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File 1982-0066  
Date 7/29/02

Project Name: Alley Use Policy Information

**P S** A few items are denoted with an asterisk (\*), which means they are to be scanned for permanent record on the in some  
**r e** instances, not all entries designated to be scanned by the department are present in the file. There are also documents  
**a n** specific to certain files, not found on the standard list. For this reason, a checklist has been provided.  
**s e** Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick  
**n e** guide for the contents of each file.  
**t d**

Files denoted with (\*\*) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.

**\*Summary Sheet – Table of Contents**

**Review Sheet Summary**

Application form

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**\*Submittal checklist**

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Reduced copy of final plans or drawings

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**\*Staff Reports**

**\*Planning Commission staff report and exhibits**

**\*City Council staff report and exhibits**

**\*Summary sheet of final conditions**

**\*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)**

**DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:**

Action Sheet

Review Sheet Summary

Review Sheets

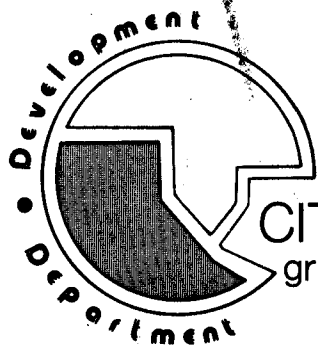
**X X** Memo from the Planning Commission to Reviewing Agencies re: Questionnaire on Alleyway Use policy formulation – 10/1/82

**X X**

**X X** Memo from Dev. Dept. to Planning Commission with : Results of Alleyway Use Questionnaire

**X X** Alleyway Map as platted by Mesa County Assessors Office

**X X** Major Street Plan map



## CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501

(303) 244-1628

DATE: October 1, 1982

TO: All Grand Junction Reviewing Agencies, The Grand Junction Planning Commission, and the Grand Junction City Council.

FROM: The Grand Junction Planning Department

RE: Policy formulation for the use of alleyways in Residential, Business, and Commercial areas.

Areas of Study: Alleyways running parallel to North Avenue, Grand Avenue, Main Street, and the Central Downtown area from 1st Street to 12th Street. (See attached vicinity map.)

Due to increasing development and rehabilitation within the City of Grand Junction, the question of the use and appropriateness of alleyways needs to be addressed. Policies which the decision-making bodies of Grand Junction can adhere to need to be established. The purpose of this questionnaire is to allow for your input on this subject as it applies to residential, business and commercial uses.

From this questionnaire, the Grand Junction Planning Department will compile the various opinions received and along with the Grand Junction Planning Commission, will formulate a draft of policies to provide direction and guidelines for the use of alleyways. For this reason, we hope you will give this study enough of your time to provide us with the necessary information to develop a consistent and strong policy.

QUESTIONNAIRE ON ALLEYWAY USE

DATE: \_\_\_\_\_

NAME: \_\_\_\_\_

DEPT: \_\_\_\_\_

For each question, indicate your answers as they would apply to each use or situation stated. Explanations of your answers would be extremely helpful. The diagram attached at the end of the questionnaire may be useful to identify the types of situations being discussed.

- 1.) Should alleyways be used as direct access for ingress/egress in residential areas? Business areas? Commercial areas? Consider private use as well as service vehicle and customer uses. If no to any of the above, what alternatives could you suggest to re-route these types of vehicles (private, customer, service.)

Parking and Alleyways

- 2.) What uses, if any, would be appropriate to allow parking directly off alleyways? Residential, commercial or business uses?

- 3.) Should alleyways be used as direct access to public and/or private parking areas in residential areas? Business areas? Commercial areas? Again consider the types of vehicles using this access (private, customer, service.) If no to any of the above, what alternatives could you suggest for use or relocation of these private or public parking areas?

## Corner lots vs. Internal lots

4.) Could alleyway usage be determined by location of a lot? How would this differ for residential uses vs. business or commercial uses?

5.) What problems, if any, would there be with ingress/egress onto minor streets from alleyways? Major streets? Would this differ for residential uses as opposed to commercial or business uses?

## Rehabilitated Structures and Alleyway Usage

6.) Consider a rehabilitated structure that has changed in use, such as residential to business or commercial. Should the policy on alleyway usage change as a result of this? What if adequate parking is not available? Would construction of a new building be a viable solution? What other alternatives could you suggest?

## Use of new or existing curb cuts

7.) If new structures are built instead of rehabilitation (as mentioned in #6), would utilization and/or possible relocation of new or existing curb cuts off alleyways, minor streets or major streets be a solution? What are your opinions on alley access vs. direct access onto minor or major streets with new or existing curb cuts? Where (for what uses-residential, business or commercial) could this be appropriate?

## Alleyway Improvements

- 8.) It has been suggested that new developments wishing to utilize alleyways should pay or help pay for the improvements to those alleyways. Do you agree or disagree with this idea? Could this be a condition of approval for developments wishing to utilize alleyways? Should alleyway usage differ for unimproved vs. improved alleyways? How would this differ for residential areas as opposed to business or commercial areas?
  
- 9.) Can you foresee the need for any existing policies or guidelines to be changed or considered due to an alleyway policy being adopted? i.e. Corridor policies, parking requirements, or transitional zone policies?

If you have any further comments or questions, please write them down here. Attach any additional comments if more room is necessary.  
Thank you for your time and opinions on this important subject. Please return this to the Planning Department as soon as possible. Based on your input a draft of policies will be circulated for eventual action by the Grand Junction Planning Commission and the Grand Junction City Council.



## CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501

(303) 244-1628

DATE: November 9, 1982  
TO: The Grand Junction Planning Commission  
FROM: The Development Department  
RE: Alleyway Use Questionnaire Results

Attached are the results from the Alleyway Use Questionnaire sent out by the Development Department at the beginning of October. To this date, we have received approximately a 50% return on the questionnaires sent out. We received a wide range of answers for each question with some good suggestions to help formulate an alleyway policy. The following is a summary of the most frequent answers given.

Overall, the majority of the agencies feel low density residential areas are not a major problem as far as alleyway use is concerned. The consensus among most people is to decrease the use of alleyways or increase control of their use with higher density residential on up to heavy commercial uses. Most utility-minded individuals would like to see alleyways used for service and installation only. They feel this is the original intent of alleyways with access to the general public as a secondary consideration. There was also a preference for utilizing alleyways as opposed to the use of new or existing curb cuts for access to parking areas and for ingress/egress. One suggestion mentioned several times, was the possibility of a one-way alleyway system for better safety and control. Traffic impact analysis was mentioned as a determining factor to formulate a policy also.

Repeated often was the idea of looking at each use or change in use on an individual basis and deciding on the appropriate function for alleyways as it applies to the situation. With mixed uses in the same block or area, this could be difficult and would cause problems with interpretation of past policies. However, due to the versatility of the answers received, the next question is to decide how feasible it would be to formulate an alleyway policy. The following answers and the alternatives need to be discussed for this to be determined.

## RESULTS OF ALLEYWAY USE QUESTIONNAIRE

1. Should alleyways be used as direct access for ingress/egress?

### ANSWERS:

- We need this to eliminate more curb cuts
- This should be determined on an individual basis according to overall usage load.
- Alleys should be used for direct access to utilities and service units only.
- For residential single family it is ok, any higher use, it would not be appropriate.
- It depends on the condition and set-up of the alleyway.
- This is ok for low density residential up to 4 units per acre, but not for higher density residential. Business uses that generate low traffic volume would be ok. With commercial zoning, only service vehicles should be allowed alley access.
- This would be ok for all uses, but possible one-way alleys would be better for commercial areas.
- Commercial areas should use access from the street and not alleyways.
- Residential uses are ok since many garages and parking areas are located off alleyways. Business and commercial, no since the volume and size of traffic is too much for alleyway use. They should have direct access from the street.
- Yes for all uses. This reduces backing onto streets and is good for service and emergency vehicles' use.

2. What uses would be appropriate to allow parking directly off alleyways?

### ANSWERS:

- This is ok with adequate signage posted to direct vehicles to parking areas and back out to streets.
- This should be determined on an individual basis as far as overall usage. Backing into alleyways should be avoided.
- This is appropriate for low density residential but not higher density. This should be allowed for business and commercial areas only if the whole block is zoned that way.
- Not appropriate for any uses, this prevents delivery or service of any utilities.
- This should not be allowed for business or commercial uses.
- This should be allowed for all uses, but different uses side by side should be considered (residential vs. non-residential.) Turnover rate of spaces, number of spaces and traffic volume need to be considered also.
- This use in business and commercial areas usually caused problems with bottlenecks-with no clearance to pass other vehicles.
- This should be allowed for employees only unless low volume service with low traffic generation is the case in commercial or business areas.

3. Should alleyways be used as direct access to public and/or private parking areas?

### ANSWERS:

- This is acceptable with the proper signage.
- This should be determined according to traffic load. In residential areas it should be ok.
- This needs to be decided on an individual basis by looking at existing vs. proposed uses. One-way alleys or improvements funds may be possible answers.

## # 3 Continued:

- This should not be allowed for any use. Alleyways are not wide enough, they should be used for service vehicles' parking only.
- This is ok for all uses.
- In low density residential areas, parking areas of this type would probably not be a problem.
- For all residential areas this would be alright and also for most business uses. Commercial uses should not be allowed this kind of arrangement.
- Not appropriate, leasing or purchasing of additional land should be made for parking off the street. Should require adequate parking on private property according to use.
- This should not be allowed in business or commercial areas if other points of entry/exit are available.
- This should be no problem if alley exits onto a collector or other street.

## 4. Should alleyway use be determined by location of lot?

ANSWERS:

- Yes, location of lot makes a difference-lots with direct access to streets should not be permitted to use alleyways. Backing into alleys should not be allowed either.
- Traffic generation and the use should be considered.
- If additional curb cuts would conflict with alley-no. Where it would alleviate existing problems-yes.
- Turning, blocking or backing in alleyways is a hazard to the public and utility vehicles.
- Yes, this should be a determination. Sometimes inner lots can only use alleyways for access. It probably needs to be decided on an individual basis.
- This does not need to be considered in residential areas. Commercial and business areas should have limited use of alleyways for inner lots especially if the block contains a mixture of uses.
- There isn't any difference.
- Corner lots with streetfrontage next to the alley probably have fewer sight problems.
- Yes, inner lots need to use alleyways, but corner lots probably have adequate access from the street.
- Inner lots with commercial or business uses cause problems with congestion and air pollution (gravel vs. paved alleyways.)

## 5. What problems would there be with ingress/egress onto minor streets from alleyways? Major streets? Would the use or zoning make a difference?

ANSWERS:

- Ok with the proper signage.
- This is better than accessing from several private drives.
- Traffic impact analysis should be required for each use proposed to determine the need and set-up for alleyway use.
- In residential areas this is a hazard on minor streets. There seems to be no way to change the situation with major streets since we can't control the public's use.
- There are no problems with minor streets if proper sight distance is maintained.



## #5 continued:

- The major problem with exit onto major streets is the narrow width of the alleyway. Also interference with service vehicles. This is the case with all uses.
- This reduces the number of curb cuts on all streets, provides better line-of-sight conditions and minimizes potential vehicle conflicts.
- Zoning makes a difference due to changes in number of vehicles and type of vehicles.
- Service vehicles for business and commercial areas is ok (minor streets). No access to major streets should be permitted for any use.

6. Consider a rehabilitated structure that has changed in use, such as residential to business commercial. Should the policy on alleyway usage change as a result of this? What if adequate parking is not available? Would construction of a new building be a viable solution? What other alternatives could you suggest?

ANSWERS:

- Alleyway usage would require a change with adequate parking spaces and signage for ingress/egress with no backing into streets or alleyways.
  - Policies regarding major corridors are needed-including alleyways.
  - This should be the responsibility of developers of rehabilitated structures. Planning Commission shouldn't be dealing with this issue.
  - The purpose of alleyways should not change. Adequate parking should always be a requirement for every building.
  - A change in use would affect the parking access with mixed uses in the same block.
  - Parking requirements should not force someone to tear down an historic structure instead of rehabilitating it. Reduction of parking requirements should be an incentive to preserve downtown.
  - Zoning of "lowest" use of any property on the alley should control the whole block's alleyway use.
  - This should be decided on an individual basis. Overall, it should not change with existing buildings but alternate provisions should be made for new structures.
  - Only service business of low volume should be allowed when change of use is requested.
7. If new structures are built, would utilization and/or possible relocation of new or existing curb cuts off alleyways, minor or major streets be a solution? What are your opinions on alley access vs. direct access onto streets with new or existing curb cuts? Where (for what uses) could this be appropriate?

ANSWERS:

- Alleyway access off minor streets would be better than curb cuts.
- Each situation is different-need to consider on an individual basis.
- If additional curb cuts would conflict with alley - no. Where it would alleviate existing problems - yes.
- Service ROW(alley) should not be substituted for a driveway. It's the responsibility of developers to design and provide for adequate parking by the City Regs.
- We don't have curb cuts on alleyways - the use of new or existing curb cuts on streets is done on an individual basis.
- Curb cuts should be adjusted where necessary for safety and traffic control.

## #7 Continued:

- New construction is an opportunity to reduce the number of curb cuts downtown- especially with new commercial and high density residential uses. Parking ingress/ egress should be provided via the alleyway. New curb cuts, especially on major streets, should be avoided and existing curb cuts should be reduced.
- No objection to new or existing curb cuts if access to alleyways is maintained.

8. Opinions of alleyway improvements-should the developer pay for improvements? Does this change with each type of use?

ANSWERS:

- Developers should pay for improvements of alley which they wish to utilize in all areas.
- Residential alleys should be improved as well as business and commercial areas.
- Developers should pay for improvements. Escrow could be acceptable or alleyway improvement districts could be formulated.
- The adjoining properties should pay for improvements.
- This will be addressed in the DDA Zoning Project. Adding costs to development in the downtown area would probably help to discourage development there. This question must be considered carefully.
- Alleyway improvements are a legitimate development expense. Alleys are used due to property owners' and visitors' needs - it doesn't matter if they are improved or not, they will use them.
- Low density residential could use unimproved alleyways with a POA. Business and commercial should only use improved alleyways or improve entire alley, with repayment if other uses(developments) commence.

9. Would there be a need for changes in other existing policies if an alleyway policy were adopted?

ANSWERS:

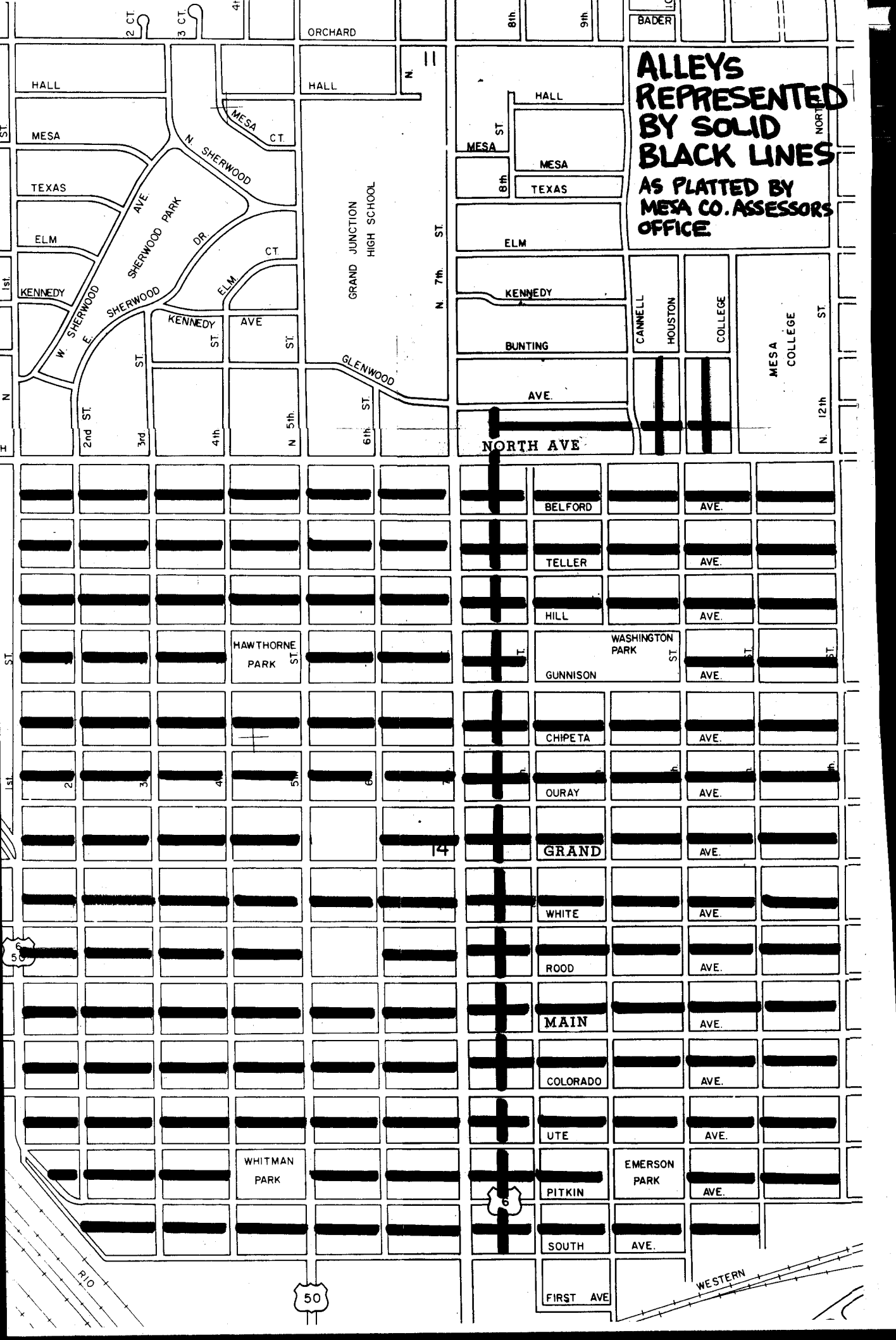
- Yes, we probably would have to change some other policies.
- Do not believe in tight policies - they are the coward's way out to eliminate thinking.
- No, other policies will not need to be changed.
- The DDA will address parking requirements and will look at corridor and transition zone policies.
- It would depend on what the alleyway policy is.

## ADDITIONAL COMMENTS/SUGGESTIONS/COMPLAINTS

- Single family use vs. higher density, business and commercial use- people living under normal conditions in their homes with access off alleys to garages or parking areas and trash collection conflict with heavier uses due to increased traffic volume, dust problems with gravel alleys, decaying paved alleys or bottlenecks. These are the complaints received most frequently. For these reasons, zoning must play an important role.
- Alleys are major utility corridors and have a secondary function for access(except for commercial deliveries like on Main Street.)

## Comments, Complaints, etc. continued:

- Alleyways were originally provided for the purpose of access for single family residential and service vehicle use. A 20 foot wide alley is ok for these uses, however a 20 foot wide alley is not adequate to handle a lot of 2-way non-residential traffic. If higher usage will be permitted, maybe we should consider making alleys all one-way.
- Alleyways came into existence for the sole purpose of placement of utilities and the maintenance thereof.
- Due to the many established businesses on Main Street and North Avenue, there is no other way to provide the necessary parking but to use alleyways for access to parking.
- Alleys can't be vacated due to making access for utilities/services, The only way you could vacate them, would be if the project takes up a whole block and/or the building occupies the alley area. In this case, provisions must be acceptable to all parties for trash pick-up and available parking.
- Ingress/egress to commercial parking off alleys should be accessible and limited to right turn entrances.
- We should check with other cities with the same problem for their ideas and solutions.



ORCHARD

BADER

**ALLEYS  
REPRESENTED  
BY SOLID  
BLACK LINES  
AS PLATTED BY  
MESA CO. ASSESSORS  
OFFICE**

HALL

HALL

HALL

MESA

MESA CT

MESA ST

MESA

TEXAS

TEXAS

ELM

ELM

KENNEDY

KENNEDY

GRAND JUNCTION  
HIGH SCHOOL

BUNTING

CANNELL

HOUSTON

COLLEGE

MESA  
COLLEGE

GLENWOOD

AVE.

**NORTH AVE**

BELFORD

AVE.

TELLER

AVE.

HILL

AVE.

HAWTHORNE  
PARK ST

WASHINGTON  
PARK ST

GUNNISON

AVE.

CHIPETA

AVE.

OURAY

AVE.

14

GRAND

AVE.

WHITE

AVE.

ROOD

AVE.

MAIN

AVE.

COLORADO

AVE.

UTE

AVE.

WHITMAN  
PARK

EMERSON  
PARK

PITKIN

AVE.

SOUTH

AVE.

FIRST AVE

WESTERN

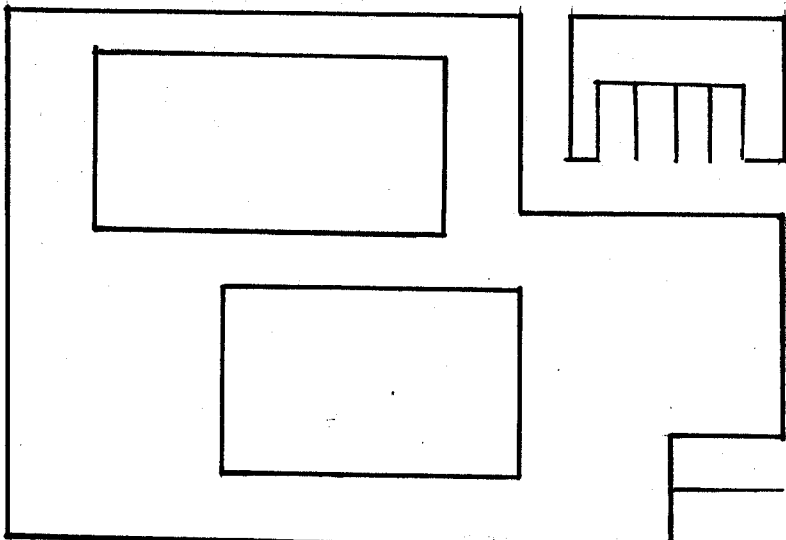
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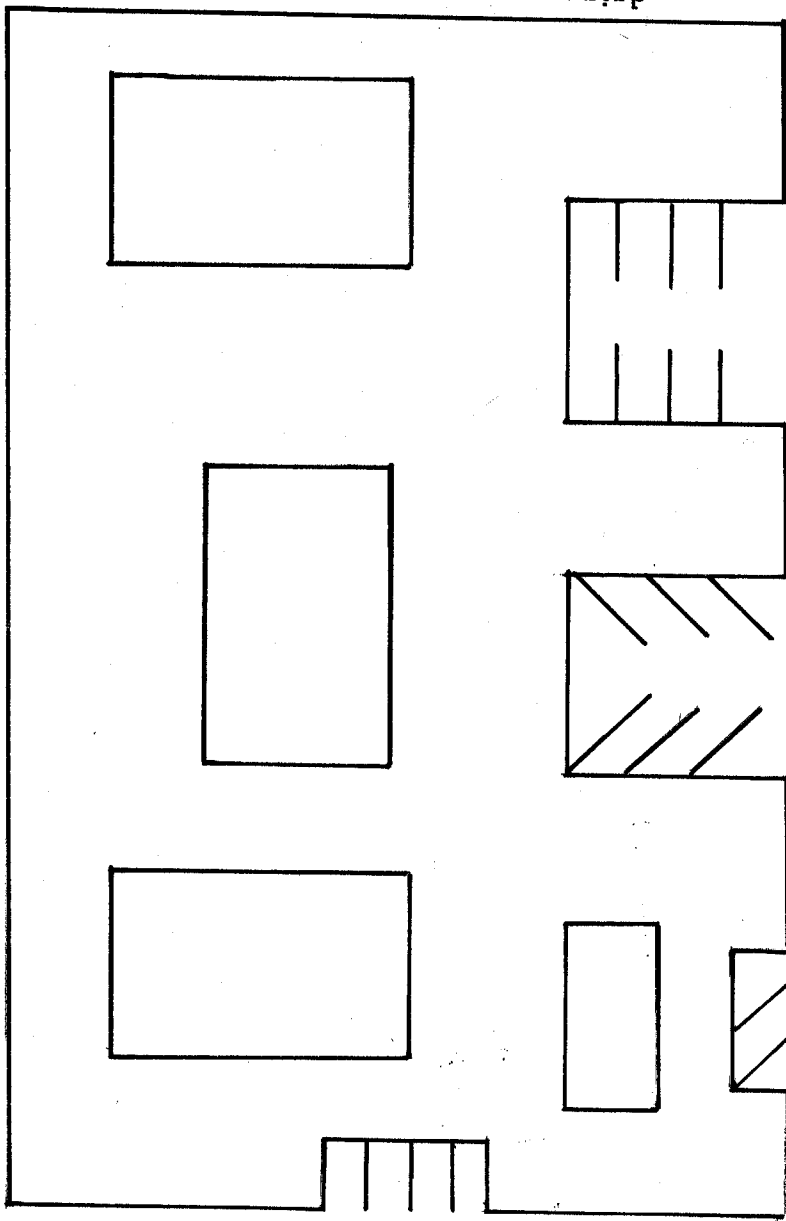
RIO

MINOR STREET



ALLEYWAY

driveway



ALLEYWAY

driveway

MAJOR STREET

