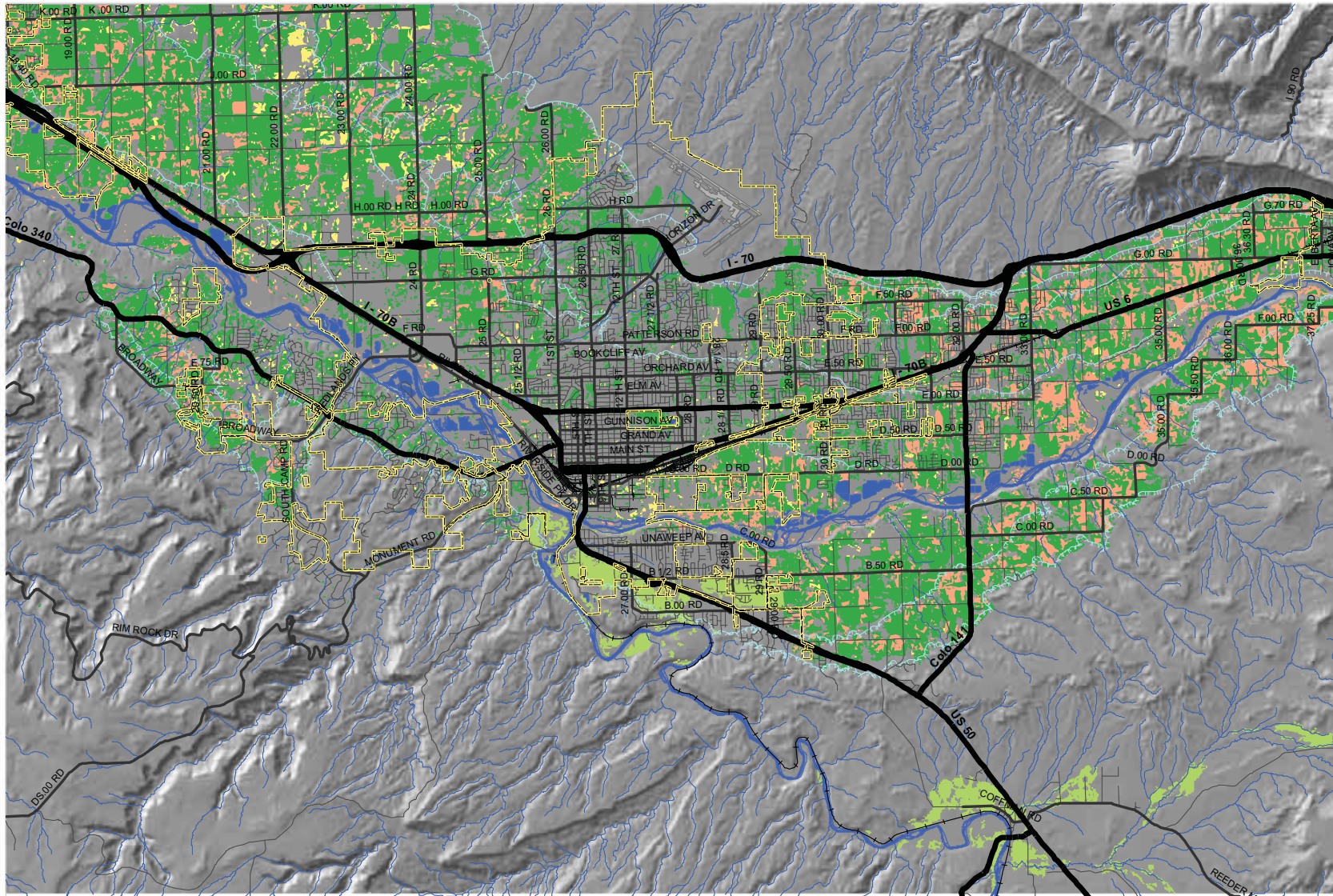
Legend

- City Limits
- State Highway
- Major Roads
- Railroads
- Lakes
- Rivers

FORECAST CONSULTING, INC.

0 0.25 0.5 1 1.5 2 Miles





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

Legend

- City Limits
- Highway/State
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

Agricultural

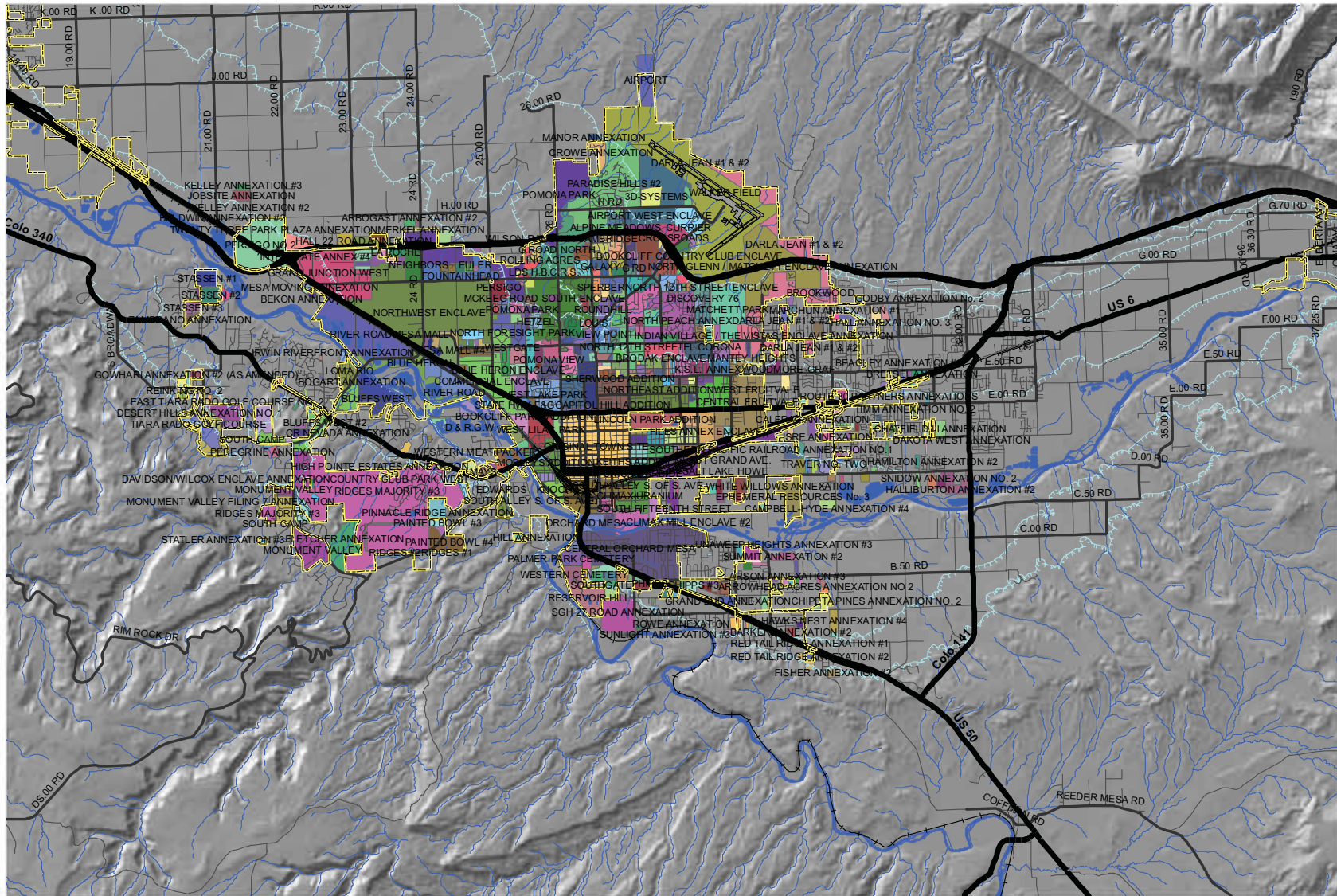
- Other
- CLASS NAME**
- Agriculture Land
- Dryland
- Irrigated
- Orchard

Agricultural Lands

FORE AND CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles





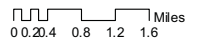
Grand Valley

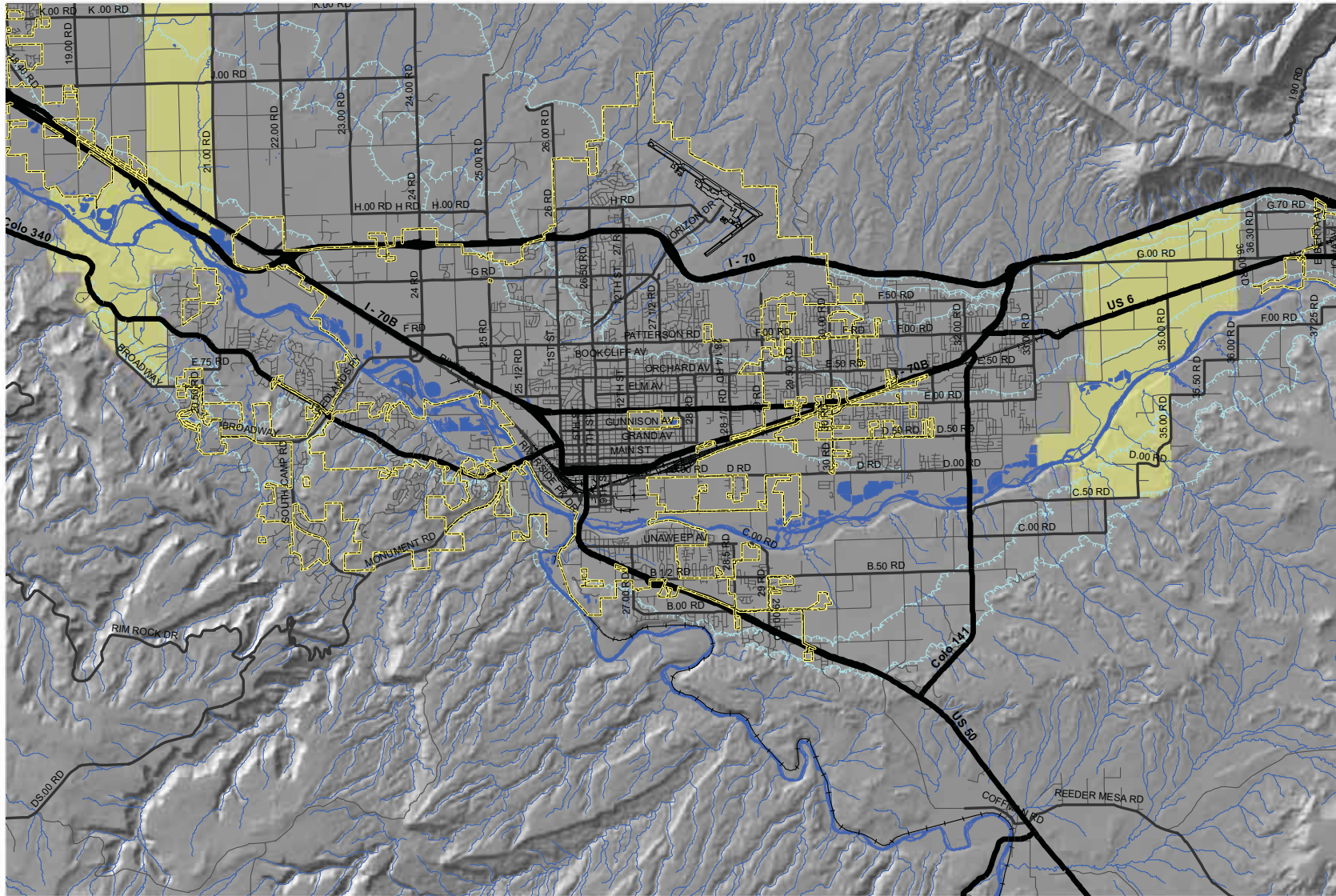
COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams

Annexations

FORE AEC CONSULTANTS, INC.



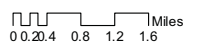


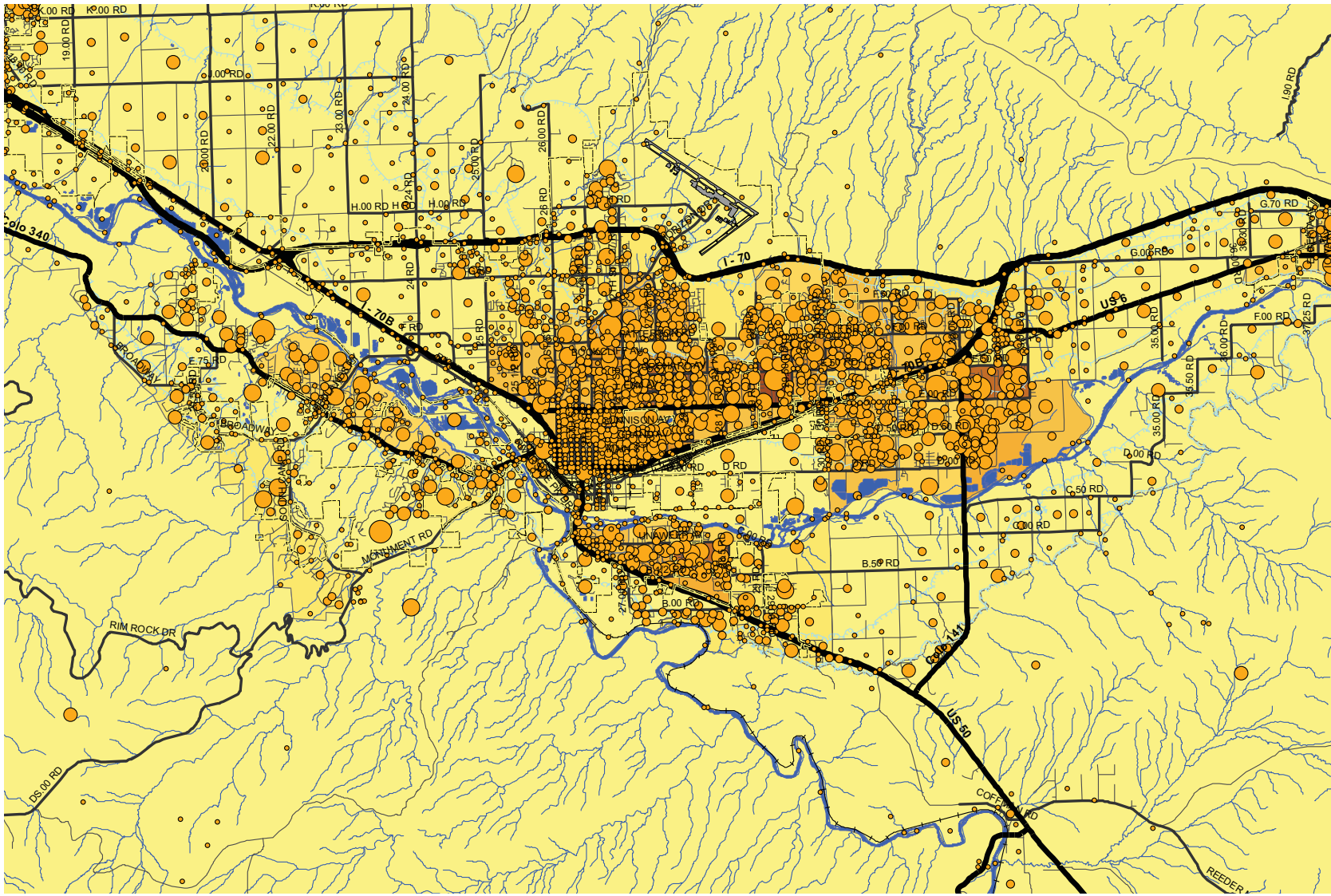
Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - Buffer
- Buffer Zones**

FORE AND CONSULTANTS, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

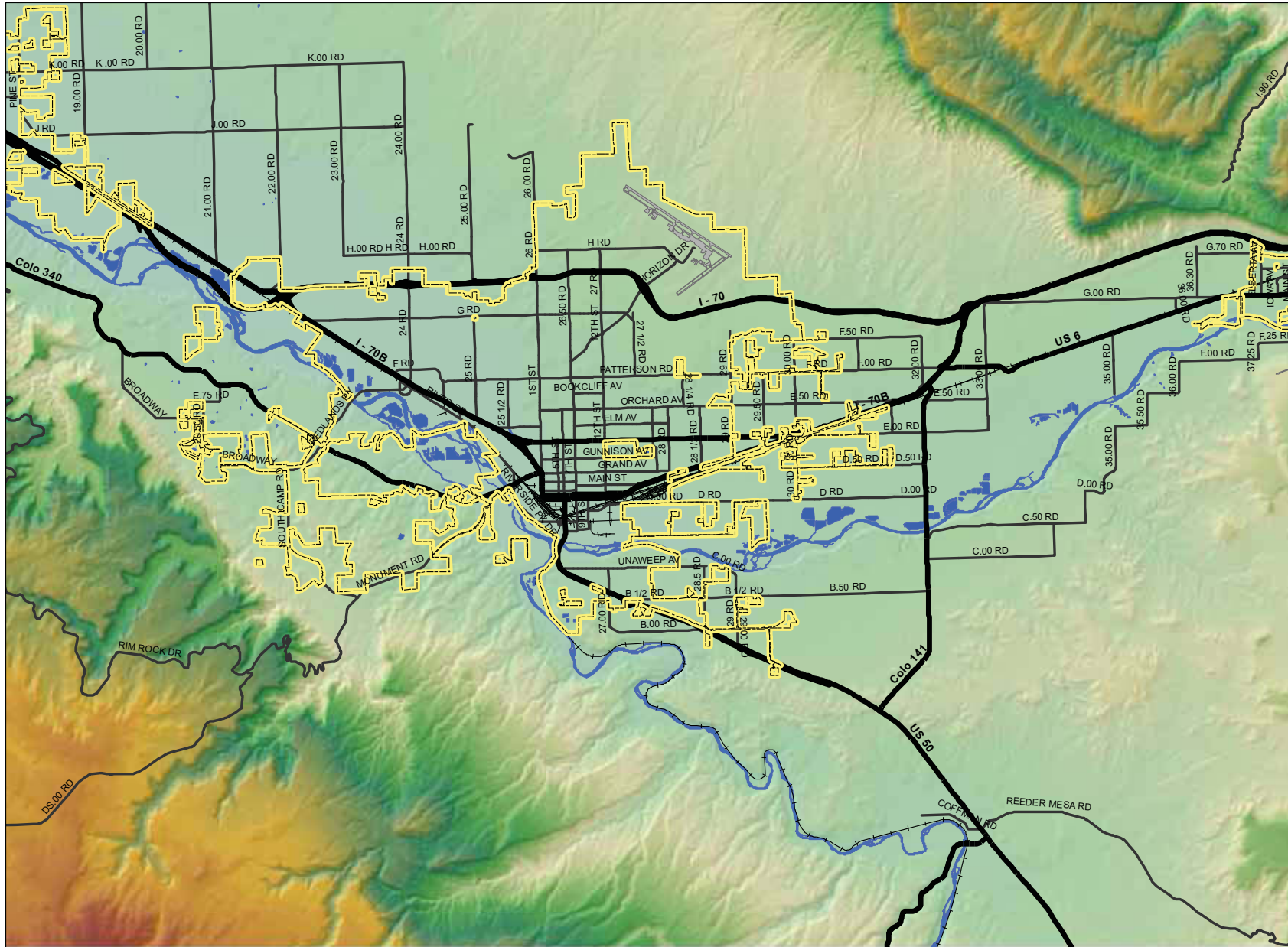
- Legend**
- Population 2000 Census**
 - 0 - 26
 - 27 - 90
 - 91 - 203
 - 204 - 411
 - 412 - 1086
 - City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - block group SQ MI Population**
 - 0.0 - 553.0
 - 553.1 - 1376.6
 - 1376.7 - 2249.0
 - 2249.1 - 3186.7
 - 3186.8 - 4226.1
 - 4226.2 - 5427.7
 - 5427.8 - 7004.8
 - 7004.9 - 9516.0
 - 9516.1 - 16800.0
 - 16800.1 - 39200.0

Census Data Sets

FORENSIC CONSULTING, INC.

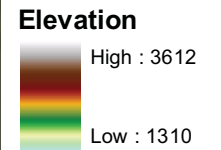
0.0 0.4 0.8 1.2 1.6 Miles





Grand Valley

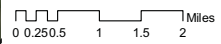
COMMUNITY ATLAS of Natural & Cultural Features

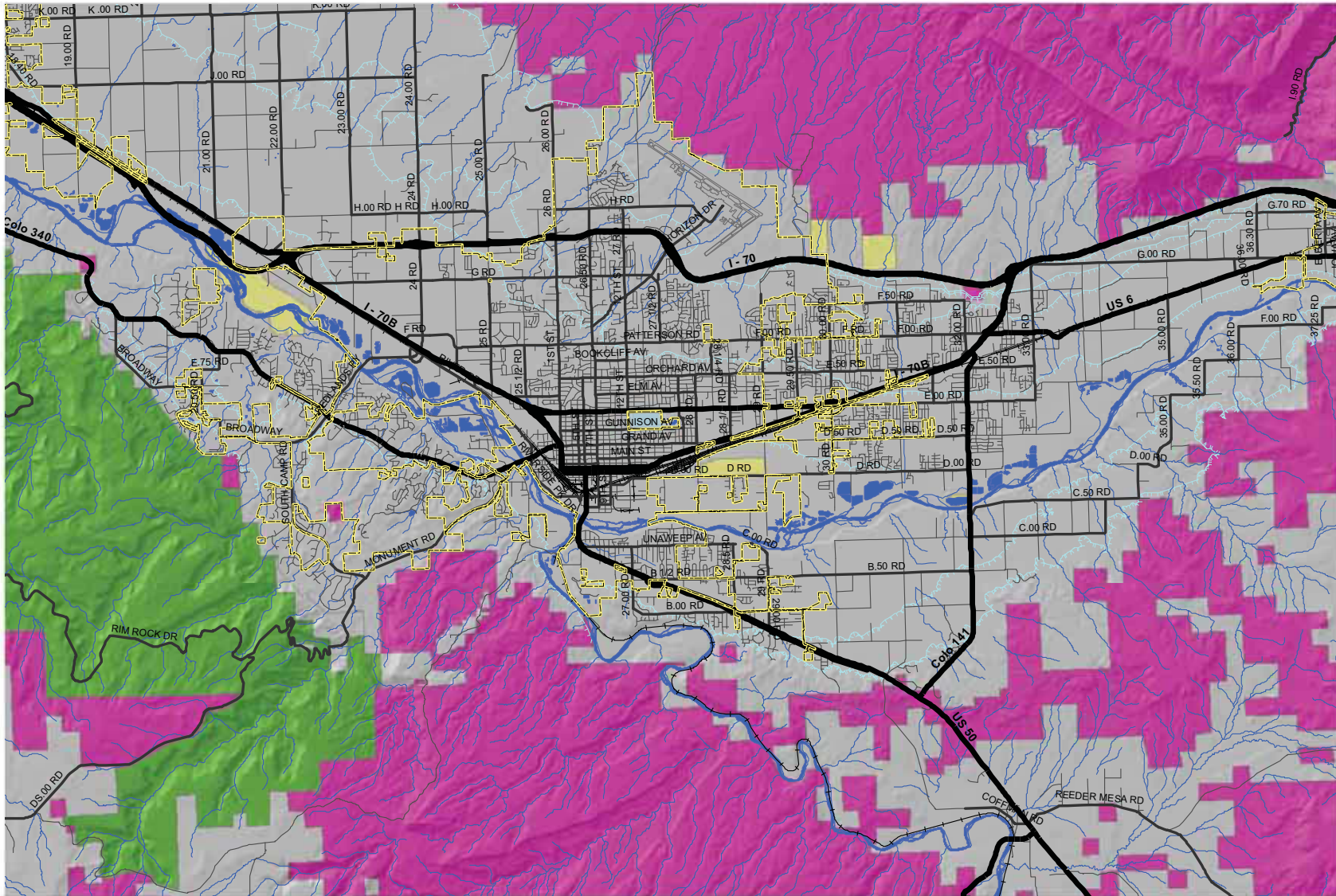


- Legend**
- City Limits
 - State Highway
 - Major Roads
 - Railroads
 - Lakes
 - Rivers

Elevation Meters

FORENSIC CONSULTING, INC.
A DIVISION OF FORENSIC CONSULTING, INC.





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

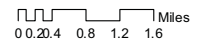
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- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

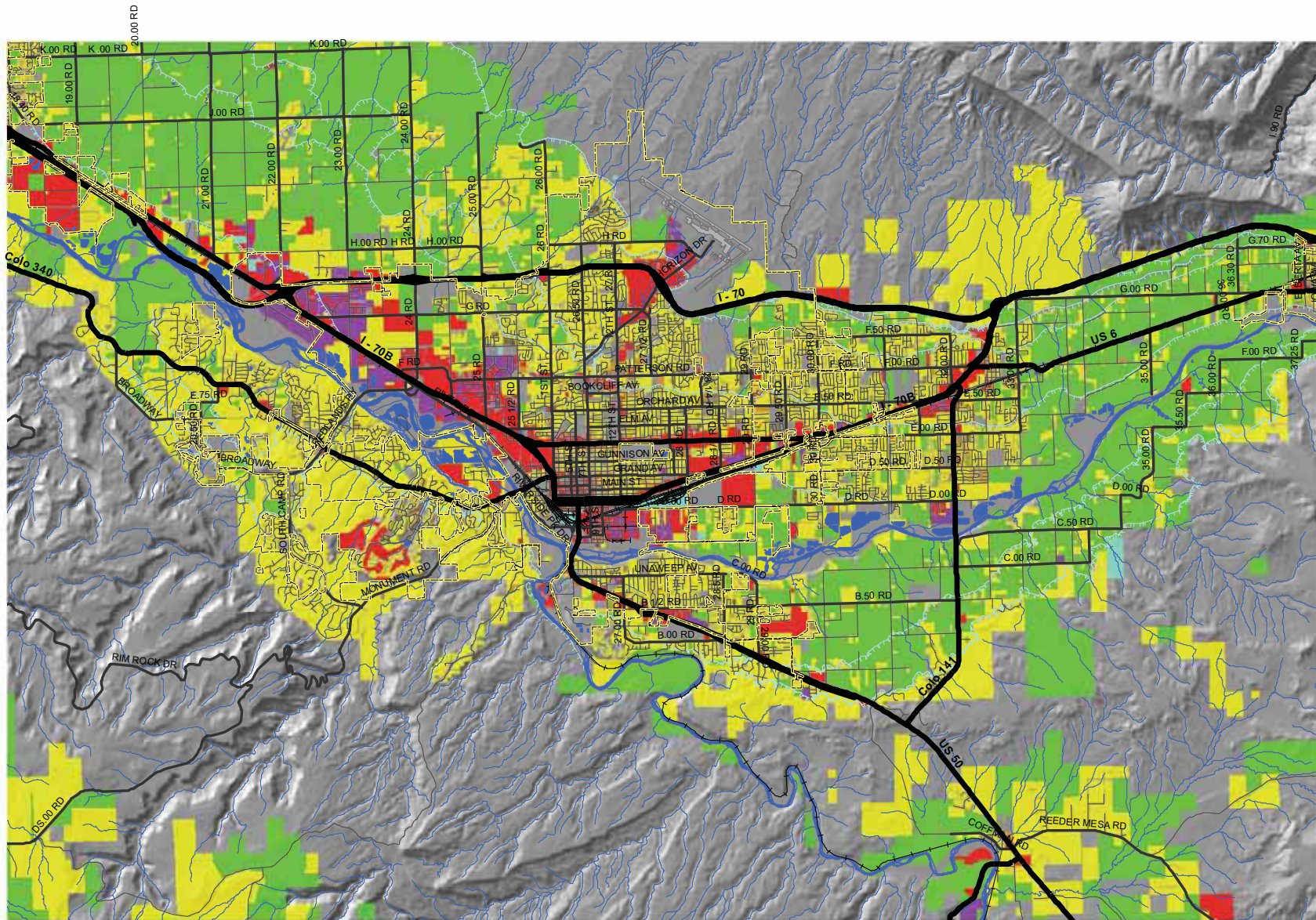
Land Ownership OWNER

- BLM
- CITY
- COLORADO
- DOD
- NPS
- USFS
- PRIVATE

Land Owner

FOREAME CONSULTING, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

Legend

- City Limits
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

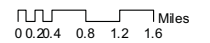
Land Use

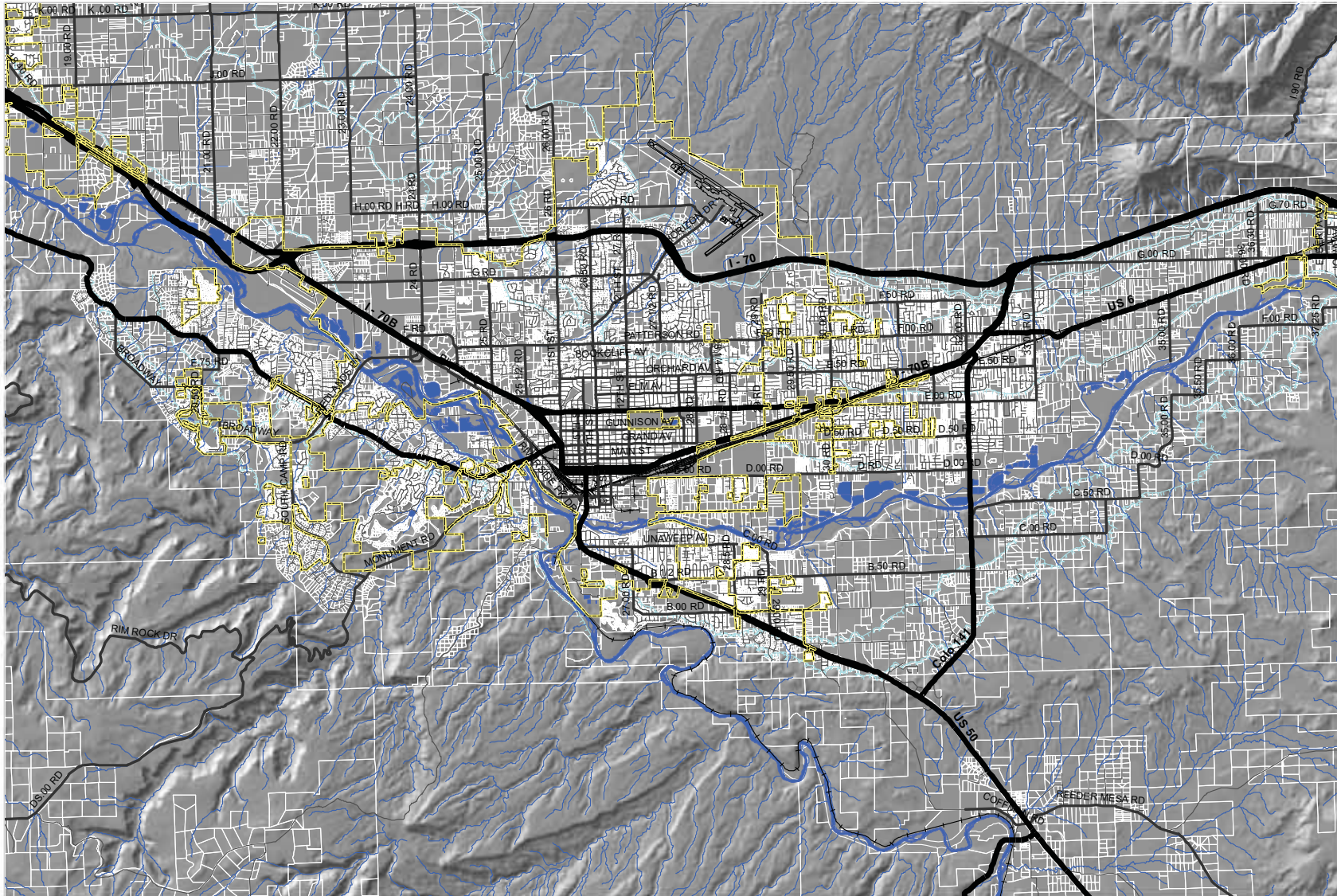
Property Type

- agricultural
- commercial
- residential
- condo
- duplex/triplex
- industrial
- multi-family 4-9
- multi-family 9+
- townhouse
- minerals
- state assessed

Land Use Private Land

FORE A&E CONSULTING, INC.





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

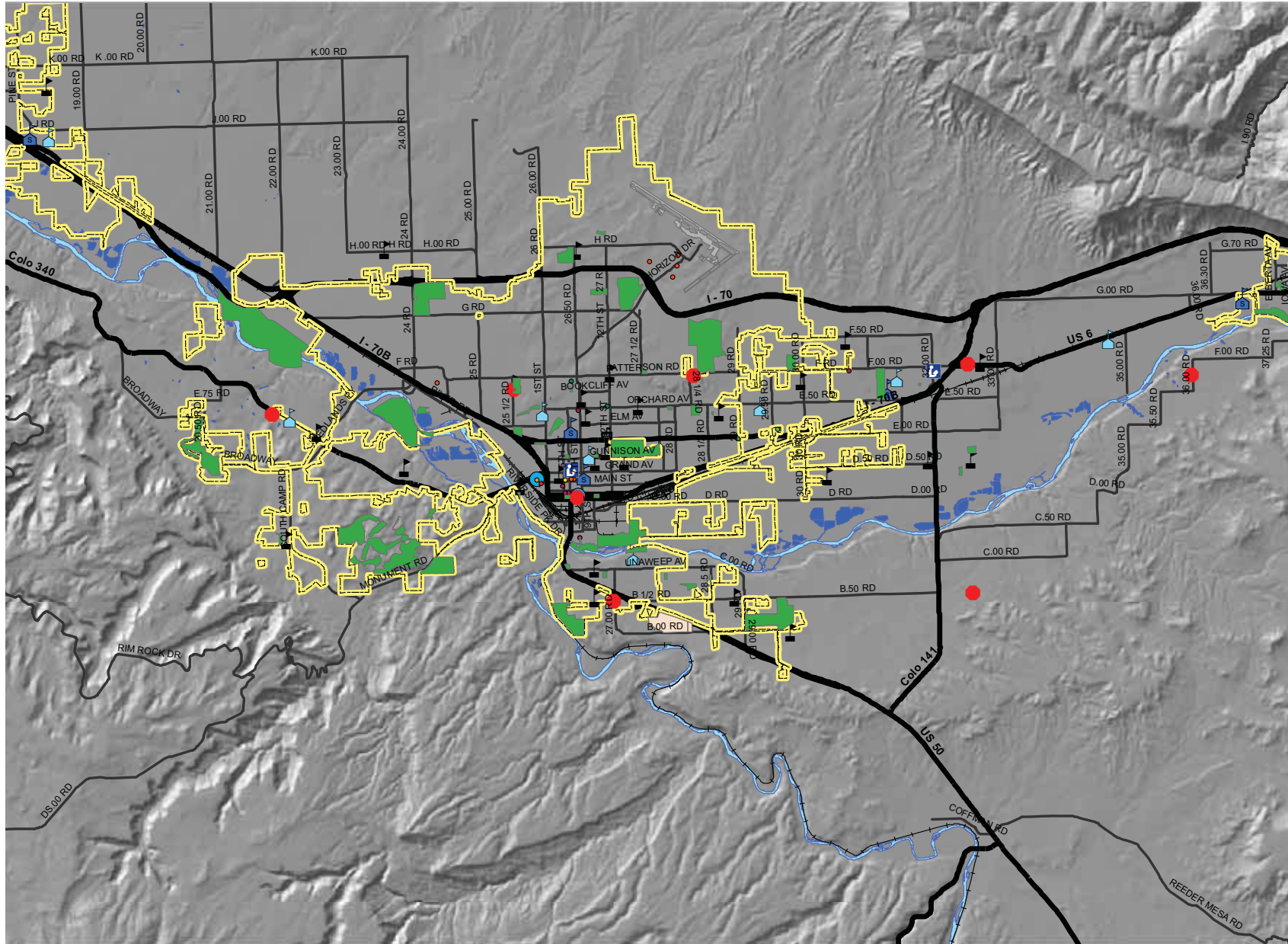
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- Parcels (white)

Parcel Map

FORENSIC CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

Legend

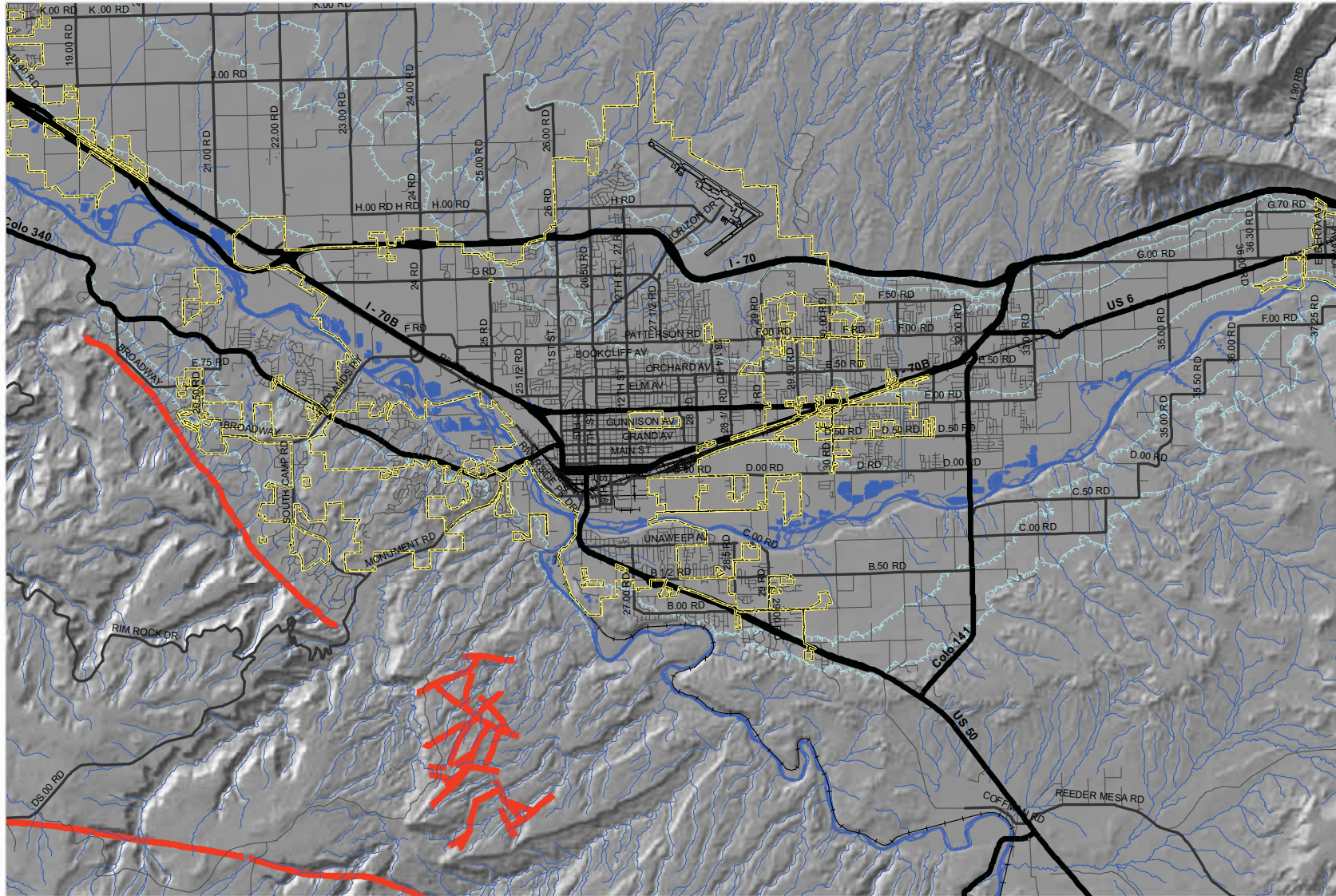
- City Limits
 - State Highway
 - Major Roads
 - Railroads
 - Lakes
 - Rivers
- Schools**
- CODE**
- COLLEGE
 - ELEMENTARY
 - HIGH
 - K-12
 - MIDDLE
 - police
 - museums
 - library
 - hospital points
- government buildings**
- other values
- TYPE**
- Courts/DA
 - Courts/Office
 - DHS/Health Department
 - Jail/Law Enforcement
 - Job /Training Center
 - Office
 - Office/Drivers License
 - Work Release/Day Reporting
 - frestns
 - parks
 - fairgrounds

Public Facilities

FORENSIC CONSULTANTS, INC.

0 0.250.5 1 1.5 2 Miles





Grand Valley

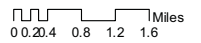
COMMUNITY
ATLAS of Natural
& Cultural Features

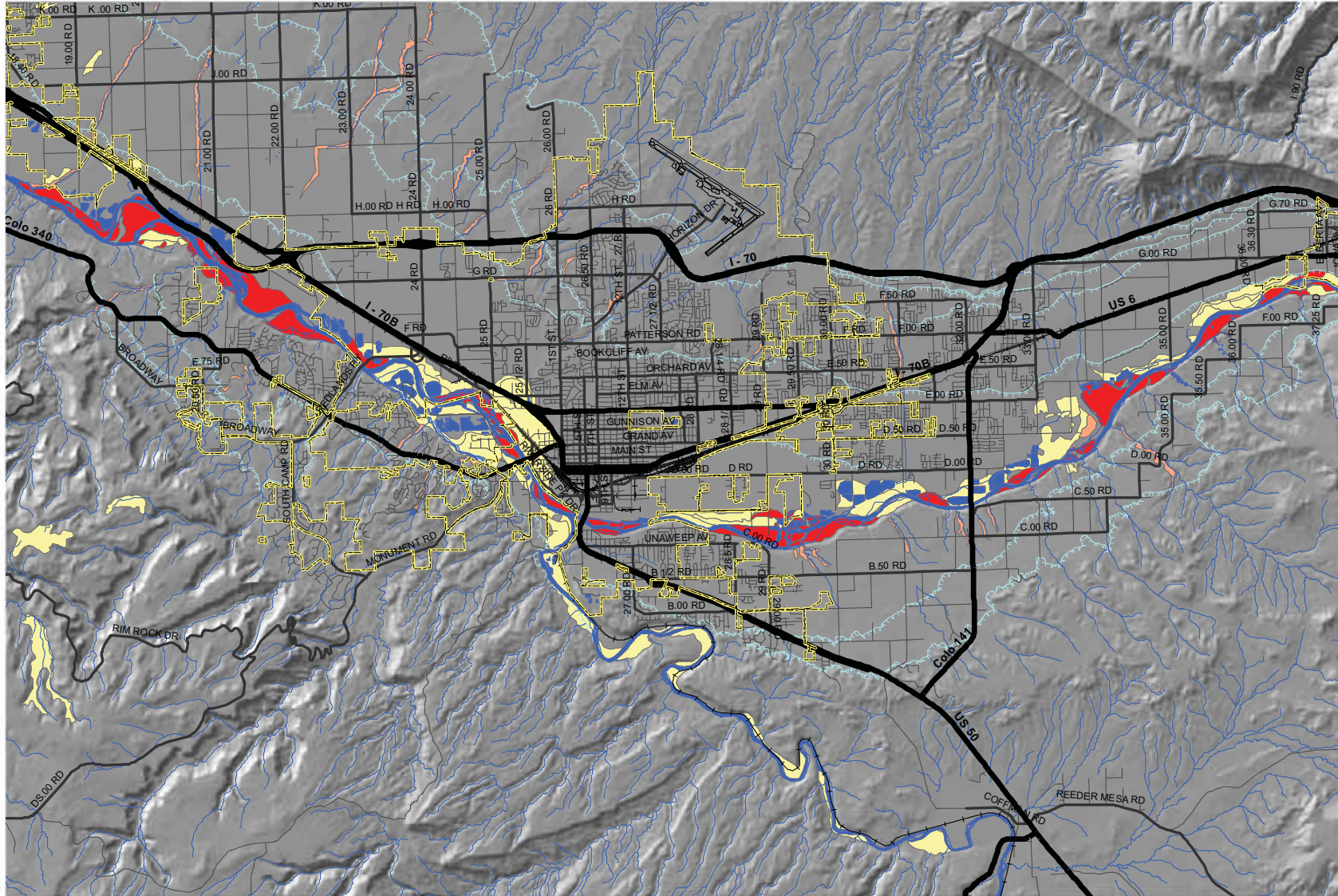
Legend

- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- Faults

Faults

FORE CONSULTING, INC.





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

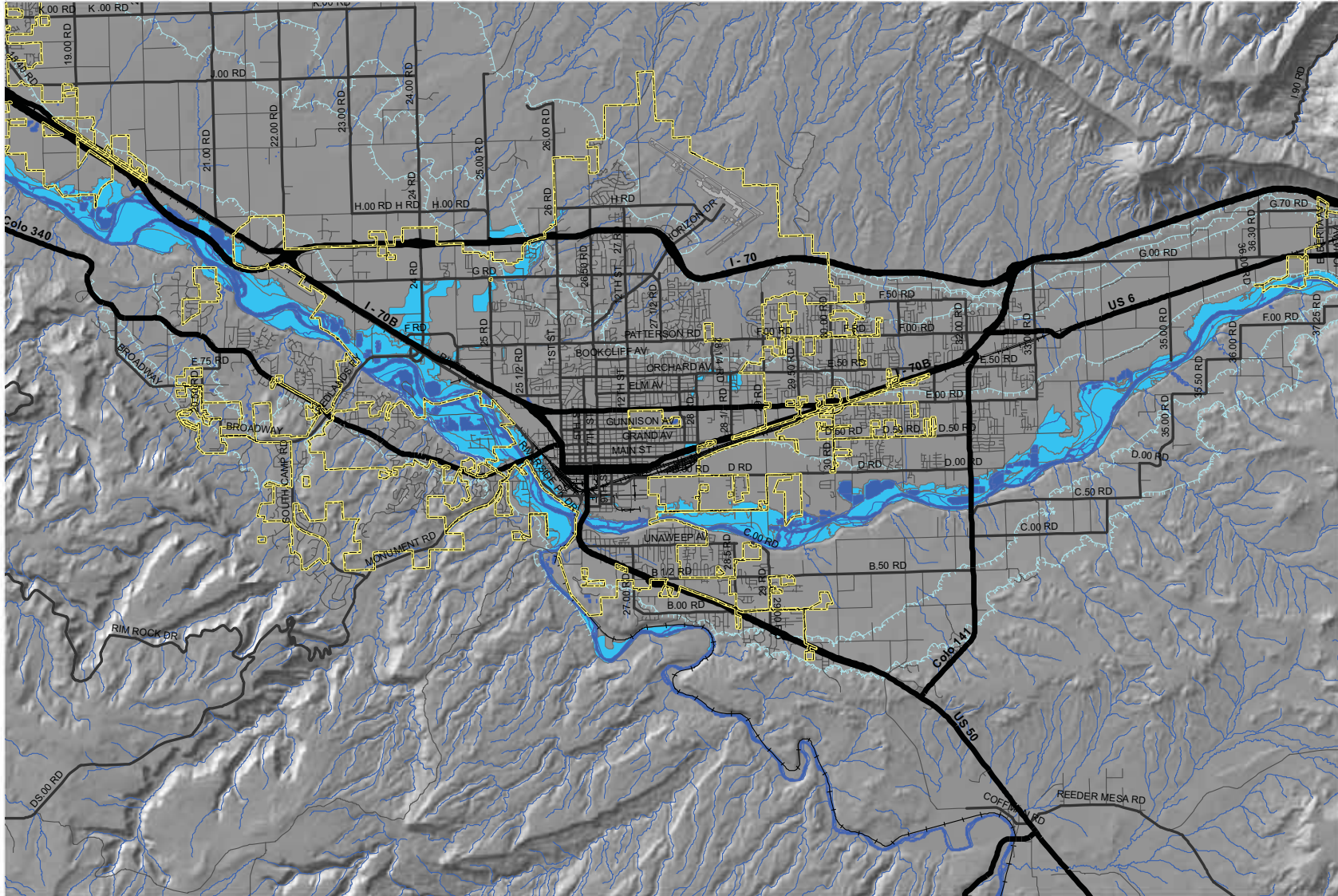
- ### Hydric Soils flood frequency
- Frequent
 - Occasional
 - Rare

Flood Frequency

FORE CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

- City Limits
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- Flood

Floodways FEMA

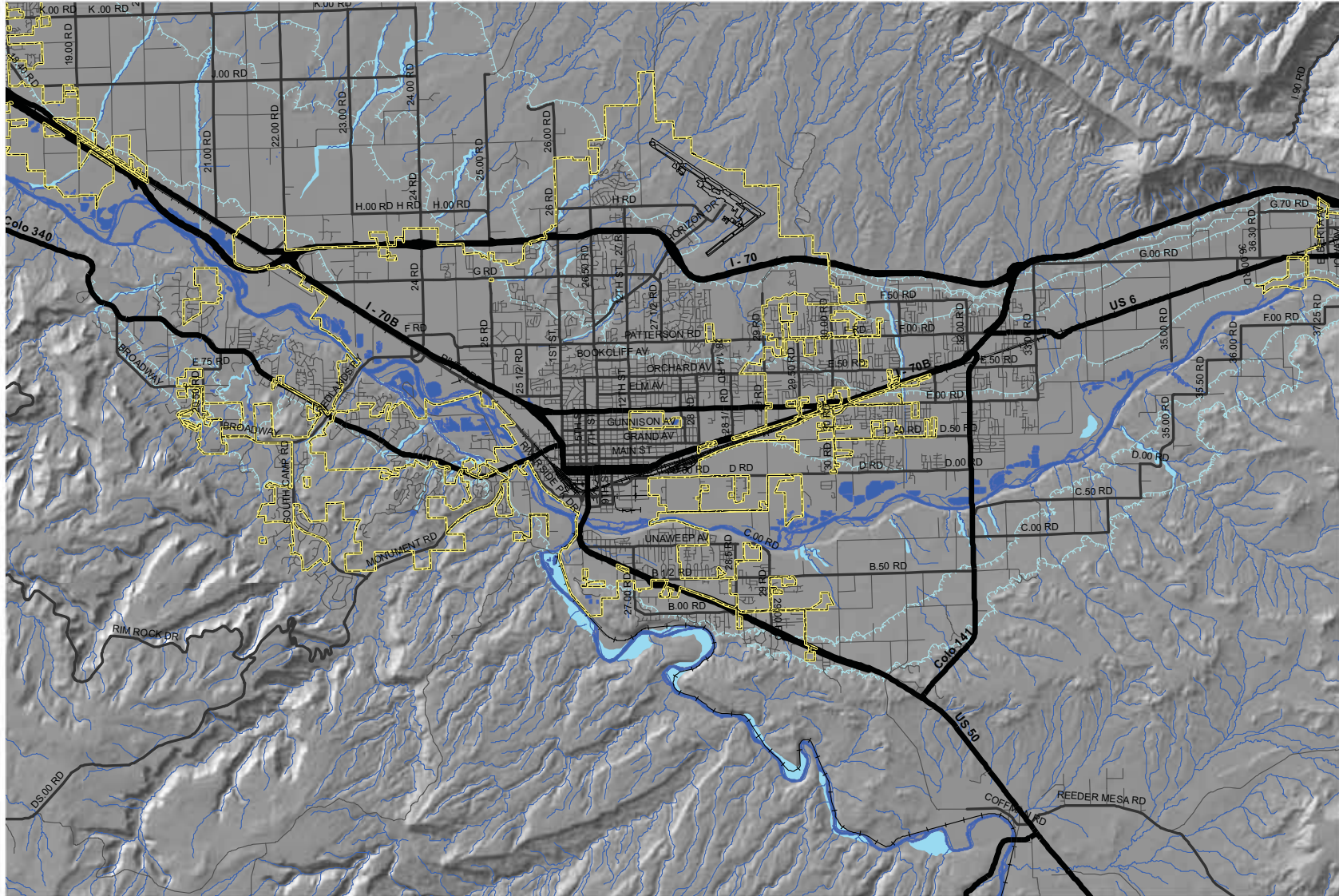
FORECAST CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles



Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features



Legend

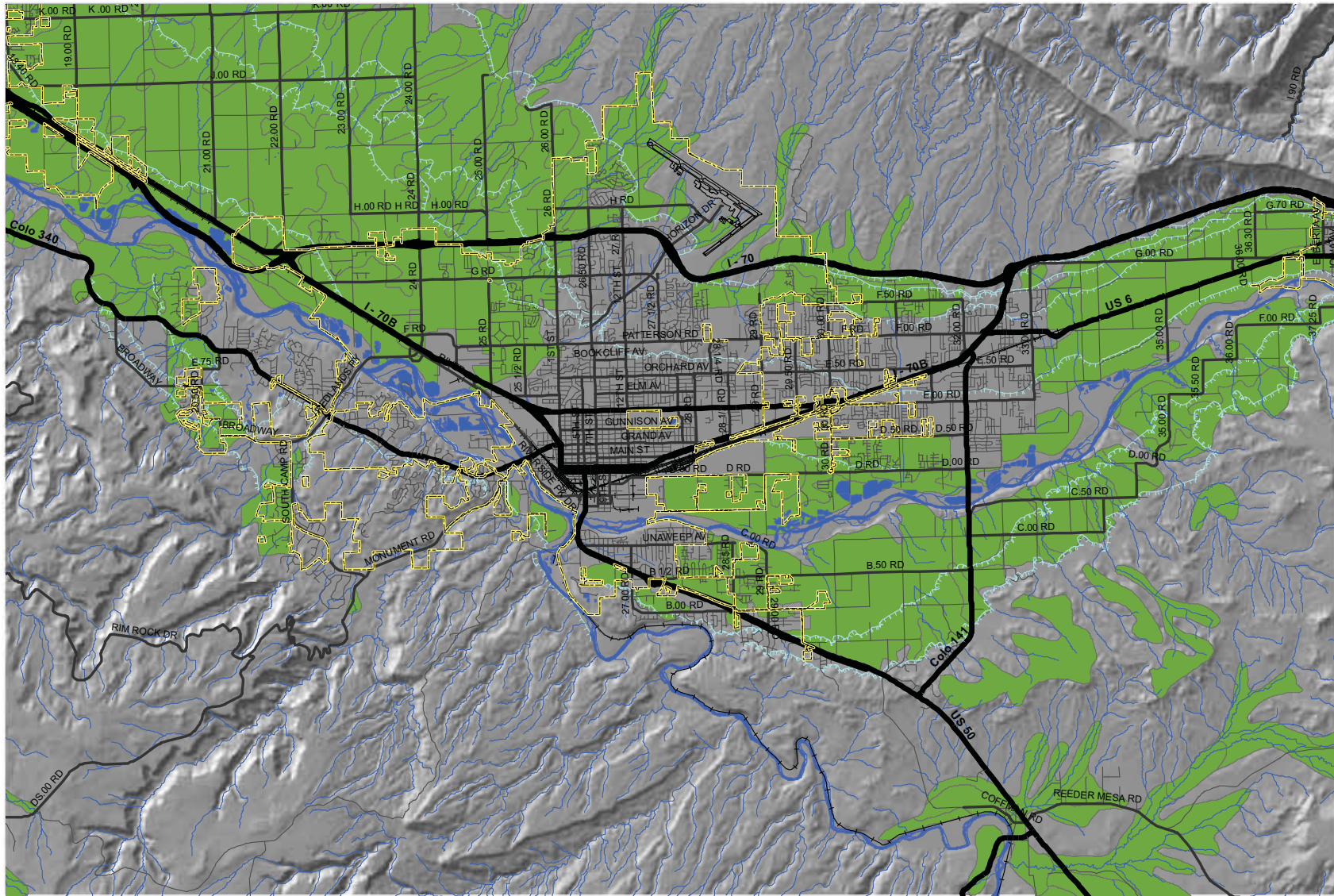
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- Partially hydric

Hydric Soils (Wet)

FORE+HCC CONSULTING, INC.

0.0 0.4 0.8 1.2 1.6 Miles





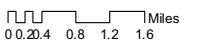
Grand Valley

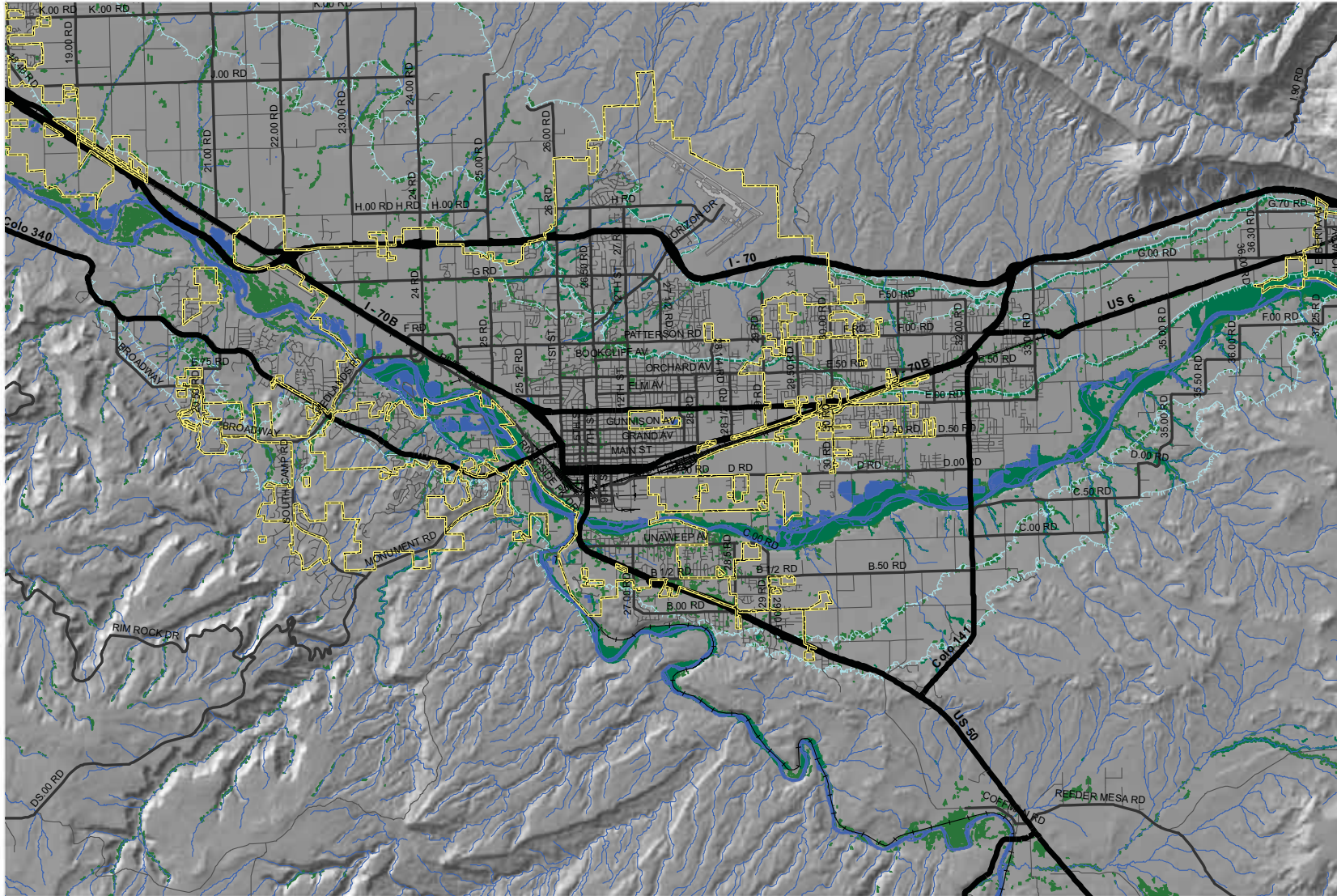
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - Prime Farm Soils

Prime Farm Soils

FORE CONSULTING, INC.





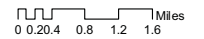
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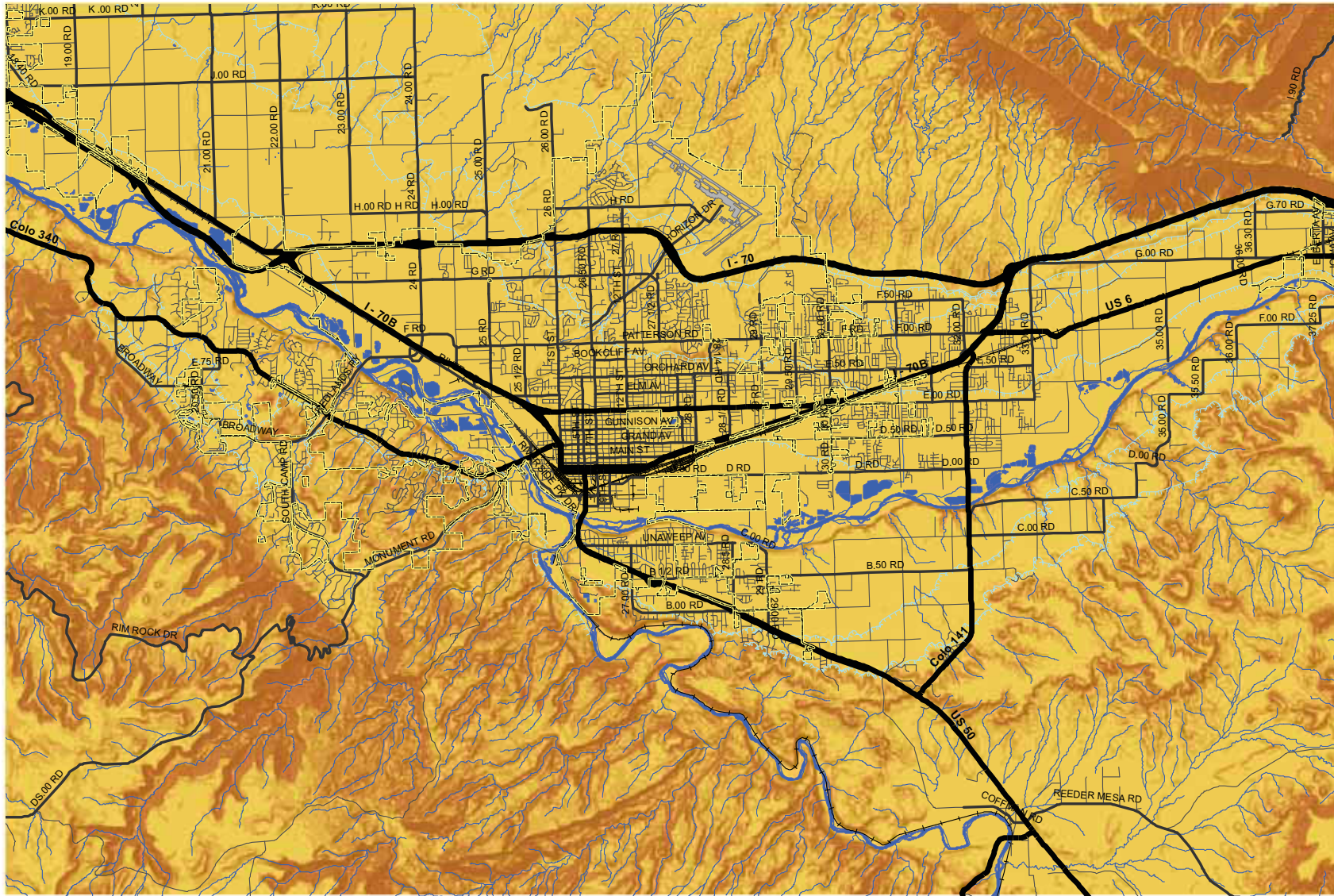
COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - Riparian

Riparian Resources

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10000 E. 1st Ave., Suite 100, Denver, CO 80231





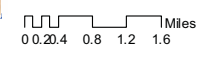
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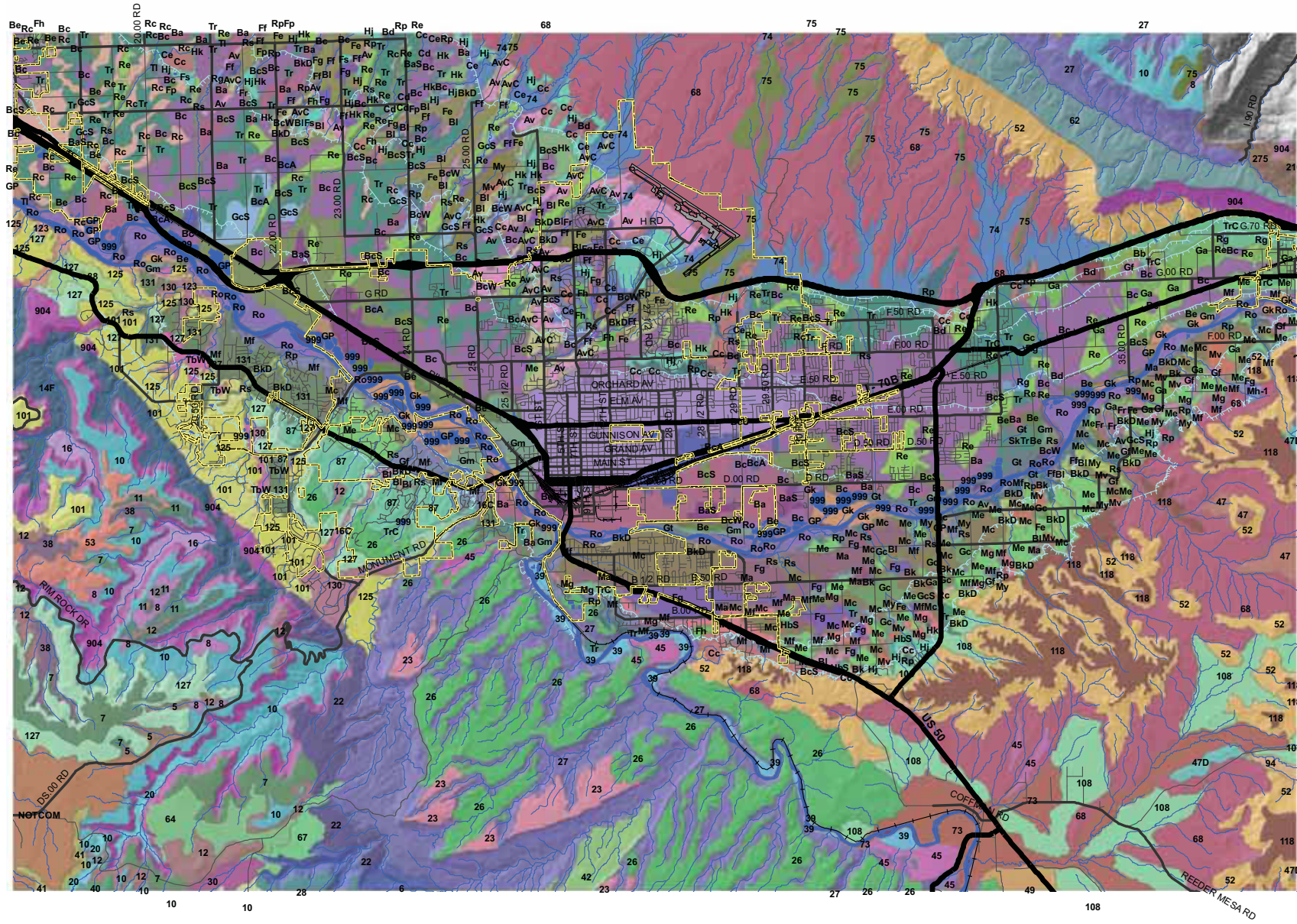
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - 0-6
 - 6-12
 - 12-18
 - 18-25
 - 25+
 - 25+

Slope Map

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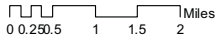
Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features



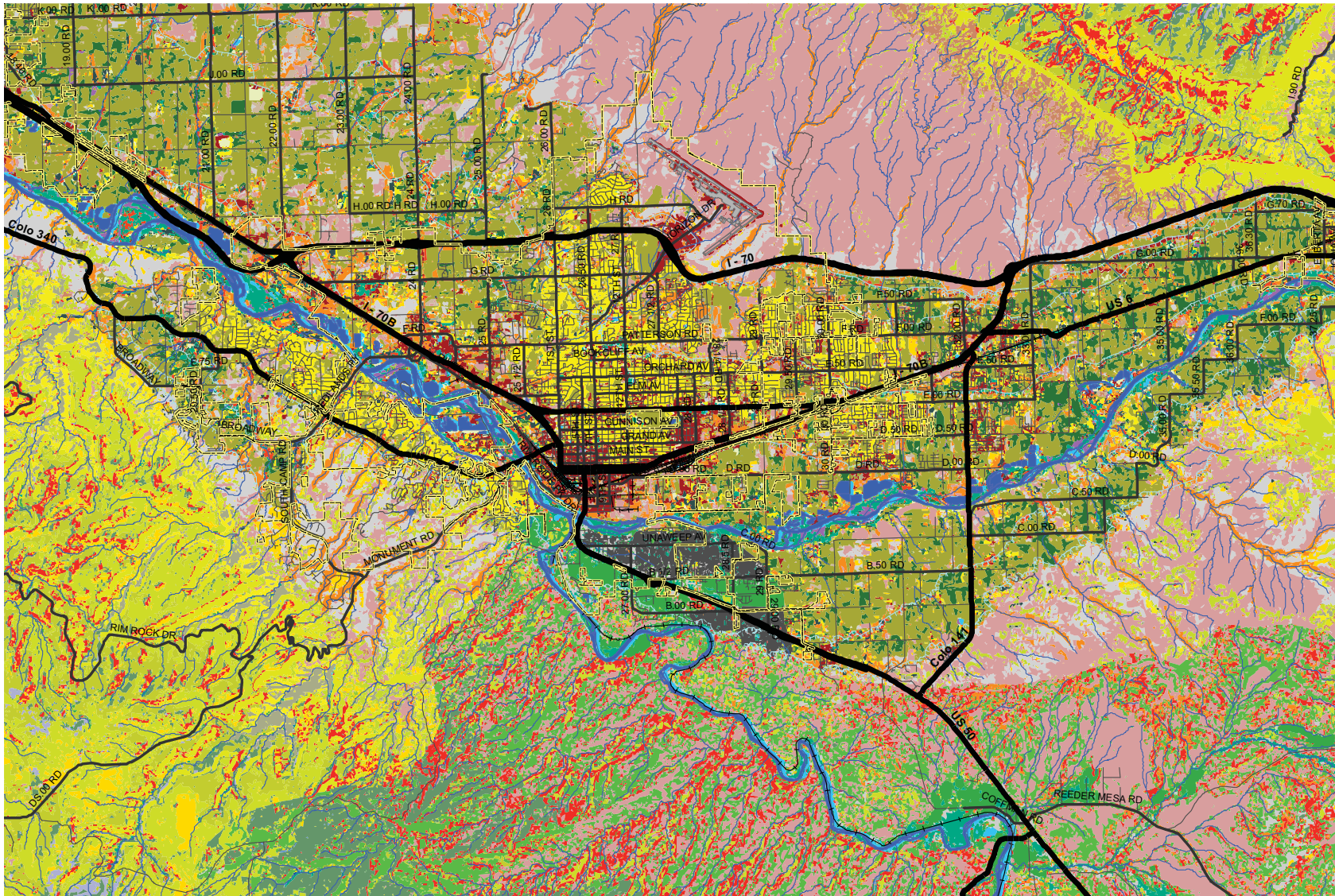
Soil Series NRCS

FORE AND CONSULTING, INC.



Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features



Legend

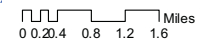
- City Limits
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

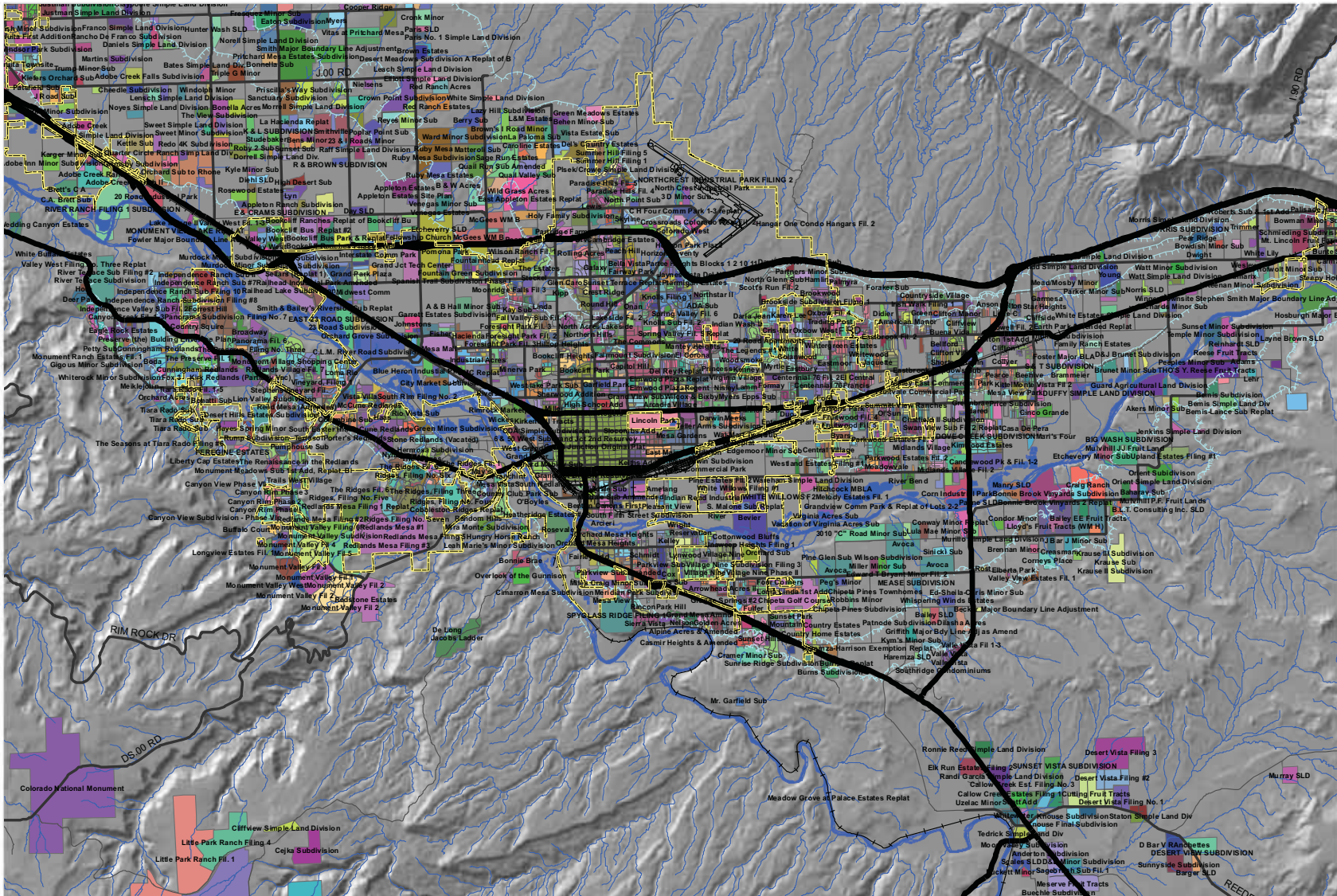
vegetation

CLASS NAME

- Water
- Urban/Built Up
- Commercial
- Residential
- Barren Land
- Road
- Agriculture Land
- Orchard
- Irrigated Ag
- Dryland Ag
- Conifer Riparian
- Cottonwood
- Disturbed Rangeland
- Douglas Fir
- Exotic Riparian Shrub
- Forested Riparian
- Gambel Oak
- Grass Dominated
- Grass/Forb Rangeland
- Greenswood
- Herbaceous Riparian
- Juniper
- Juniper/Sagebrush Mix
- Mesa Mountain Shrub Mix
- P. Pine/Gambel Oak Mix
- P.J. Oak Shrub Mix
- P.J. Oak Mix
- P.J. Sagebrush Mix
- Phon-Juniper
- Ponderosa Pine
- Rabbitbrush/Grass Mix
- Riparian
- Sagebrush Community
- Sagebrush/Grass Mix
- Sagebrush/Greenswood
- Sagebrush/Mesa M. Shrub Mix
- Salibath Community
- Sedge
- Shrub Riparian
- Willow
- Shrub/Grass Rangeland
- Snakeweed
- Snakeweed/Shrub Mix
- Sage as Juniper/Shrub/Rock Mix
- Sage as P.J. Shrub/Rock Mix
- Talus Slopes & Rock Outcrops

Vegetation
FORE AND CONSULTING, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

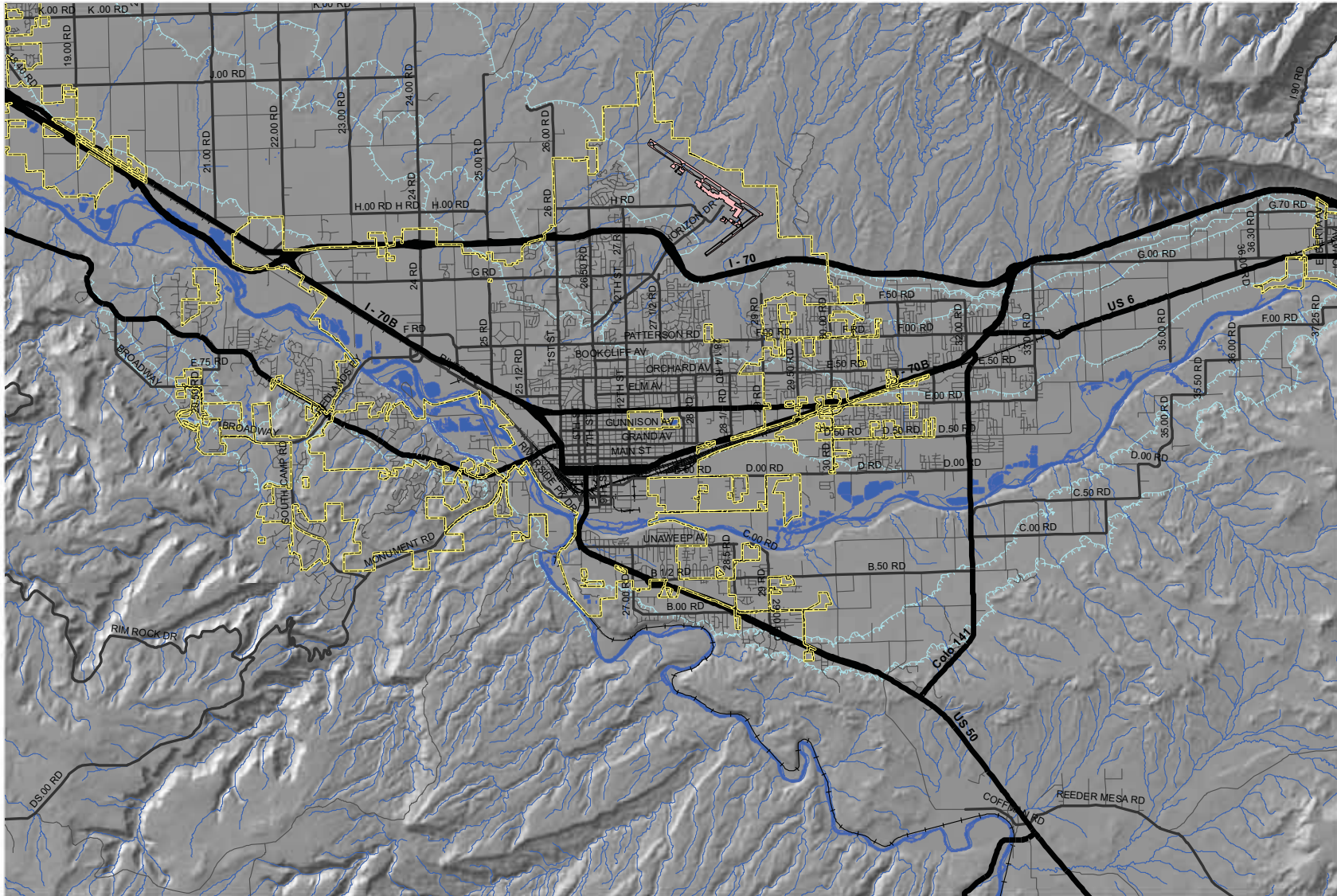
- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams

Subdivisions

FORESEE CONSULTING, INC.

0.0 20.4 0.8 1.2 1.6 Miles





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

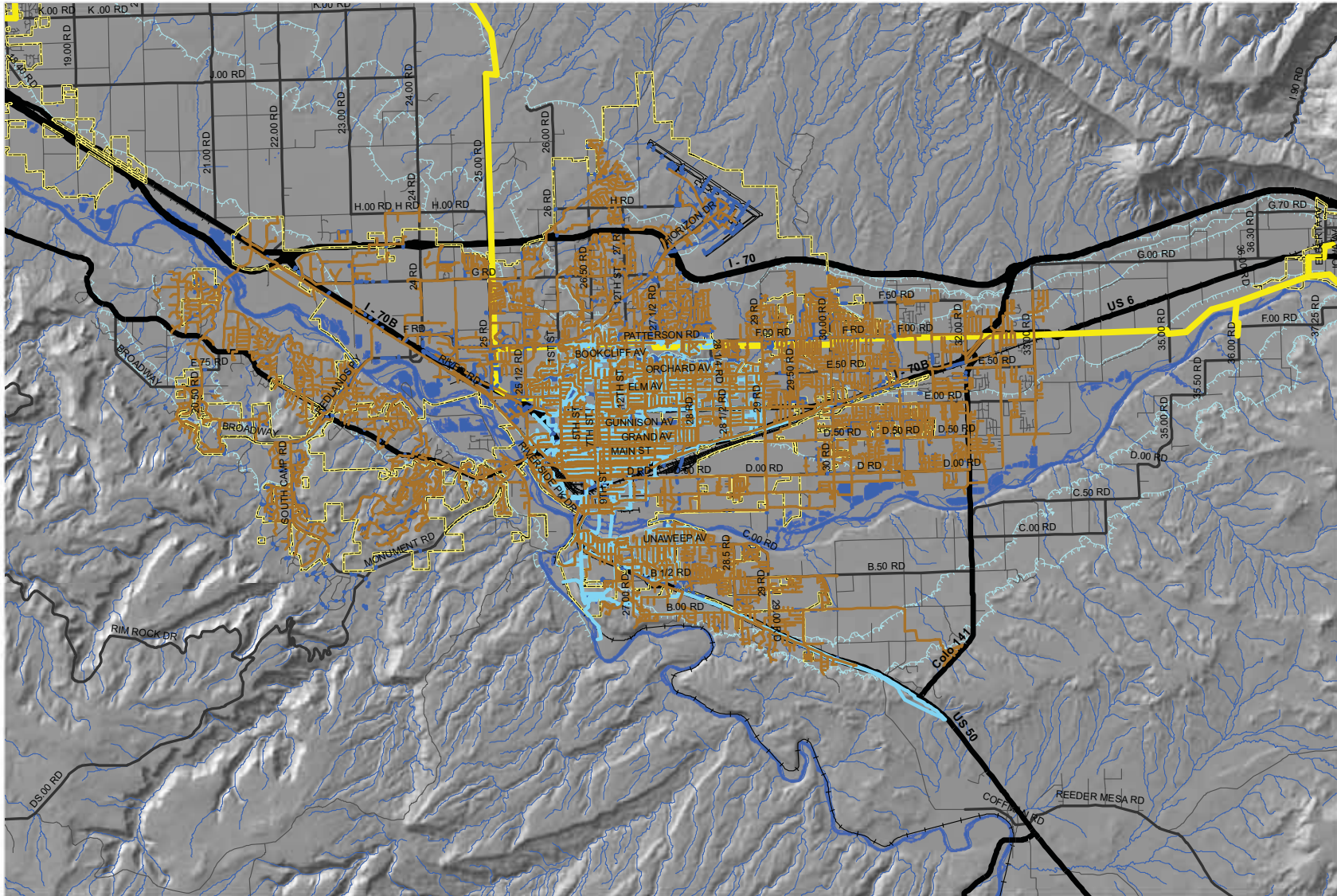
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

Transportation

FORE CONSULTANTS, INC.

0.0 0.2 0.4 0.8 1.2 1.6 Miles





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

Legend

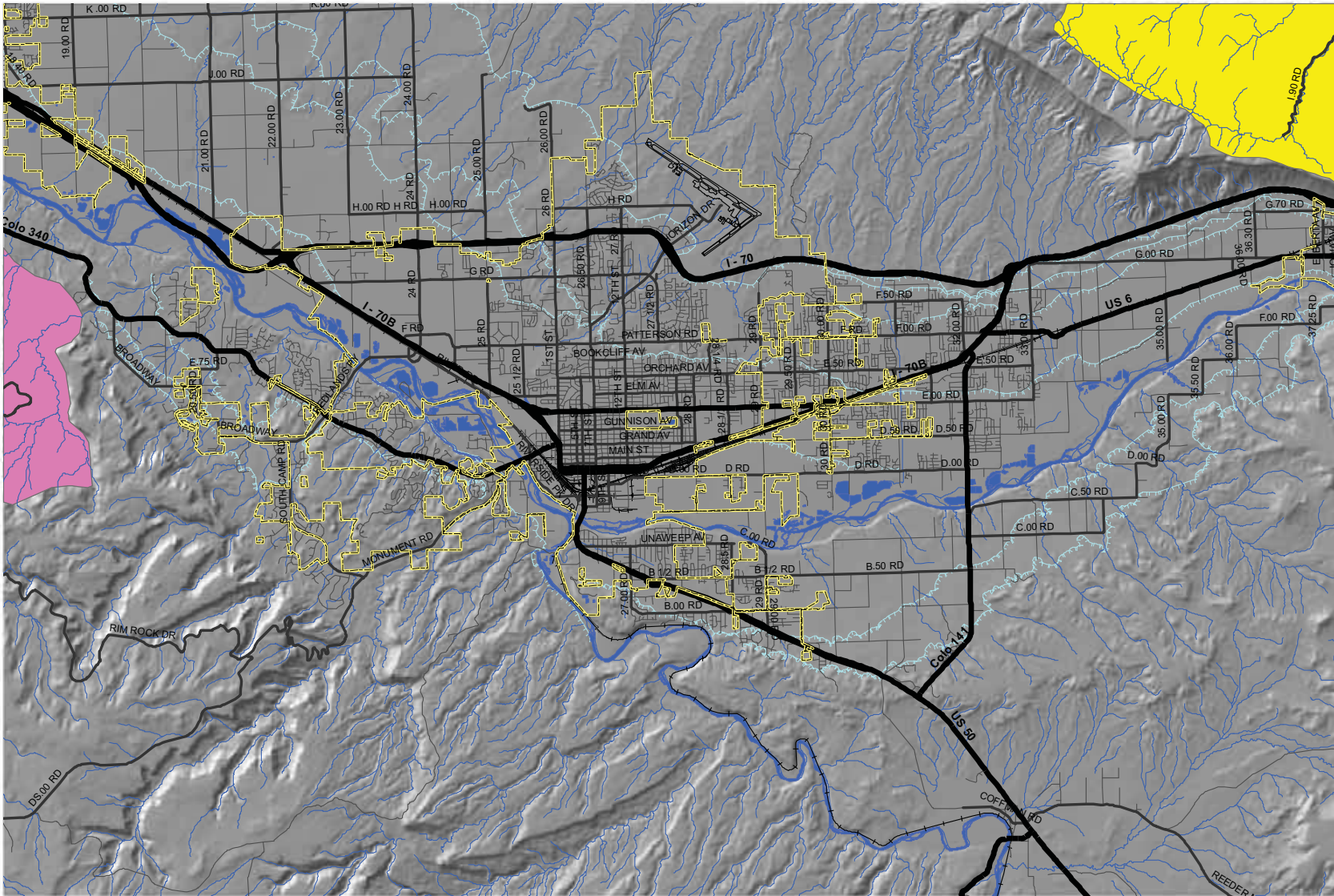
- Sanitary Lines
- City Water Lines
- Storm Lines
- Gas Pipeline
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams

Utilities

FORE AND CONSULTING, INC.

0.0 0.2 0.4 0.8 1.2 1.6 Miles





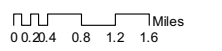
Grand Valley

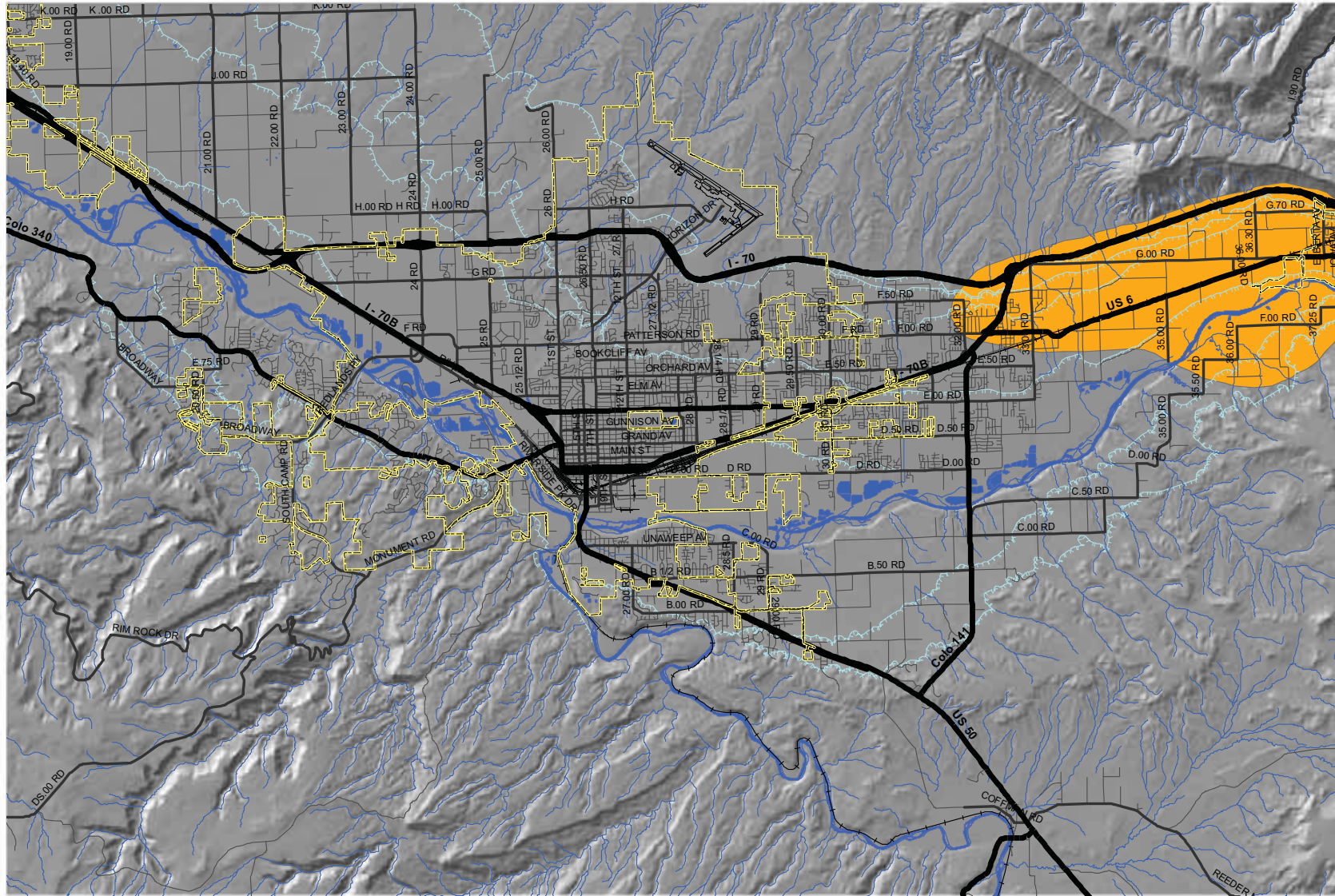
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - BIGHORN-winter range
 - BIGHORN-overall range

Bighorn Habitat

FORENSIC CONSULTING, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

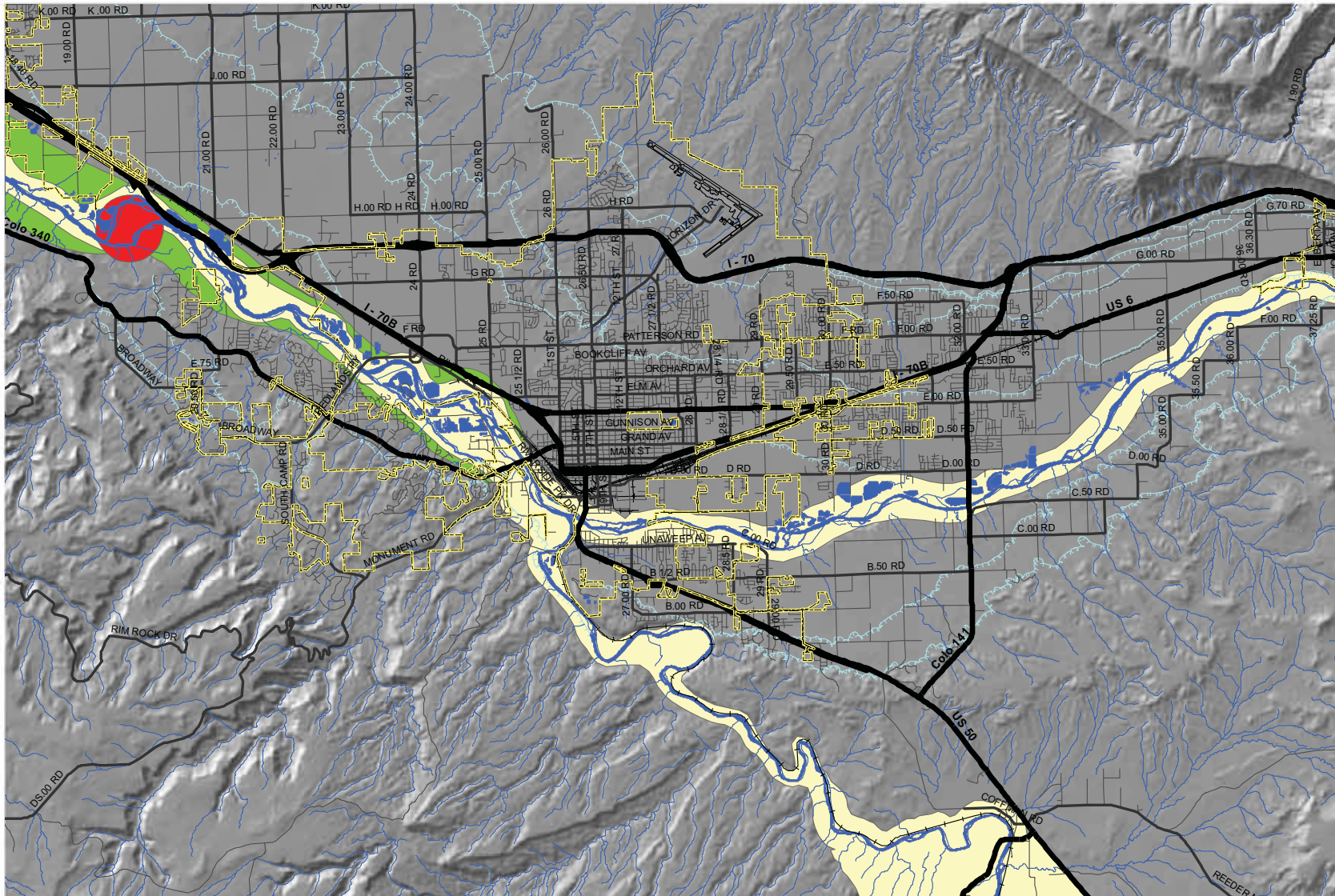
- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - BLACK BEAR-human conflict

Black Bear Habitat

FORE AND CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles





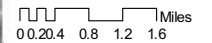
Grand Valley

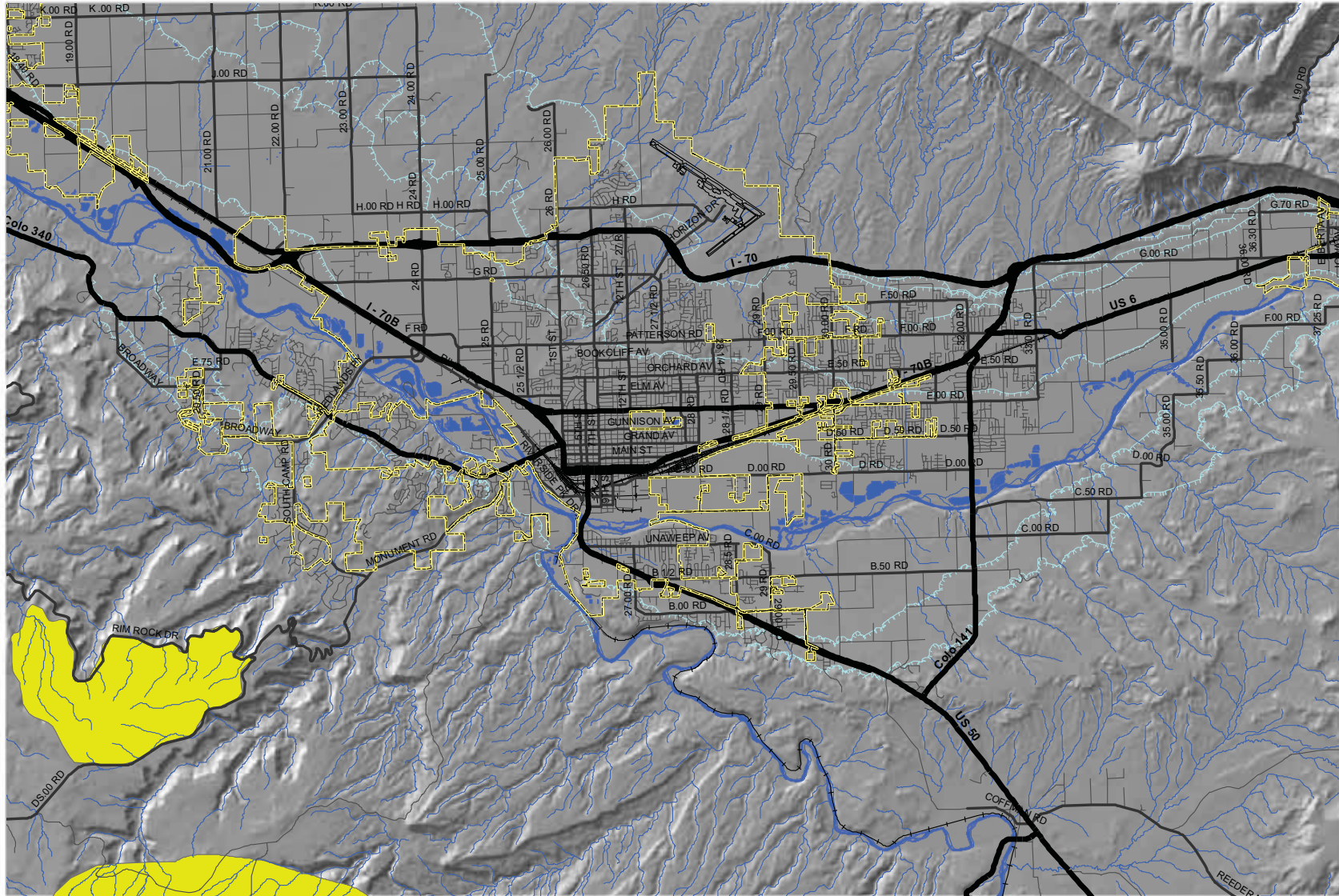
COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - BALD EAGLE-active nest sites
 - BALD EAGLE-winter range
 - BALD EAGLE-winter concentration
 - BALD EAGLE-summer forage

Eagle Habitat

FORE CONSULTING, INC.





Grand Valley

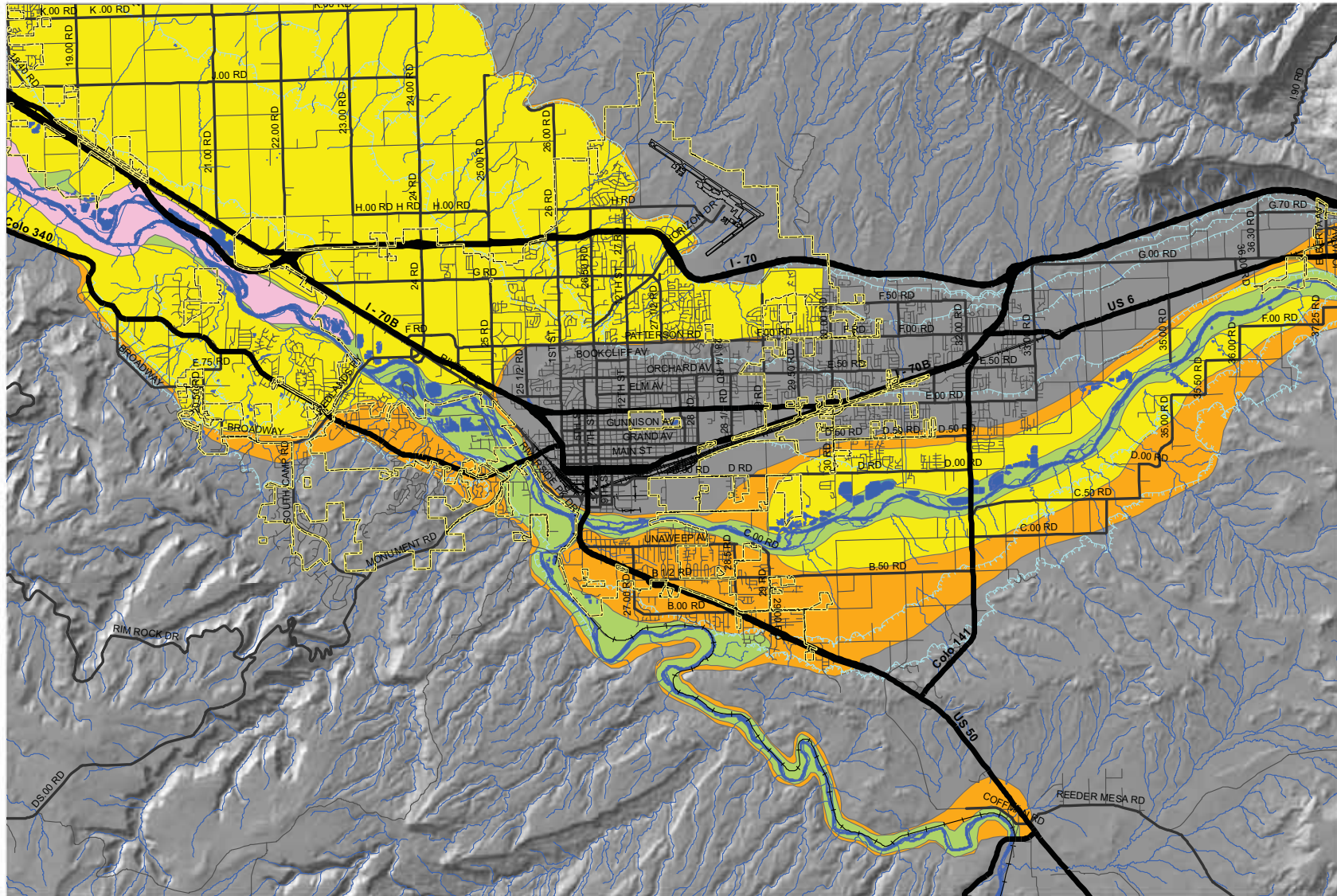
COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - ELK-winter range

Elk Habitat

FORE AND CONSULTING, INC.





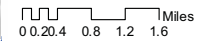
Grand Valley

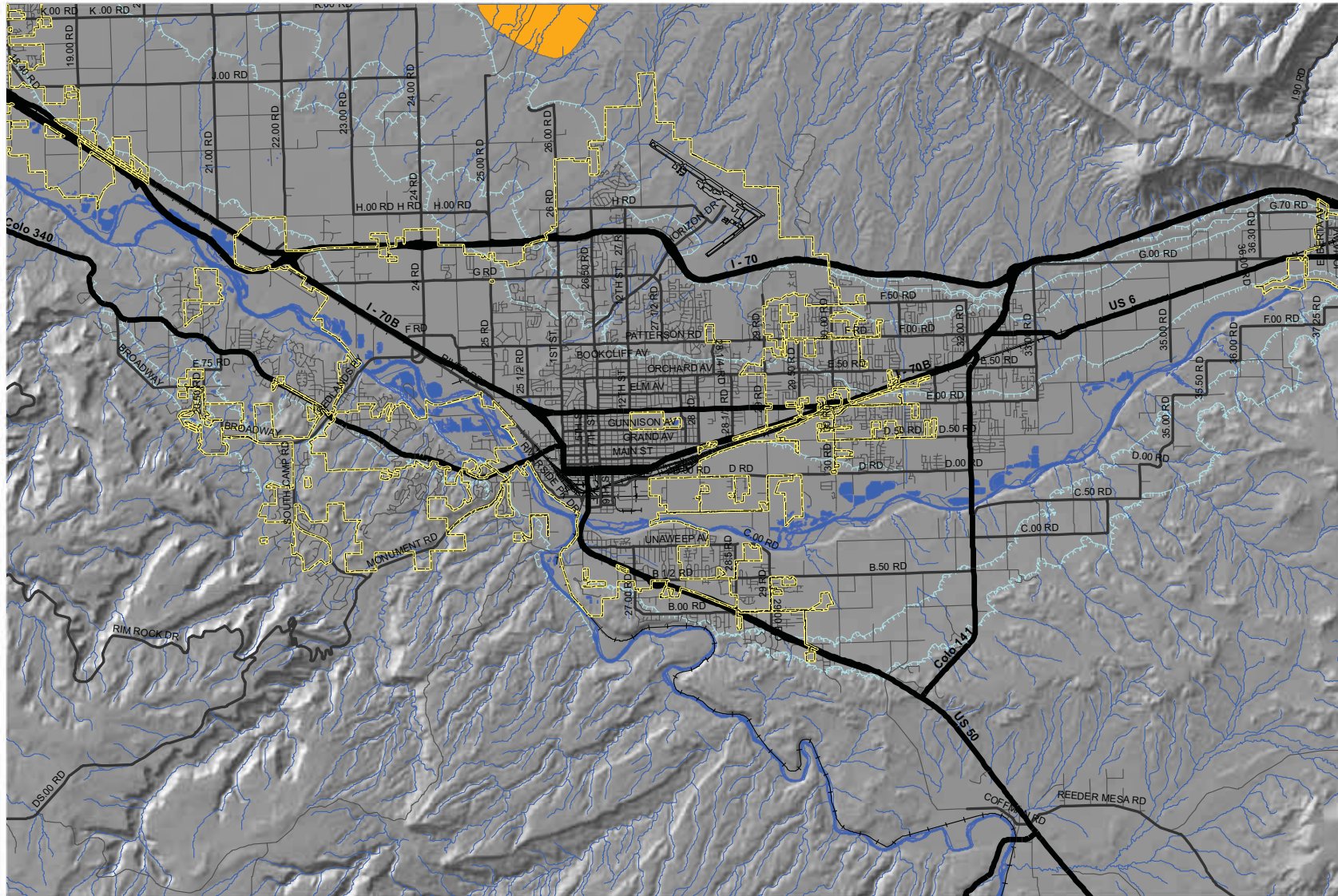
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - GEESE-winter concentration
 - GEESE-production area
 - GEESE-molting area
 - GEESE-foraging area
 - GEESE-winter range

Geese Habitat

FORE CONSULTING, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

Legend

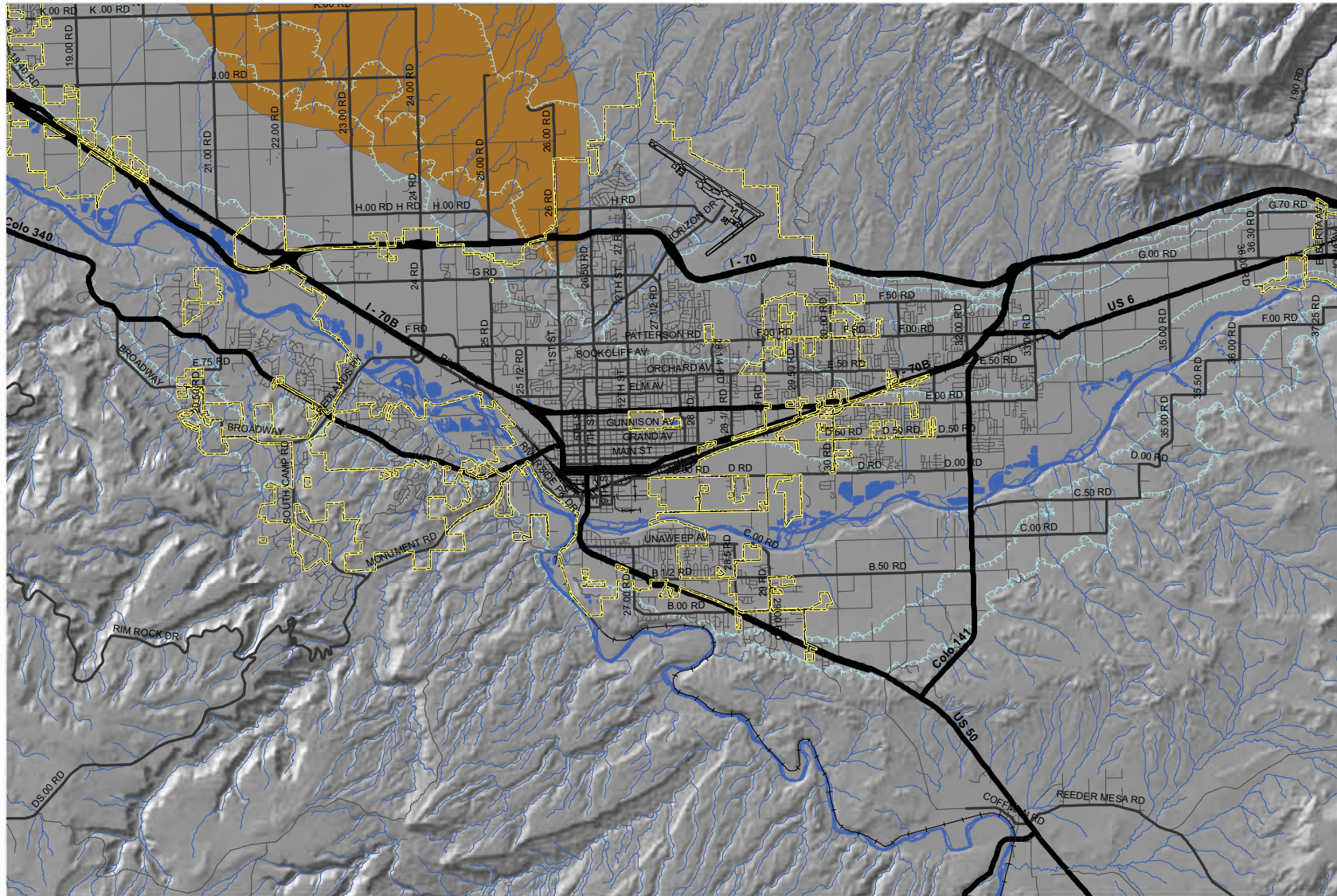
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- KIT FOX-overall range

Kit Fox Habitat

FORE AND CONSULTING, INC.
Forest Planning & Environmental Services

0 0.2 0.4 0.8 1.2 1.6 Miles





Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

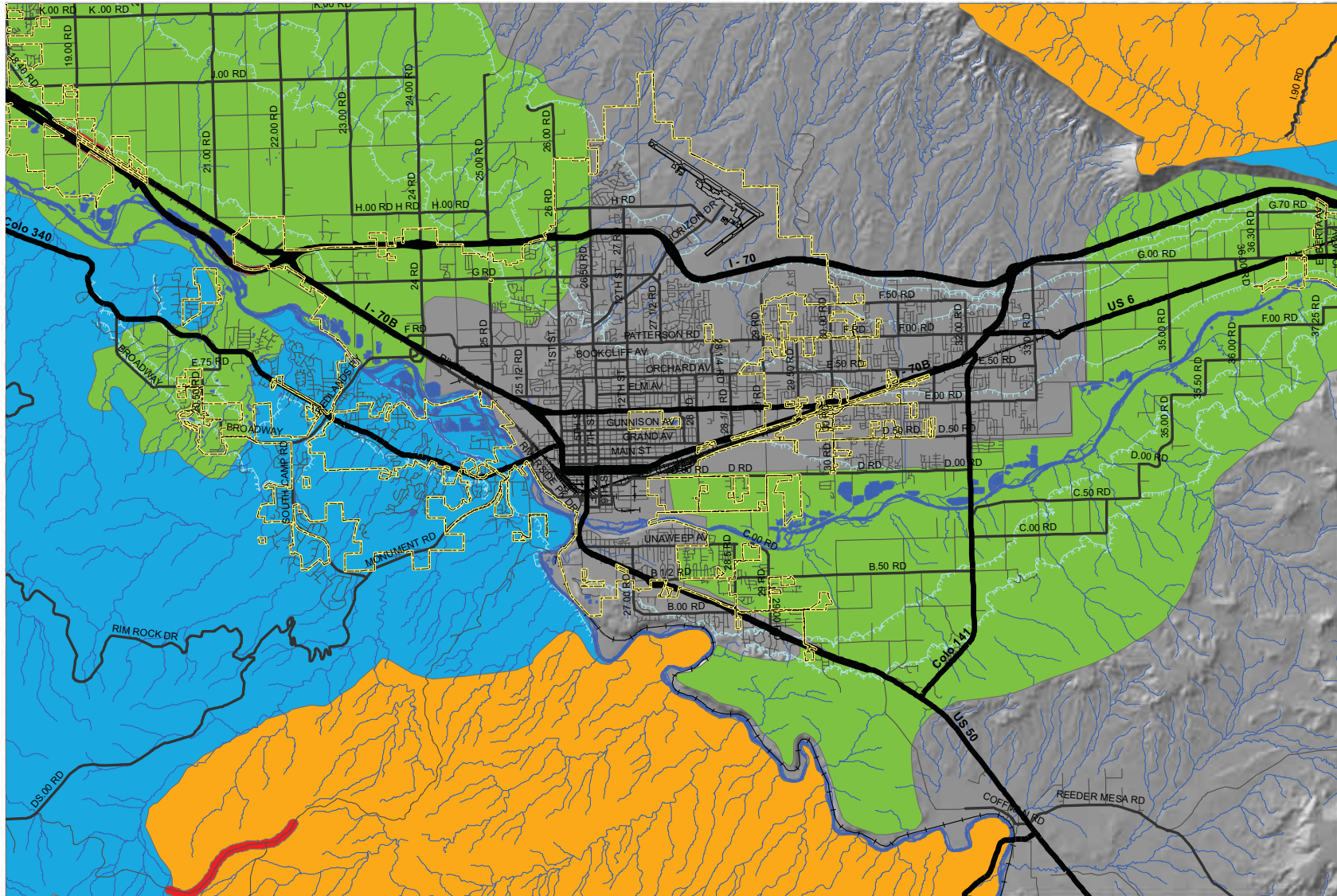
- Legend**
- City Limits
 - Airport
 - Highway/State
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - MT_LION-peripheral_range

Mt. Lion Habitat

FORENSIC CONSULTING, INC.

0 0.25 0.5 1 1.5 2 Miles





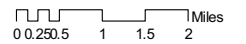
Grand Valley

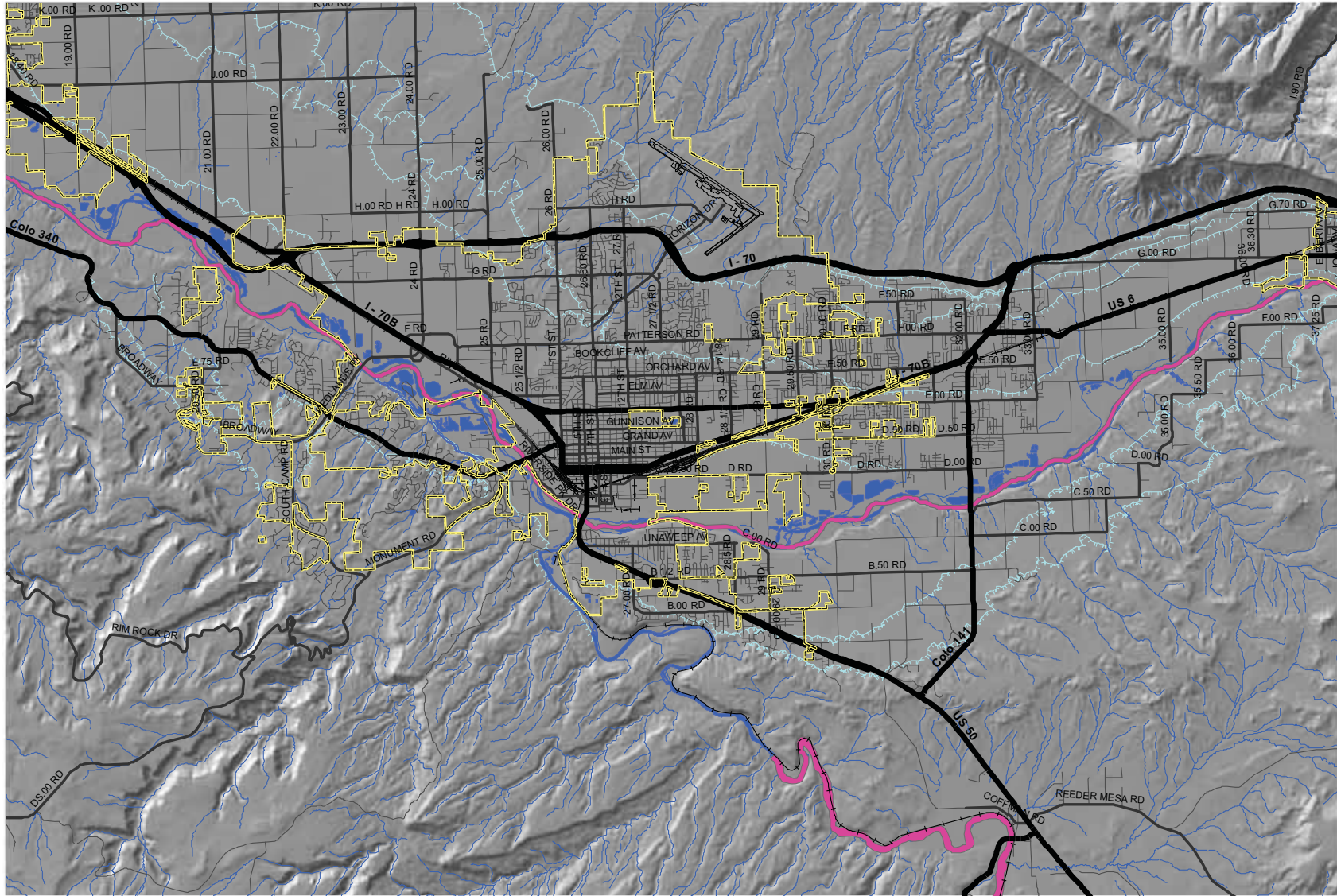
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - Highway/State
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - MJLE_DEER-highway_crossing
 - MJLE_DEER-severe_winter
 - MJLE_DEER-resident_population
 - MJLE_DEER-winter_range

Mule Deer Habitat

FORECAST CONSULTING, INC.





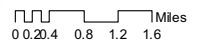
Grand Valley

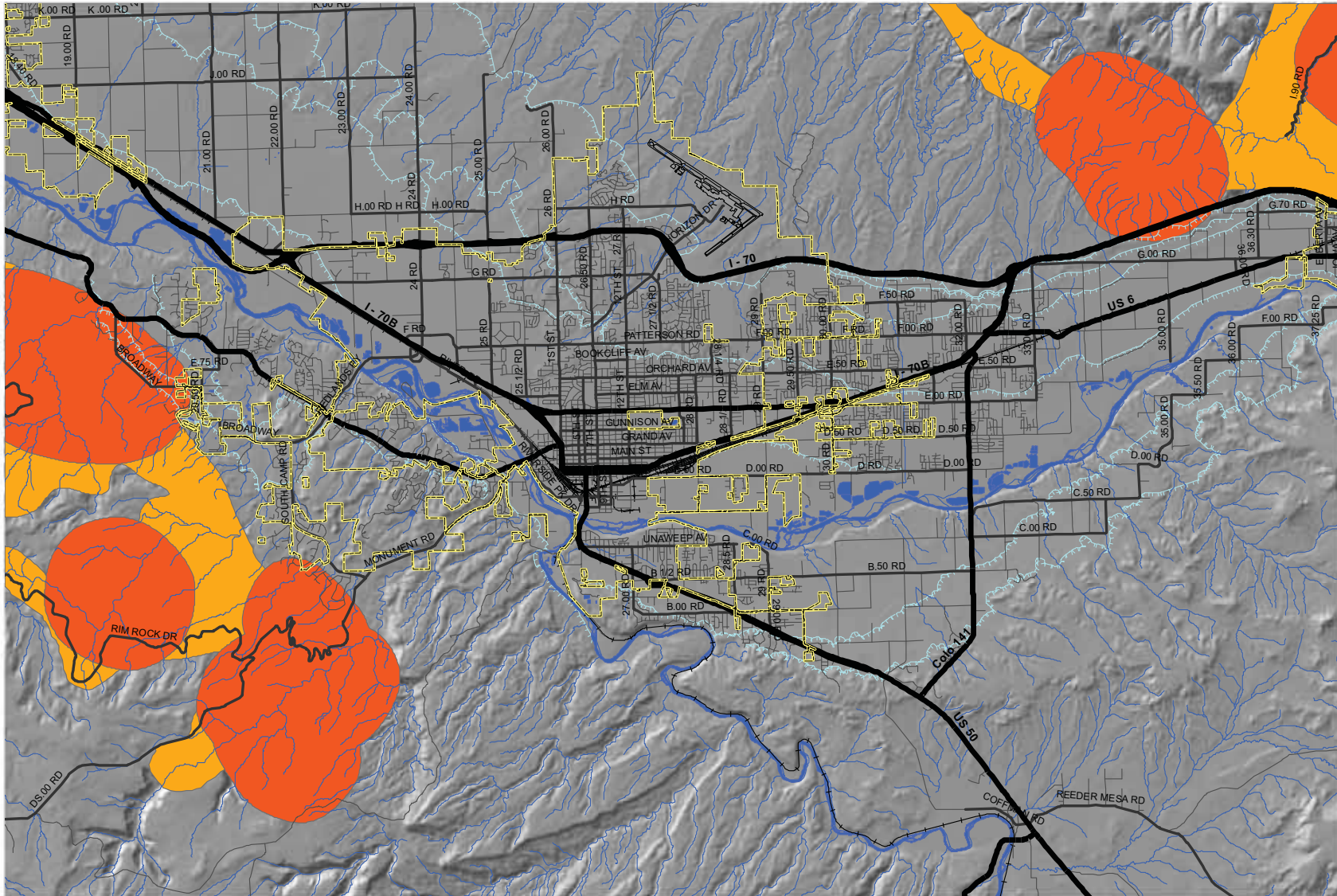
COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - OTTER-overall range
 - Lakes
 - Rivers
 - Streams

**Otter
Habitat**

FORECAST CONSULTING, INC.





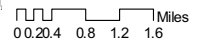
Grand Valley

COMMUNITY
ATLAS of Natural
& Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - PEREGRINE-nesting area
 - PEREGRINE-potential nesting

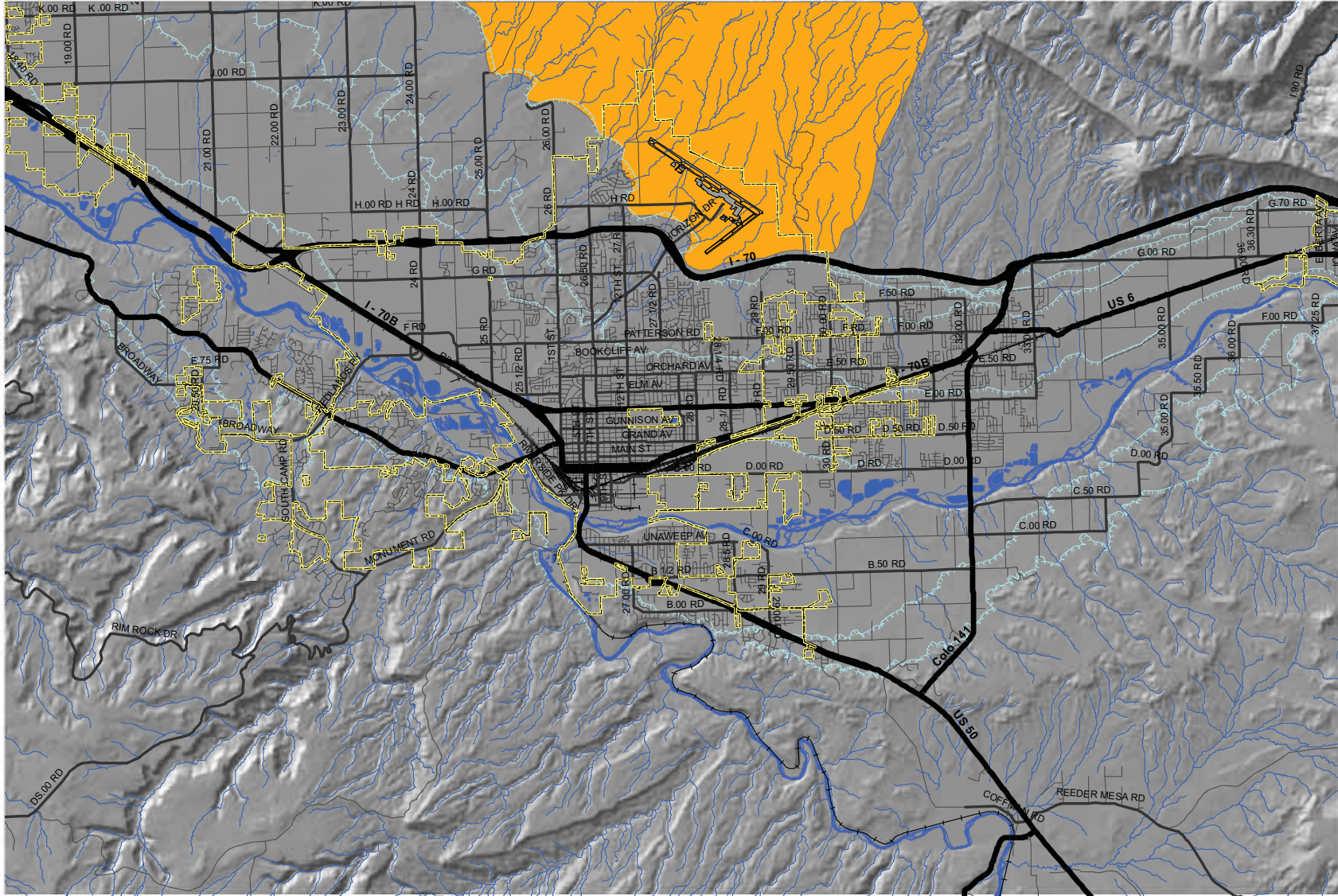
Peregrine Habitat

FORECAST CONSULTING, INC.



Grand Valley

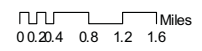
COMMUNITY
ATLAS of Natural
& Cultural Features

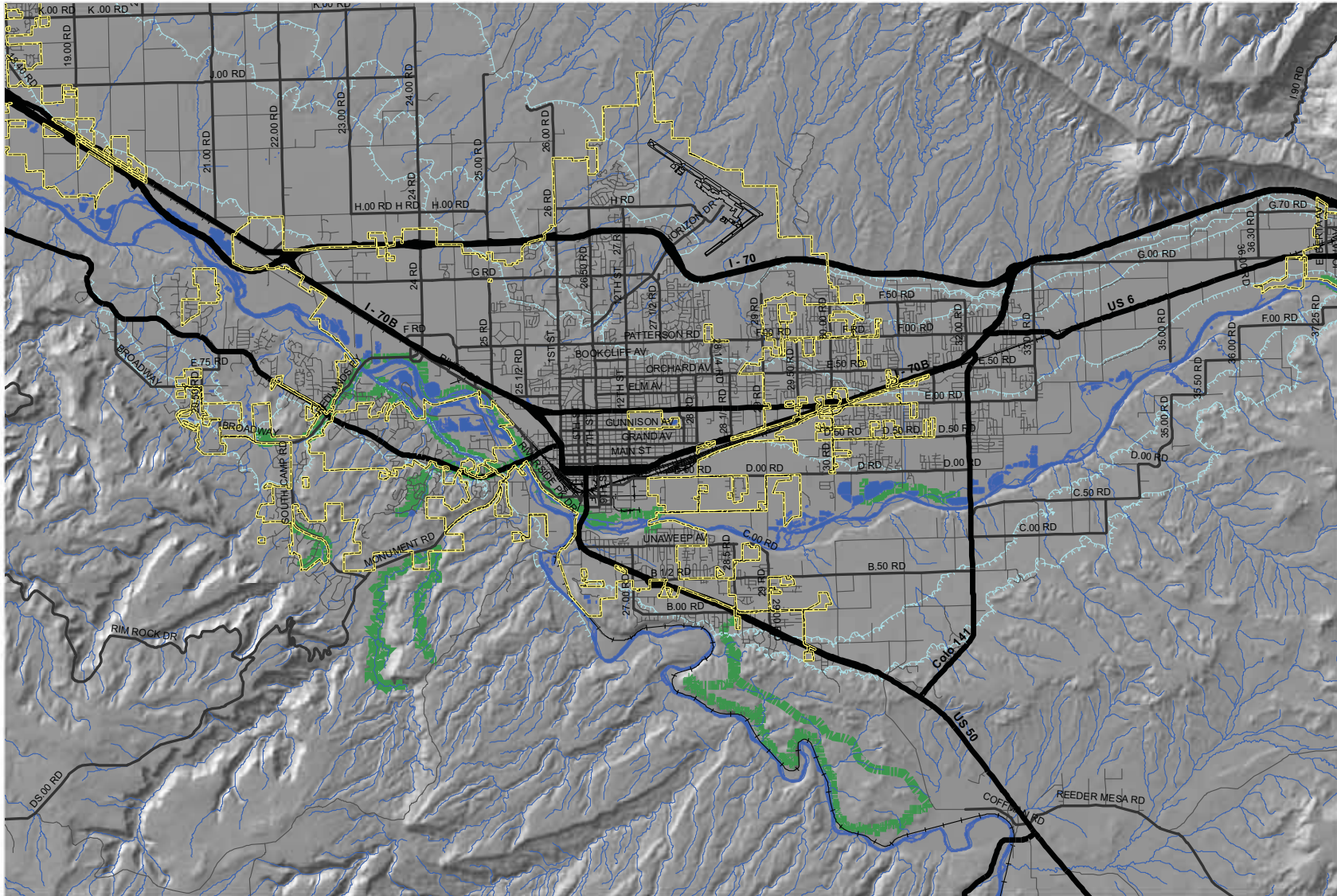


- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - PRONGHORN-winter range

Pronghorn Habitat

FORENSIC CONSULTING, INC.





Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

Legend

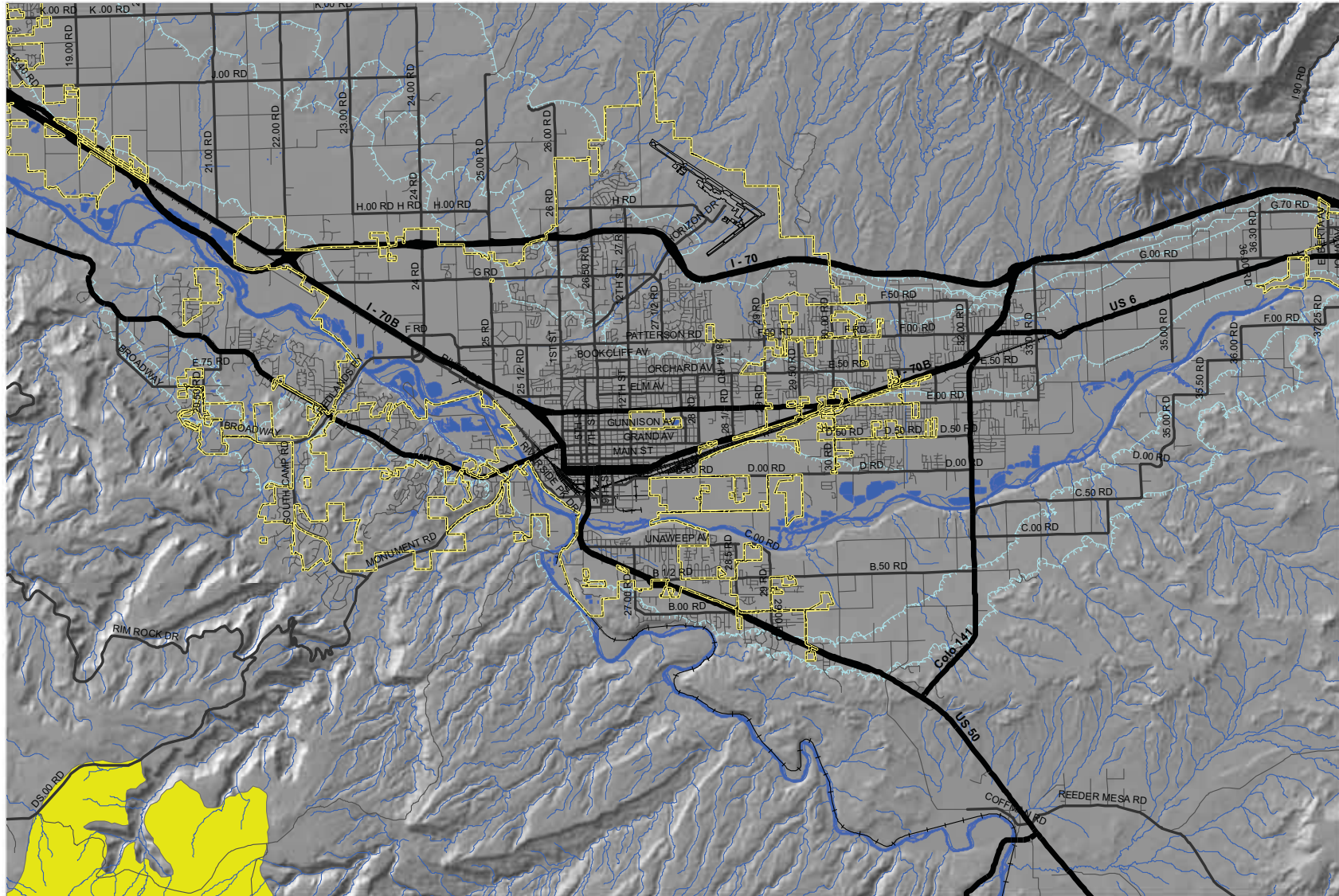
- City Limits
- Airport
- State Highway
- Major Roads
- Local Roads
- Railroads
- Lakes
- Rivers
- Streams
- Trails

Trails

FORE CONSULTING, INC.

0 0.2 0.4 0.8 1.2 1.6 Miles





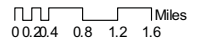
Grand Valley

COMMUNITY ATLAS of Natural & Cultural Features

- Legend**
- City Limits
 - Airport
 - State Highway
 - Major Roads
 - Local Roads
 - Railroads
 - Lakes
 - Rivers
 - Streams
 - TURKEY-winter range

Turkey Habitat

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APPENDIX C:

COMPLEMENTARY PLANS

Below are short summaries of each sub-area plan. Please contact the Public Works and Planning Department for full copies of each plan.

NORTHWEST SUB-AREA CONCEPT PLAN – 2008 (A SUB-AREA STUDY CONDUCTED AS PART OF THE 2010 COMPREHENSIVE PLAN)

The key considerations for future growth in the Appleton area include:

- * Preservation of agricultural land
- * Low density development – 1 or more dwelling units per acre (especially on non-irrigated land)
- * Increased lot size as land is farther north of existing 201 Boundary
- * Improved air quality
- * Commercial and industrial uses appropriate around airport
- * Possible growth on BLM (un-irrigated) land.

Future growth in the Appleton neighborhood should be focused in the southern portion of the study area and transition to rural uses and rural densities farther north, particularly north of I Road. The majority of

the development potential is targeted along H Road and the Interstate 70 corridor where sewer service is planned and where existing City development is visible. Within the area, varied densities and land uses can be accommodated.

A Village Center is planned for the vicinity of H Road and 24 Road with the understanding that the exact location may occur within a half mile of the site shown on the map. Neighborhood Centers are planned for the vicinity of 23 and I Road, 22 and H Road and 21 and H Road. Employment uses are encouraged along the I-70 corridor from 21 Road to 24 ½ Road. Residential uses are to be denser near services and identified centers. Residential uses are to transition to a less dense character farther from the centers and north of I Road. To reflect existing conditions, estate type uses occur east of 25 Road within the study area. As the area develops, two new Community parks should be sited along with additional schools.

REDLANDS NEIGHBORHOOD PLAN - 2002

The Redlands Planning Area consists of a diverse mixture of agriculture, business, commercial, conservation, industrial, public/quasi-public, residential, and tourist land uses that are widely distributed throughout the planning area.

Goals for the area include, but are not limited to:

- * Cost effective and appropriate level of services for area development
- * Preservation of community character
- * Protection of the visual/aesthetic character of the area including a dark night sky
- * Conservation of sensitive natural areas / habitats, geology, hillsides, river corridor and historic artifacts
- * Retention of the Fruita / GJ buffer zone

The planning area has 14 future land use classifications with the majority of the area being residential uses. As development continues, similar project such as the Ridges – where development is clustered off ridges and out of sensitive areas, is encouraged to protect the landscape, vistas and provide a variety of housing types in the area while remaining compatible. The plan includes two existing neighborhood shopping centers and two existing and two potential neighborhood convenience centers. Higher density residential would be acceptable near or in the neighborhood centers.



COMPLEMENTARY PLANS (CONT'D)

Modifications to the Redlands Plan in regard to the 2009 Comprehensive Plan include an additional Neighborhood Center in central Redlands. Higher density residential uses along with a mix of commercial and business uses are allowed in the centers. A regional park may also be encouraged in the Redlands.

The four elements of the associated Redlands Area Transportation Plan are: 1) a State Highway 340 Access Control Plan (that has not been adopted), 2) capacity improvements on existing routes, 3) new roadways and neighborhood connections, and 4) multi-modal accommodations.

CLIFTON - FRUITVALE COMMUNITY PLAN - 2006

The Clifton-Fruitvale planning area is approximately 3,962 acres (6.2 sq. miles) with a population of 14,000 residents and located along the I-70 and State Highway 141 corridors. The density of the area is 2,258 persons per square mile which is higher than any other area of Mesa County. Currently, about 1/3 of the planning area east of 33 Road (the “eastern expansion” area) is rural, agricultural and largely underdeveloped land not served by a sewer system; however, this area is planned for low to medium residential development with sewer service provided by the new Clifton Sanitation wastewater treatment plant. There is a large node of commercial land use at the intersection of I-70 B Frontage Road and F Road. A future business park is recommended near 33

and G Roads.

A majority of the existing Clifton-Fruitvale neighborhoods are already built out, the areas that are not yet developed are recommended for residential uses with a range of densities to create an overall balance of density between existing (higher) and new (medium to low) residential classifications. A mixed use designation is located between Front Street and the I-70 Business Loop. Commercial type uses and a business park site are recommended for the area west of I-70 B, north of the Price Ditch south of I-70 and west to the 32 ¼ Road alignment.

Goals of the Clifton-Fruitvale Community Plan include but are not limited to:

- * Achieving a balance of open space, agricultural, residential and nonresidential land use opportunities
- * Promoting long-term vitality of existing centers of community activity
- * Promoting stable neighborhoods and land use compatibility throughout the community
- * Enhancing the aesthetic appeal and appearance of the community’s built environment
- * Including open space corridors, parks, trails and other facilities throughout the planning area for recreational, transportation and environmental purposes.

Design standards have been created for the Old Town Clifton Area designated as mixed use. A Transfer of



COMPLEMENTARY PLANS (CONT'D)

Development Rights/Credits Program has been created specifically for the Clifton-Fruitvale Plan. The Receiving Area is any property in the “eastern expansion” area of the Clifton-Fruitvale planning boundary that has a future land use classification of Residential Medium Low or Residential Medium. The sending area is limited to the Palisade Community Separator (Buffer Zone) only.

PEAR PARK NEIGHBORHOOD PLAN - 2004:

The Pear Park Neighborhood is comprised of 6.33 square miles of land area, with most of the area currently located within unincorporated Mesa County. However, the majority of the area will be annexed to the City as development occurs. Sewer, water, and all other utilities and urban services are planned for or are available in the Pear Park area. As a result, the entire Pear Park neighborhood has been designated for urban uses except that area located near the Colorado River where potential flooding and other environmental issues limit development potential. Pear Park contains a mix of developed and rural areas but suffers from many instances of poorly planned/developed subdivisions with substandard connectivity and indiscriminate access to major thoroughfares.

The majority of the Pear Park neighborhood is recommended for residential uses. Much of the area is designated “Residential Medium” and “Residential Medium Low”. The “Conservation” land use classification is applied to the 100-year Floodplain. “Commercial/

Industrial” uses are recommended for the areas north of Corn Lake along 32 Road and the east side of 28 Road and the Perkins Drive area (east of 31 ½ Road).

Modifications to the Pear Park Neighborhood Plan in regard to the 2009 Comprehensive Plan include expanding a mixed-use area (upgraded to a Village Center) to include the northwest and northeast corners of 29 Road and D Road. The new village center encompasses nearly 200 acres, a far greater area than the approximately twenty acres in size the Pear Park Neighborhood Plan envisioned at this intersection.

Transportation goals for the area include provision of a well-balanced access management plan, increasing road connectivity, efficient circulation for emergency vehicles and access to facilities, recreation and commercial uses.

Goals of the Pear Park Plan include but are not limited to:

- * Protect and maintain the unique features and characteristics of Pear Park which are significant links to the past, present and future (including historic sites and structures)
- * Provide a well-balanced transportation and access management plan meeting the needs of all users including pedestrians, bicyclists, vehicles and transit and providing good access to schools, shopping, recreation and residential areas
- * Provide adequate public school and park sites to serve the Pear Park residents

- * Increase recreational opportunities in the Colorado River corridor while protecting the corridor from adverse impacts of development and land use activities in Pear Park
- * Establish drainage facilities to be a special feature/amenity of the neighborhood and to improve the quality of storm water runoff
- * Provide for adequate neighborhood commercial areas that will serve the Pear Park Neighborhood
- * Establish areas of higher density to allow for a mix in housing options.

ORCHARD MESA SUB-AREA CONCEPT PLAN – 2008

(A Sub-area study conducted as part of the 2009 Comprehensive Plan)

The desire to preserve prime agriculture was the prominent sentiment expressed by residents of Central Orchard Mesa. In addition, future urban growth of high intensity/density is to be located adjacent to Highway 50. Other priorities included:

- * Preserve the river corridor as open land
- * Develop trails
- * Support cottage industries over other commercial and industrial land uses in the area
- * Preserve orchards and vineyards



COMPLEMENTARY PLANS (CONT'D)

- * Preserve agricultural land in perpetuity

The majority of the new development, the new village center, would be directed to the south end of the mesa along Hwy 50 between 30 Road and the intersection with Hwy 131. A mix of uses is allocated to the area: commercial, retail, office and residential uses. Densities are highest near the village center mixed use area and decrease as distance from the center increases. A commercial corner and medium density residential is designated adjacent to the school site at 30 ½ Road and B Road. Additional schools and parks are to locate in the village center vicinity.

The village center or the existing fairgrounds (if the fairgrounds were to relocate) would be prime locations for a regional park in this quadrant of the City / valley. Rural uses are designated for the remainder of the area.

WHITewater COMMUNITY PLAN - 2007

The Whitewater planning area is approximately 18.5 square miles, with an historic community core of about one square mile that is surrounded by federal lands administered by the Bureau of Land Management.

Whitewater is envisioned as an “urban community” where people live, work, and play. With the establishment of a public improvement district and planned installation of sanitary sewer, future land uses proposed in the area will transform Whitewater from a rural community into an urban community with urban amenities such as day-

to-day service needs and greater housing opportunities. The build out of the Whitewater area will result in approximately 7500 households.

A mixed-use center that will house residential units, convenience services, office and commercial use is planned east of Hwy 50 near the existing commercial area. A commercial area is designated along Hwy 50 and Hwy 141 to the south of the mixed-use area. Medium density residential is located across the highway from the commercial area. Industrial uses are located west of the highway toward the Gunnison River and near the Mesa County landfill. The majority of the remaining land is designated low density residential to estate residential densities. Design guidelines are associated with the plan to help obtain the vision described in the goals for the area.

Community goals include:

- * Build on the existing character and sense of community
- * Create places and opportunities for social interaction, lifestyle diversity, and foster unique, individual neighborhoods with walkability to schools
- * Create a stable, long-term, viable, and self-supporting community
- * Create a mix of housing types and densities

- * Create a high quality designed area with respect to landscape, natural features and night sky

NORTH AVENUE CORRIDOR PLAN - 2007

The *North Avenue Corridor Plan* includes an overall strategy to revitalize the Corridor in order to promote the future development of retail, commercial, office and residential opportunities to sustain and increase its vitality. The North Avenue area is nearly 3 miles in length and contains the key intersections of 12th Street, and 28 and 29 Roads.

The predominant elements of the preferred alternative are:

- * A Student and Entertainment District in proximity to Mesa College that provides student housing and activities
- * A mixed-use Neighborhood Center with senior housing, retail, restaurants and grocer
- * A multi-family and attached residential district
- * Civic gathering spaces
- * Regional retail to anchor the east end of the corridor.

A pedestrian-friendly environment is envisioned with improved sidewalks, lighting, street furniture, and signage. The plan also includes site guidelines for new development in the areas of parking, setbacks, and signage



COMPLEMENTARY PLANS (CONT'D)

as well as for architectural aspects of development.

WESTSIDE DOWNTOWN REDEVELOPMENT PLAN - 2004

The Westside Downtown Redevelopment Study Area is bounded on the north by Main Street, on the east by 5th Street, on the south by South Avenue, and on the west by the Railroad. The area is anchored by the Historic Depot, the Mesa County Justice Center, the Two Rivers Convention Center, and the Museum of Western Colorado.

Two strategies are proposed for the area. The 'Preferred Plan – Short Term' is generally a "minimal change" alternative that includes proposed zoning within the area and minor modifications to the existing circulation system. Entry, streetscape, and architectural improvements are to be implemented. The 'Preferred Plan – Long Term' represents the ultimate desire for the area and recommends significant changes to the existing circulation system and aesthetic changes to architecture and streetscape.

Goals for the plan include:

- * Improve aesthetics of the area through architecture, street design
- * Create a cohesive character / theme that harmonizes new structures with the existing buildings

- * Improve transportation circulation improvements to:
 - * Focus traffic on fewer roadway facilities
 - * Increase pedestrian crossings
 - * Remove of Ute Ave. between Third St. and Fourth St for a cultural mega-block
 - * Improve select intersections
 - * Create a multi-modal transportation area

The Westside Downtown Redevelopment Plan is incorporated into the Downtown Strategic Plan.

24 ROAD CORRIDOR SUB-AREA PLAN - 2000

The 24 Road Corridor Sub-Area Plan area is comprised of approximately 1,000 acres in the vicinity of 24 Road between Interstate 70 and the Mesa Regional Mall on Patterson Road. The purpose of the Plan was to evaluate current and projected market conditions in the 24 Road Corridor, formulate and evaluate different land use and development alternatives for the area, identify a preferred pattern of development, and to formulate an implementation strategy. Implementation included the adoption of the 24 Road Corridor Design Standards and Guidelines.

The Plan area is seen as the western gateway to Grand Junction.

The Plan's vision is to:

- * Achieve high quality development in the Corridor in terms of land use, site planning and architectural design
- * Provide for market uses that complement existing and desired uses and benefit the Grand Junction community
- * Take advantage of and expand upon existing public facilities in the corridor to create a "civic" presence
- * Achieve a distinctive "parkway" character along the roadway that can serve as a gateway to the Grand Junction community

Design standards and guidelines would aid in the creation of the corridor. Transportation improvements include a secondary road system that provides connectivity throughout the area.

H ROAD / NORTHWEST AREA PLAN

The H Road/Northwest Area Plan addresses a 250-acre area consisting of 37 parcels, located in the 21 ½ Road and H Road vicinity. The Plan area was added to the Persigo 201 sewer service area (which is the Urban Growth Boundary) in March 2006. The Plan includes:

1. An amendment to the City and County's Future Land Use Map from "Rural" to Commercial/Industrial (C/I) for all properties located within the Plan Area that are currently designated as "Rural".



COMPLIMENTARY PLANS (CONT'D)

- 2. Adoption of Policies and Performance Standards that will help mitigate impacts to the adjacent residential neighborhood(s) outside of the Plan area.
- 3. An amendment to the Grand Valley Circulation Plan to include the Plan area and establish an appropriate street network that will accommodate future growth in the area.

In addition, truck (operations) traffic is directed to the 21 ½ Road Corridor and all signage, as defined under the existing development codes and regulations of the City and County as off-premise signs, are not allowed anywhere within the H Road/Northwest Area Plan boundaries.



APPENDIX D:

MATRIX OF GRAND JUNCTION PARKS AND RECREATION FACILITIES

	Planning Area	Jurisdiction	Acreage	Green Space	Open Space	Playground	Park Shelter	Picnic Tables / Benches	Trails	Restrooms	Lighted Softball Fields	Roller Hockey	Volleyball	Basketball Court	Soccer Field	Backstops	Baseball Fields	Fishing	Football Fields/Track	Tennis Courts	Swimming Pool	Waterslide	Horseshoe Pits	Boat Ramp	Golf Course	Shopping / Restaurant	Skate Facilities	Future Park Site	Lighted	Disc Golf
Arlington/Oxford	Orchard Mesa	MC	2	X																										
Burkey (undeveloped)	Fruitvale	GJ	14.5	X																							X			
Burkey (undeveloped)	Orchard Mesa	GJ	10	X																						X				
Canyon View Park	NW Grand Jct	GJ	110	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X									
Clifton Community Center	Clifton	MC							X													X								
Columbine	City Center	GJ	11.95	X	X	X	X	X	X	X	X	X	X										X							
Coronado	Fruitvale	MC	0.9	X	X																							X		
Cottonwood Meadows	City Center	GJ	0.95	X	X	X							X																	
Darla Jean	Horizon	GJ	0.8	X	X	X							X																	
Desert Vista Park	City Center	GJ	0.4	X																										
Dixon	Orchard Mesa	GJ	2	X			X							X																
Downtown Shopping Park	City Center	GJ					X	X																	X					
Duck Pond (Orchard Mesa)	Orchard Mesa	GJ	4.4	X	X	X	X	X																						
Eagle Rim Park	Orchard Mesa	GJ	12	X	X	X	X	X	X													X				X				
Emerson	City Center	GJ	3.1	X	X	X	X	X																						
Hawthorne	City Center	GJ	3.5	X	X	X	X	X																						
Hillcrest Manor	City Center	GJ	0.3	X																										
Horizon Park (undeveloped)	Horizon	GJ	13	X																							X			
Jarvis	City Center	GJ	15	X				X																				X		
Kimwood Park	Clifton	MC	4.2	X	X	X	X						X															X		
Las Colonias (undeveloped)	City Center	GJ	107	X																							X			
Lilac	City Center	GJ	1.7	X																										
Lincoln Park	City Center	GJ	42.6	X	X	X	X	X	X							X			X	X	X	X	X	X						
Lincoln Park Golf Course	City Center	GJ	60	X																				X						
Long Family Memorial Park	Fruitvale	MC	40	X	X	X	X	X	X	X	X	X	X	X	X				X							X	X			
Lynwood	Orchard Mesa	MC	2	X	X	X																						X		
Matchett Park (undeveloped)	Horizon	GJ	207	X																							X	X		
Mesa County Fairgrounds	Orchard Mesa	MC	85	X	X	X	X	X	X	X	X																X	X		
Orchard Mesa Pool (Indoor)	Orchard Mesa	GJ	n/a					X												X	X									
Paradise Hills	Horizon	GJ	7	X	X	X	X					X									X	X								
Pomona (Kronkright)	City Center	GJ	17	X	X	X	X	X						X																
Ridges Parks & Open Space	Redlands	GJ	86.8																											
Autumn Ridge (Ridges)	Redlands	GJ	1.5	X	X		X																							
Beehive	NW Grand Jct	GJ	3	X			X																							
Bookcliff Activity Center	Fruitvale	GJ	4	X	X			X					X	X																
Chipeta	City Center	GJ	2	X	X																									
Duck Pond (Ridges)	Redlands	GJ	1	X	X		X																							
Hidden Valley Park (Ridges)	Redlands	GJ	1	X	X	X																								
Pear Park	Pear Park	GJ	2	X	X																									
Pine Ridge (Ridges)	Redlands	GJ	15.7	X	X	X	X	X				X	X						X		X									
Shadow Lake (Ridges)	Redlands	GJ	8.3	X			X																							



Parks and Recreation Facilities Matrix (cont'd)

	Planning Area	Jurisdiction	Acreage	Green Space	Open Space	Playground	Park Shelter	Picnic Tables / Benches	Trails	Restrooms	Lighted Softball Fields	Roller Hockey	Volleyball Court	Basketball Hoops	Soccer Field	Backstops	Baseball Stadium	Fishing	Football Stadium / Track	Tennis Courts	Swimming Pool	Waterslide	Horseshoe Pits	Meeting Space	Boat Ramp	Golf Course	Shopping / Restaurant	Skate Facilities	Future Park Site	Lighted	Disc Golf	
Tot Lot (Ridges)	Redlands	GJ	0.5		X	X																										
Washington	City Center	GJ	3	X		X																										
Riverfront Trail System																																
Audubon Trail	Redlands	MC	1.80 m		X			X	X																							
Blue Heron I & II Trails	NW Grand Jct	GJ	3.38 m		X		X	X	X	X														X								
Bluffs and South Rim Trails	Redlands	GJ	1 m		X																											
Connected Lakes	Redlands	ST	1 m		X		X	X	X	X																						
Riverside Trail	City Center	GJ	.1 m		X		X	X	X	X																						
Watson Island Trail	City Center	GJ	.9m		X				X	X							X															
Riverside Park	City Center	GJ	1.9	X		X	X	X	X	X				X																		
Rocket	City Center	GJ	2.63	X		X	X	X	X	X																						
Rocky Mtn. Elementary Park	Clifton	MC	7	X		X	X	X	X					X																	X	
Saccamanno (undeveloped)	Horizon	GJ	30		X																										X	
Senior Recreation Center	City Center	GJ	0.28		X																		X									
Sherwood	City Center	GJ	18	X		X	X	X	X	X																						
South Side Community	City Center	GJ	2.3																												X	
Spring Valley I	Horizon	GJ	3.08	X																												
Spring Valley II	Horizon	GJ	2.72	X		X	X	X						X																		
Teardrop	Orchard Mesa	MC	1	X				X																								
Tiara Rado Golf Course (18-hole)	Redlands	GJ	96							X																X						
Tiara Rado-future development	Redlands	GJ	80																							X						
Two Rivers Convention Center	City Center	GJ	0.25							X													X									
Veterans/Lions Park	Orchard Mesa	MC	7	X	X	X	X	X		X			X																			
Village 9 East	Orchard Mesa	MC	1.8	X		X		X																								
Tiara Rado-future development	Redlands	GJ	80																							X						
Two Rivers Convention Center	City Center	GJ	0.25							X													X									
Veterans/Lions Park	Orchard Mesa	MC	7	X	X	X	X	X		X			X																			
Village 9 East	Orchard Mesa	MC	1.8	X		X		X																								
Village 9 West	Orchard Mesa	MC	7.5		X																											
Watson Island (Botanic Gardens)	City Center	GJ	19		X			X																								
Westlake Park	City Center	GJ	10	X		X	X	X		X																						X
West Middle School	City Center	GJ	n/a										X	X																		
Whitman	City Center	GJ	3.3	X				X		X																						
Williams	City Center	GJ	0.3	X		X								X																		
Whitewater Hill (.25m track)	Whitewater	MC	173.9		X																		X									
Whitewater Boat Launch	Whitewater	MC	113.85		X					X															X							
Wingate Park	Redlands	GJ	4.5	X	X	X	X	X	X								X															

*Note: Mesa County Fairgrounds also has horse stalls, riding arena and grandstands.

Jurisdiction: GJ - City of Grand Junction
 MC - Mesa County
 ST - State land but part of the trail system

Source: City of Grand Junction Parks and Recreation Department (970) 244-1800; Mesa County Facilities and Parks Department (970) 244-3230



APPENDIX E:

COMPREHENSIVE PLAN PROCESS

BACKGROUND INFORMATION

What has changed since the 1996 Growth Plan?

- * We have grown substantially
- * Most of the easily developed parcels within the Growth Plan boundaries have already been developed
- * Tourism and agri-tourism are a significant part of our local economy
- * The community's draw as a regional provider of goods and services has grown tremendously
- * The number of platted lots for single family detached housing has outpaced lots for other housing types
- * In early 2009 the inventory of platted lots in the City limits for single family detached homes was 1858 lots. This is over two times what is needed annually when the City is growing at 3.5%. Note: There is an additional 3600+ single family lots currently in the development process and not yet platted

- * We have a limited supply of industrial land, especially the past 10 years

What We Know

- * Redevelopment of existing urban areas is often more difficult
- * Future growth is constrained by natural topography and by the amount of surrounding public lands
- * New growth will occur outside of the 1996 Growth Plan area and from development of the urban core
- * Growth in a compact fashion will help us sprawl less
- * Our valley is unique, and careful planning for the future is the only way it will retain its unique qualities

Public Support for a New Plan

What citizens think are important issues to address:

- * Increasing density and intensity in core areas, especially in the City Center

- * Creating a broader mix of housing opportunities
- * Providing basic services closer to where people live
- * Establishing mixed-use centers
- * Balancing our transportation system (auto, truck, transit, bicycle, pedestrian) and connecting neighborhoods
- * Establishing parks, open space corridors and planning for future parks needs inside the urban area as well as providing access to and recreational opportunities on public lands surrounding the community
- * Planning for infrastructure and service needs
- * "Transitioning", a concept where intensity of land uses are decreased from higher intensity
- * Channeling growth inward, thereby preserving as much agricultural land as possible near the edge of the community
- * Maintaining the buffer areas between Grand Junction, Fruita and Palisade
- * Planning for growth, building the necessary infrastructure, and sticking to the plan



COMPREHENSIVE PLAN PROCESS (CONT'D)

PLANNING PROCESS

The Comprehensive Plan is a joint effort by the City of Grand Junction and Mesa County. It was developed through a lengthy process of work sessions with the Steering Committee, Technical Advisory Committee, City Council, Grand Junction Planning Commission, Mesa County Planning Commission and Board of County Commissioners in addition to well-attended public meetings and review by City and County staff and regional agencies. The Comprehensive Plan was prepared between the fall of 2007 and the fall of 2009 and reflects current thinking in the community as well as keeping an eye towards the next 25-year planning period in and around Grand Junction.

The Comprehensive Plan team (staff and consultants) provided opportunities for the public and other stakeholders to participate at each key step of the Comprehensive Plan process. These methods of interaction are summarized below:

Steering Committee Meetings:

A Steering Committee was formed to help direct the Plan process. Twenty-one community members from varying backgrounds and interests were appointed by the Grand Junction City Council. The group met numerous times at key points during the process to review ideas, comment on direction and help identify and represent Community viewpoints. The Steering Committee included a member of the Grand Junction Youth Council.

Technical Advisory Committee Meetings:

City and County staff along with other selected “experts” gathered periodically throughout the process to review the plan formation and identify and address technical issues.

Round Table Meetings:

The various jurisdictions in the valley (Mesa County, City of Grand Junction, City of Fruita and Town of Palisade), were invited to meet four times during the process to ensure the Comprehensive Plan acknowledged and embraced each community’s individual plans.

Joint Planning Commission Meetings:

Fourteen meetings were held during the process to keep the Grand Junction Planning Commission and Mesa County Planning Commission up to date and informed on the process, community issues and the to seek their direction on the Plan.

Public Meetings/Open Houses:

Seven public open houses/meetings were held for a total of thirteen meetings in the community.

Public Meeting Series #1 (fall of 2007):

The first public workshop focused on a “chip game” as a consensus-building tool. Participating teams placed “chips” representing various densities and land use types on a map of the Comprehensive Plan study area.

A keypad polling system was used in this meeting to build consensus and gather information and opinions from the participants. The results of the chip game and key pad polling were used to help develop the land use scenarios.

Public Meeting Series #2 (fall of 2007):

The second public meeting was an open house to display the results of the chip game and polling from Public Meeting #1, convey emerging principles that would guide the plan and gather feedback on the plan’s direction. Baseline information about the region was also displayed.

Public Meeting Series #3 (spring of 2008):

The third public meeting revealed the four alternative scenarios for future growth in the valley. Each scenario was explained and early implications of the land use pattern were conveyed.

Public Meeting Series #4 (summer of 2008):

The intention of the fourth public meeting was to compare alternative scenarios and get a direction for the preferred alternative. Key pad polling was used to gain insight on the participant’s view for the future.

Public Meeting Series #5 (summer of 2008):

The fifth set of public meetings revealed the preferred alternative scenario. Participants were able to comment (via written comment ad key pad polling) on the preferred



COMPREHENSIVE PLAN PROCESS (CONT'D)

alternative and give further direction to refine the plan.

Public Meeting Series #6 (fall of 2008):

The sixth set of Public Meetings presented the draft plan which was based on the guiding principles, preferred alternative land use and policy directions developed during the process.

Public Open House (Summer 2009)

The seventh opportunity allowed the public to view and comment on the Comprehensive Plan” Blended Residential Land Use Map proposal and review the latest goals and policies of the Plan.

Sub-area Plans:

In March of 2008 two open houses (at the beginning and end of the month) were held for both the Orchard Mesa area and the Appleton/North area. The purpose of this sub-area planning was to plan at a more detailed level for the potential expansion of the sewer service area. In addition, these sub-areas were selected because the Comprehensive Plan identified them as areas expecting significant change in the next 25 years. Citizens of each area participated in planning these sub-areas using the Chip Game exercise, keypad polling and other public comment/feedback techniques.

Stakeholder Meetings:

Stakeholders representing various interests in the

community were gathered at the onset of the process so that issues, ideas and trends could be collected. Many stakeholders were contacted throughout the process to monitor issues and coordinate plans. Other stakeholders became regular participants at the public meetings. The stakeholders were invited back to review the preferred alternative prior to Public Meeting series #5.

Community Survey:

A statistically valid community survey was mailed to 8,000 randomly selected households within the planning area. Additional surveys were available to the public through the City and County Planning offices. Although valued during the process, the surveys available at public meetings and at the planning offices were calculated separately from those sent out randomly.

Information Tables:

Information booths were set up at the 2008 County Fair, 2008 Farmers Market and other City/County social events. The planning process and community priorities were provided and comments were taken. Information was also provided at the City and County offices. Both City and County staffs were available to receive comments throughout the process.

Targeted Outreach:

The Comprehensive Plan team targeted various civic groups during the process to help ensure awareness of the Plan and incorporate community issues. Groups

targeted included the Grand Junction Chamber of Commerce, Redlands Rotary Club, Associated Members for Growth and Development (AMGD), Kiwanis Club of Grand Junction, Rotary Club of Grand Junction, the Redlands Neighborhood, Grand Junction Tamarisk Coalition, and Grand Junction Youth Council. Many other interests groups were invited to participate in stakeholder interviews.

Project Website:

A project webpage was created on the City’s website. It displayed documents generated during the planning process such as meeting minutes, public survey results, proposed plans and drawings, photographs and meeting schedules.

Published Information:

Several times during the process, information was provided to the local newspapers, radio stations and public access station. Information was conveyed via press releases, the City’s newsletter, newspaper inserts, advertisements, television segments and memos inserted in utility bill mailings. Emails conveying information about the process were also sent at different times throughout the process.

Staff-lead Meetings:

Several times during the process, staff held open meetings for public comment on the Comprehensive Plan.



COMPREHENSIVE PLAN PROCESS (CONT'D)

Draft Plan Public Comment Period:

Once drafted, the plan was circulated for a thirty day public comment period.

Public Hearings:

A formal joint public hearing process held by the Grand Junction Planning Commission and the Mesa County Planning Commission in January 2010. The City Council held a public hearing to adopt the Comprehensive Plan in February 2010.

COMPREHENSIVE PLAN MEETING/EVENT HISTORY AUG 2007 TO FEBRUARY 2010	
Date	Meeting / Event
Aug 1, 2007	Technical Advisory Committee Meeting
Aug 13, 2007	Meeting with Winston & City Staff
Aug 14, 2007	Meeting with Winston, City Staff & County Staff
Sep 11, 2007	Technical Advisory Committee Meeting
Sep 11, 2007	Planning Commission Meeting <input type="checkbox"/> Comp Plan
Sep 12, 2007	Stakeholder Interviews
Sep 25, 2007	Steering Committee Selected
Oct 3, 2007	Steering Committee Meeting
Oct 9-11, 2007	Community Viz (computer program) Training
Oct 16, 2007	Public Open House @ Two Rivers Convention Center
Oct 17, 2007	Public Open House @ Pear Park Elementary School
Oct 18, 2007	Public Open House @ Vineyard Church
Oct 17, 2007	Housing Meeting
Oct 17, 2007	Stakeholder Meetings with Fruita & Palisade
Oct 18, 2007	Stakeholder Meeting with School District 51
Nov 1, 2007	Presentation to Chamber Leadership Class
Nov 7, 2007	Comp Plan Staff Meeting
Nov 7, 2007	Stakeholder Meeting with Chamber of Commerce & Colorado Mesa University (formerly Mesa State College)
Nov 7, 2007	Chip Games with Planning Commission, Technical Advisory Committee & Youth Council
Nov 15, 2007	Comp Plan Staff Meeting
Nov 15, 2007	Chip Game with Chamber Board
Nov 15, 2007	Colorado Department of Transportation Open House <input type="checkbox"/> US 50 Corridor Study at Fairgrounds
Nov 28, 2007	Presentation to Grand Junction Economic Partnership Board
Dec 4, 2007	Stakeholder Meeting
Dec 4, 2007	Technical Advisory Committee Meeting
Dec 4, 2007	Steering Committee Meeting
Dec 4, 2007	Housing Group Meeting
Dec 4, 2007	Round Table Meeting
Dec 4, 2007	Stakeholder Meeting
Dec 5, 2007	Open House at Two Rivers Convention Center
Dec 6, 2007	Meeting on Central Orchard Mesa Subarea Plan
Dec 14, 2007	Housing Group Meeting
Jan 14, 2008	Stakeholders Meeting
Jan 14, 2008	Steering Committee Meeting
Jan 15, 2008	Comp Plan Staff Meeting
Jan 15, 2008	Stakeholder Meeting with Bureau of Land Management



COMPREHENSIVE PLAN PROCESS (CONT'D)

COMPREHENSIVE PLAN MEETING/EVENT HISTORY AUG 2007 TO FEBRUARY 2010	
Date	Meeting / Event
Jan 15, 2008	KRMJ Cityscape TV interview with Jeff Winston & Marcia Neal
Jan 22, 2008	Sewer Service Expansion Area Meeting/Open House (Northwest Study Area) at Canyon View Vineyard Church Fellowship Hall
Jan 23, 2008	Sewer Service Expansion Area Meeting/Open House (Orchard Mesa Study Area) at Mesa County Fairgrounds
Jan 24, 2008	Sewer Service Expansion Area Meeting/Open House (Northwest Study Area) at Fellowship Church
Jan 28, 2008	Sewer Service Expansion Area Meeting/Open House for both study areas at Two Rivers Convention Center
Jan 31, 2008	Focus Group Luncheon Meeting
Feb 8, 2008	Housing Strategy Meeting
Feb 13, 2008	Joint Grand Junction City Council and Mesa County Commissioners Meeting to consider 201 Boundary Expansion
Feb 21, 2008	Comp Plan briefing at Grand Junction Planning Commission Workshop
Feb 28, 2008	Comp Plan Staff Meeting
Mar 3, 2008	Mesa County Planning Commission Kickoff
Mar 4, 2008	Planning Team tour of special areas
Mar 4, 2008	Technical Advisory Committee Meeting
Mar 4, 2008	Northwest Study Area Neighborhood Meeting at Fellowship Church
Mar 4, 2008	Steering Committee Meeting
Mar 5, 2008	Comp Plan Staff Meeting
Mar 5, 2008	Orchard Mesa Neighborhood Meeting at Mesa County Fairgrounds
Mar 13, 2008	Comp Plan Staff Meeting
Mar 20, 2008	Steering Committee Meeting
Mar 20, 2008	Chip Game with Mesa County Planning Commission
Mar 25, 2008	Comp Plan Staff Meeting
Mar 25, 2008	Technical Advisory Committee Meeting
Mar 25, 2008	Northwest Area Neighborhood Meeting at Fellowship Church
Mar 26, 2008	Comp Plan Staff Meeting
Mar 26, 2008	Central Orchard Mesa Neighborhood Meeting at Mesa County Fairgrounds
Mar 28, 2008	Technical Advisory Committee Meeting
Mar 28, 2008	Small Group Steering Committee Meeting /Update
Mar 31, 2008	Small Group Steering Committee Meeting/Update
Apr 1, 2008	Small Group Steering Committee Meeting/Update
Apr 4, 2008	Small Group Steering Committee Meeting/Update
Apr 7, 2008	Comp Plan Staff Meeting
Apr 8, 2008	Work Session with Winston Associates
Apr 8, 2008	Joint City/County Policy Board Meeting
Apr 8, 2008	Joint Technical Advisory Committee/Steering Committee Meeting
Apr 10, 2008	Comp Plan Staff Meeting



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
Apr 17, 2008	Meeting with Chamber Board
Apr 21, 2008	Transportation Meeting with Regional Transportation Planning Office
Apr 22, 2008	Comp Plan Staff Meeting
Apr 22, 2008	Round Table Meeting
Apr 24, 2008	Comp Plan Staff Meeting
Apr 24, 2008	Presentation of Comp Plan to Mesa County Land Trust Board
Apr 25, 2008	Presentation of Comp Plan to Board of Realtors
Apr 28, 2008	Transportation Meeting with Regional Transportation Planning Office
Apr 30, 2008	Persigo Board Meeting
May 5, 2008	Transportation Meeting with Regional Transportation Planning Office
May 5, 2008	Presentation of Comp Plan to Conservation District
May 6, 2008	Orientation for new members of Steering Committee
May 6, 2008	Presentation of Comp Plan to Farm Bureau Board
May 7, 2008	Presentation of Comp Plan to Associated Members for Growth and Development (AMGD)
May 8, 2008	Work Session with Winston, Technical Advisory Committee and Staff
May 16, 2008	Presentation of Comp Plan to Healthcare Group
May 19, 2008	Joint City/Mesa County Planning Commission Meeting to review Comp Plan
May 20, 2008	Technical Advisory Committee Meeting
May 20, 2008	Steering Committee Meeting
May 22, 2008	Comp Plan Staff Meeting
May 28, 2008	Public Meeting presenting four Scenarios at Two Rivers Convention Center
May 29, 2008	Presentation of Comp Plan to Rotary
May 29, 2008	Joint Mesa County Planning Commission and Board of County Commissioners Meeting to discuss Comp Plan
May 29, 2008	Public Meeting presenting four Scenarios at Vineyard Church Chapel
May 30, 2008	Presentation of Comp Plan to Redlands Rotary
June 10, 2008	Comp Plan Staff Meeting
June 16, 2008	Joint City/Mesa County Planning Commission Meeting regarding Comp Plan
June 17, 2008	Comp Plan Staff Meeting
June 17, 2008	Round Table Meeting
June 17, 2008	Technical Advisory Committee Meeting
June 17, 2008	Steering Committee Meeting
June 19, 2008	Presentation of Comp Plan at Farmer's Market
June 24, 2008	Comp Plan Staff Meeting
July 8, 2008	Presentation of Comp Plan to Lions Club
July 8, 2008	Comp Plan Staff Meeting
July 10, 2008	Presentation of Comp Plan to Urban Trails Committee



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
July 15, 2008	Public Meeting <input type="checkbox"/> Input on Scenarios at Living Hope Church in Orchard Mesa
July 16, 2008	Public Meeting <input type="checkbox"/> Input on Scenarios at Two Rivers Convention Center
July 16, 2008	Comp Plan Staff Meeting
July 16, 2008	Presentation of Comp Plan to Rotary Club
July 16, 2008	Presentation of Comp Plan to Mesa County Land Trust
July 22, 2008	Comp Plan Staff Meeting
July 23, 2008	Comp Plan Information Booth at City Council BBQ/Lincoln Park
July 29, 2008	Comp Plan Staff Meeting
July 29, 2008	Technical Advisory Committee Meeting
July 29, 2008	Steering Committee Meeting
Aug 6, 2008	Webex Meeting with Winston regarding Preferred Plan
Aug 8, 2008	Stakeholder Meetings
Aug 11, 2008	Joint City/County Planning Commission Meeting to discuss Preferred Plan in context of policies
Aug 13, 2008	Presentation of Comp Plan to Colorado Mesa University (formerly Mesa State College) staff
Aug 19, 2008	Webex Meeting with Winston regarding Preferred Plan
Aug 20, 2008	Comp Plan Staff Meeting
Aug 21, 2008	Presentation of Comp Plan to Chamber of Commerce Board
Aug 25, 2008	Joint City/County Planning Commission Meeting
Aug 26, 2008	Comp Plan Staff Meeting
Aug 26, 2008	Roundtable Meeting with City Council and Board of County Commissioners
Aug 16, 2008	Technical Advisory Committee Meeting
Aug 16, 2008	Steering Committee Meeting
Aug 28, 2008	Presentation of Comp Plan to Kiwanis Club
Sep 2, 2008	Comp Plan Staff Meeting
Sept. 5, 2008	11am to 2 pm Steering Committee Map Review; Mesa County mailed postcards for Public Hearing
Sept 8, 2008	Roll out Preferred Alternative to Media
Sept 9, 2008	Traffic Modeling from Ken Simms for Preferred Scenario
Sept 16, 2008	4-7 pm Public Open House for Preferred Alternative at Two Rivers Convention Center
Sept 17, 2008	Comp Plan Staff Meeting with Winston
Sept. 17, 2008	Schedule Open House for Preferred Alternative at Grand Mesa Middle School, 585 31 ½ Road
Sept 23, 2008	1:30 pm Comp Plan Staff Meeting
Sept 25, 2008	Handout on Policies to Planning Commission, Steering Committee and Technical Advisory Committee
Sept 29, 2008	5:30 pm Joint City & County Planning Commission Meeting in Mesa County Bldg Training Room A to debrief on Open Houses & discuss draft goals, etc.
Oct 6, 2008	6:00pm Northwest Meeting with Citizens at 856 21 1/2 Road
Oct 7, 2008	4 pm Comp Plan Staff Meeting



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
Oct 14, 2008	9:00 am- 12:00 pm Stakeholder Meetings Administrative Conference Room
Oct 15, 2008	9:00 am-12:00 pm Stakeholder Meetings Planning Division Conference Room
Oct 20, 2008	2-4 pm Channel 12 Comp Plan videotaping-CityScape interviews/Winston, BBC, Charlier & RRC (consultants)
Oct 20, 2008	5:30 pm Joint Planning Commission Workshop (reports on Fiscal Study, transportation, housing, etc.)
Oct 21, 2008	10:00 am meeting with Laurie Kadrich and staff; 12:00-1:00pm meeting with Laurie Kadrich , staff and Winston on implementation of Comp Plan;
Oct 21, 2008	3:00pm Technical Advisory Committee Meeting; 3:00pm Steering Committee Meeting, Mesa County Building, Engineering Conference Room, 2nd Floor
Oct 27, 2008	Presentation to group at Colorado Mesa University (formerly Mesa State) 11:45am to 1:30pm
Oct 29, 2008	3 pm Goals and Policies Discussion
Oct 30, 2008	9 am Preferred Plan Presentation to Bray Commercial
Nov 3, 2008	3 pm Web Meeting for Comp Plan (Lisa, Dave, Tim, IS staff)
Nov 4, 2008	1:30pm Comp Plan Team Meeting; **4:00pm Webex Conference call with Winston
Nov 5, 2008	7 am Associated Members for Growth and Development Meeting (Tim, Kurt, Jon P, Keith)
Nov 7, 2008	2 pm Webex with Winston
Nov 10, 2008	8:30 am Webex with Winston
Nov 12, 2008	Draft for Notebooks Due; KAFM Interview (Tim Moore & Paul Nelson)
Nov 14, 2008	1 pm City Council talking points meeting in Large Planning Conference Room
Nov 17, 2008	Comp Plan discussion with City Council
Nov 18, 2008	12 to 2 pm Round Table Meeting with City Council and Board of County Commissioners @ Two Rivers Convention Center
Nov 20, 2008	7:30 am Meeting with Chamber of Commerce (Tim M, Keith F)
Nov 26, 2008	Meeting with Industrial Interests
Dec 1, 2008	1:30 pm City Council Workshop at Two Rivers Convention Center for Comp Plan
Dec 2, 2008	**12:00pm Western Colorado Contractors Association Meeting (Tim), **1:30pm Comp Plan Team Meeting
Dec 3, 2008	7:30 am Associated Members for Growth and Development Meeting (Tim, Kurt)
Dec 8, 2008	5:30pm Joint Planning Commission Meeting @ 544 Rood, Training Room A
Dec 9, 2008	2:00pm to 4:00pm City/County Meeting
Dec 9, 2008	3:00pm Technical Advisory Committee Meeting 544 Rood Ave, Training Room B
Dec 9, 2008	5:30pm Steering Committee Meeting 544 Rood Ave, Multi-Purpose Room
Dec 11, 2008	7:30 □9:30 am Chamber Oversight Committee Meeting (Tim, Dave, Kurt, Linda)
Dec 15, 2008	11:30 am-1:30 pm City Council workshop at Two Rivers Convention Center
Dec 16, 2008	12:00pm City Council Workshop
Dec 16, 2008	1:30pm Team Meeting
Dec 16, 2008	4:00pm to 7:00pm Public Meeting @ Two Rivers Convention Center
Dec 17, 2008	4-7 pm Comp Plan Open House/Public Meeting @ Two Rivers Convention Center
Jan 6, 2009	12 pm Meeting with ABC Builders (Tim, Dave)



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
Jan 9, 2009	Conference call with Winston
Jan 13, 2009	2-4 pm Joint City Council and Board of County Commissioners Meeting - Comp Plan Update (Grand Junction host)
Jan 14, 2009	10:30 am-12:30 pm City/County Staff Meeting
Jan 15, 2009	Comp Plan Meeting with Orchard Mesa Sanitation District and Central Grand Valley Sewer District (Tim)
Jan 16, 2009	2 pm Conference call with Winston
Jan 19, 2009	11:30 am-1:30 pm City Council Workshop to discuss Nonconforming /Policies
Jan 20, 2009	3:00pm to 5:00pm City/County Staff Meeting with BBC in Administration Conference Room Conference call with Jeff) Comp Plan 7 p.m. Meeting with Orchard Mesa School District (Tim)
Jan 21, 2009	8:30-10:00 am Comp Plan Staff Meeting in Small Conference Room
Jan 26, 2009	5:30 pm Joint City & County Planning Commission Meeting at Mesa County Bldg, Multi-Purpose Room, 1st floor, 544 Rood Avenue
Jan 29, 2009	5:30-8:00 pm Neighborhood Leaders Forum @ Two Rivers Convention Center
Feb 2, 2009	11:30 am-1:30 pm City Council Workshop to discuss Persigo
Feb 4, 2009	1:30 pm Comp Plan Staff Meeting in Small Conference Room-Planning
Feb 9, 2009	Comp Plan Meeting with Central Grand Valley Sewer District (Tim)
Feb 10, 2009	2-4 pm Joint City Council and Board of County Commissioners Meeting -Comp Plan update; discuss Persigo; (Mesa County host)
Feb 11, 2009	11 am Comp Plan Staff Meeting
Feb 13, 2009	10 am Webex with Winston; 3pm Comp Plan Staff Meeting (Discuss Goals and Policies) in Planning Large Conference Room
Feb 18, 2009	10 am Comp Plan Staff Meeting in small Conference Room (Discuss Goals and Policies)
Feb 20, 2009	7:30 pm Comp Plan Meeting with Chamber of Commerce
Feb 23, 2009	5:30 pm Joint City and County Planning Commission Meeting at Mesa County Building in Multi-Purpose Room, 1st floor, 544 Rood Avenue
Feb 25, 2009	1:30 pm Conference call with Winston and Code Studio
March 2, 2009	11:30 am-1:30 pm City Council Workshop on Comp Plan
March 3, 2009	5:30 pm Comp Plan Steering Committee Meeting – Agenda: 1. Land Use Map; 2. Comp Plan Document in Administrative Conference Room
March 4, 2009	2-4 pm Joint City Council and Board of County Commissioners Meeting regarding Comp Plan update and Persigo (Grand Junction host)
March 16, 2009	11:30 am – 1:30 pm City Council Workshop on Comp Plan
March 20, 2009	7 am Grand Junction Economic Partnership panel discussion on Comp Plan
March 23, 2009	2 pm Meet with North Grand Junction Neighbors (Dave, Keith)
March 30, 2009	11:30 am – 1:00 pm City Council Workshop
April 3, 2009	3 pm Conference call with consultants, BBC & Winston
April 6, 2009	2 pm Prep for North Neighborhood meeting (City/County staff)
April 8, 2009	4 pm Conference call with consultant, BBC regarding Comp Plan Economics



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
April 14, 2009	11 am-12:30 pm Technical Advisory Committee Meeting-Comp Plan at Mesa County Multi-purpose Room;
April 14, 2009	2:00pm to 4:00pm Joint City Council and Board of County Commissioners Meeting - Comp Plan Update at Mesa County. Consultants, BBC and Black & Veatch.
April 20, 2009	5:30 pm Joint City/County Planning Commission Workshop at Mesa County Multi-purpose Room, Courthouse Annex
April 21, 2009	7 pm North Grand Junction Neighborhood Meeting at Appleton Christian Church
April 30, 2009	7:30 am Housing Strategies kickoff meeting
May 1, 2009	7:30 am Chamber Meeting (Dave & Tim)
May 5, 2009	9-10:30 am Comp Plan Staff Training-Sewer Basin Study; 1pm Comp Plan staff meeting
May 11, 2009	3:45pm meeting with Visitor and Convention Bureau
May 11, 2009	5:30pm Joint City and County Planning Commission Workshop with Steering Committee in Mesa Co Bldg, Training Room B, 3rd floor, 544 Rood Ave
May 12, 2009	9-10:30 am Comp Plan Staff Training-Fiscal Analysis
May 18, 2009	11:30 am City Council Workshop
May 19, 2009	5:30 pm Steering Committee Training, Room B, 3rd Floor, 544 Rood Avenue
May 20, 2009	9am meeting with Realtors Group @ Vectra Bank (24 Rd); 2 pm-Staff Comp Plan Meeting
May 22, 2009	2-4 pm Comp Plan Staff Meeting/Discuss Plan Document
May 26, 2009	9-10:30 am Comp Plan Staff Training-Housing Strategy; Urban Residential Reserve; Planning Areas; 10:30-11:30 am Comp Plan Staff Meeting
May 27, 2009	4 pm Comp Plan Document Review Meeting
June 3, 2009	7 am Associated Members for Growth and Development (AMGD) Present Sewer & Fiscal Studies (Tim & Lisa)
June 8, 2009	2-4 pm Comp Plan Document Review Meeting
June 9, 2009	9:30-10:30 am Comp Plan Staff Training/Vision, Goals & Policies;
June 10, 2009	10:15 am-12:00 pm Comp Plan Document Review Meeting
June 11, 2009	12:00-1:00 pm Meeting/Prep for Comp Plan Retreat
June 12, 2009	8:00 am – 5:00 pm Western Slope American Planning Association Workshop in City Auditorium
June 17, 2009	10:15 am – 12:00 pm Comp Plan Document Review Meeting
June 18, 2009	7:30 am Meet with Chamber Board-present fiscal analysis
June 18, 2009	5:30 pm Brief Mesa County Planning Commission on Comp Plan
June 22, 2009	5:30 PM Joint Planning Commission Meeting @ Mesa County, Multipurpose Room, 1st floor 544 Rood Ave
June 23, 2009	9-10:30 am Comp Plan Staff Training, Transportation (Circulation)



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
AUG 2007 TO FEBRUARY 2010**

Date	Meeting / Event
June 26, 2009	12-5 pm 3 Day Comp Plan Council Workshop @ City Hall Municipal Hearing Room
June 27, 2009	8 am – 5 pm 3 Day Comp Plan Council Workshop @ City Hall Municipal Hearing Room
June 28, 2009	8 am – 3:30 pm 3 Day Comp Plan Council Workshop @ City Hall Municipal Hearing Room
June 28, 2009	9:00-10:30 am Comp Plan Staff Training/Transportation Model and Grand Valley Circulation Plan
June 30, 2009	5:30 pm Chamber Business After Hours Comp Plan Booth @ Clarion Hotel
July 2, 2009	8:30 am Conference Call with Winston
July 2, 2009	5:00-8:30 pm Information Booth at Farmer’s Market
July 10, 2009	Conference call with Winston. FedEx Comp Plan document to Winston
July 13, 2009	3:00-4:30 pm Technical Advisory Committee Meeting, Training Room A. Winston received Comp Plan document
July 13, 2009	5:30 pm Joint Planning Commission meeting @ Mesa County, Training Room A, 3rd floor 533 Rood Ave
July 14, 2009	5:30-7:00 pm Steering Committee Meeting at Mesa County, Training Room B, 3 rd Floor, 544 Rood Avenue
July 20, 2009	Comp Plan document back from Winston
July 20, 2009	11:30 am-2:00 pm City Council/Planning Commission Comp Plan Workshop with two reps from Steering Committee at Two Rivers Convention Center
July 21, 2009	4:00 pm Present Comp Plan to City of Grand Junction Historic Board
August 3, 2009	1:00-3:00 pm
August 5, 2009	5:30 pm City Council & Board of County Commissioners Comp Plan Workshop in Municipal Hearing Room
August 10, 2009	Staff Work Session with Winston Associates – All day
August 11, 2009	Staff Work Session with Winston Associates – All day
August 17, 2009	1:00-3:00 pm Comp Plan Staff Meeting
August 19, 2009	5:00-7:00 pm Comp Plan Public Open House @ City Hall
August 27, 2009	12:00 pm Economic Development Group/Present Comp Plan Fiscal Analysis in Administration Conference Room at City Hall
August 31, 2009	5:30 pm Joint Planning Commission Workshop/Staff Report to Planning Commission at meeting
September 1, 2009	1:30-3:30 pm City Council/Board of County Commissioners Work Session at City Hall Municipal Hearing Room
September 2, 2009	1:30 pm Comp Plan Staff Meeting



**COMPREHENSIVE PLAN MEETING/EVENT HISTORY
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Date	Meeting / Event
September 17, 2009	7:00 pm Mesa County Planning Commission Work Session/Plan document
September 24, 2009	12:00-2:00 pm Planning Commission Workshop to review Comp Plan document
September 30, 2009	12:00-1:30 pm Joint Mesa County Board of County Commissioners and Mesa County Planning Commission Workshop, Mesa County Courthouse, 544 Road Avenue, Training Room A, 3 rd Floor
October 1, 2009	9:30-10:30 am Comp Plan Staff Meeting in Large Planning Conference Room
October 13, 2009	2 pm Joint City Council/Mesa County Board of County Commissioners Workshop in City Hall Municipal Hearing Room
October 14, 2009	7 pm Neighborhood meeting with Orchard Mesa and Downtown/Comp Plan
October 15, 2009	10:00 am-12:00 pm Comp Plan Staff Meeting
October 22, 2009	10 am Comp Plan Meeting with 7 th Street Historic & Orchard Mesa Neighbors in Action (OMNIA) Representatives
October 26, 2009	5:30 pm Joint Planning Commission Workshop at City Hall/Large Planning Conference Room
October 28, 2009	9 am Comp Plan GIS Team Meeting
November 12, 2009	10:00 am-12:00 pm Comp Plan Staff Meeting
November 18, 2009	Comp Plan posted on website. CD available at Grand Junction City Planning.
November 18, 2009	Legal and display ads for Joint Planning Commission Hearing published in Grand Junction Daily Sentinel. Public review period begins.
November 30, 2009	12 pm City Council Workshop in Administration Conference Room at City Hall
December 10, 2009	10:00 am-12:00 pm Comp Plan Staff Meeting /Go over Staff Report content
December 16, 2009	Public Comments Due
December 18, 2009	Final Staff Report completed
January 7, 2010	12:00 pm Joint Planning Commission Workshop
January 11, 2010	Display Ad for Joint Planning Commission Hearing published in Grand Junction Daily Sentinel.
January 12, 2010	6:00 pm Joint Planning Commission Hearing, City Hall Auditorium
February 1, 2010	City Council 1 st Read of ordinance adopting Comp Plan.
February 17, 2010	7:00 pm City Council Public Hearing, City Hall Auditorium



