

To access the Agenda and Backup Materials electronically, go to [www.gjcity.org](http://www.gjcity.org)



**CITY COUNCIL AGENDA  
WEDNESDAY, MARCH 6, 2013  
250 NORTH 5<sup>TH</sup> STREET  
6:30 P.M. – PLANNING DIVISION CONFERENCE ROOM  
7:00 P.M. – REGULAR MEETING – CITY HALL AUDITORIUM**

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

**Call to Order**  
(7:00 p.m.)

Pledge of Allegiance  
A Moment of Silence

**Proclamation**

Proclaiming the Week of March 3 through March 9, 2013 as “Women in Construction Week” in the City of Grand Junction

**Appointments**

Ratify Appointment to the Riverview Technology Corporation

**Certificate of Appointment**

To the Historic Preservation Board

**Council Comments**

*Revised March 6, 2013*

*\*\* Indicates Changed Item*

*\*\*\* Indicates New Item*

*® Requires Roll Call Vote*

**REVISED**

**Citizen Comments**

**\*\*\* CONSENT CALENDAR \*\*\***

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

*Action: Approve the Minutes of the February 20, 2013 Regular Meeting and the February 22, 2013 Special Meeting Executive Session*

2. **Setting a Hearing for the Library Alley Right-of-Way Vacation** [File #VAC-2012-419] [Attach 2](#)

Request to vacate all remaining alleys within Block 73, City of Grand Junction, located between Grand Avenue and Ouray Avenue and N. 5th Street and N. 6th Street as part of the expansion of the Library.

Proposed Ordinance Vacating Right-of-Way for Mesa County Public Library Alley Located at 530/550 Grand Avenue and 443 N. 6<sup>th</sup> Street

*Action: Introduction of Proposed Ordinance and Set a Hearing for March 20, 2013*

Staff presentation: Senta Costello, Senior Planner

3. **Setting a Hearing Adopting the Greater Downtown Plan** [File #CPA-2011-1067, CPA-2012-216, RZN-2012-217, ZCA-2012-363] [Attach 3](#)

The Greater Downtown area generally encompasses the original square mile of the City and the area between the Riverside Neighborhood to 28 Road and South Avenue to the Colorado River. The Greater Downtown Plan includes the following components:

- 1) Comprehensive Plan amendments to Future Land Use Map
- 2) Comprehensive Plan text amendment to add RO (Residential Office) as a zone district that can implement the Downtown Mixed Use Land Use Category
- 3) Rezoning properties within the Greater Downtown Plan
- 4) Text amendment to the Zoning and Development Code to include RO (Residential Office) as a zone district that can implement the Downtown Mixed Use Land Use Category
- 5) Adoption of zoning overlays for Corridors and the Downtown District

Proposed Ordinance Adopting the Grand Junction Greater Downtown Plan as an Element of the Comprehensive Plan for the Area Generally Including the Original Square Mile, South Avenue to the Colorado River and Riverside Neighborhood to 28 Road

Proposed Ordinance Amending the Zoning and Development Code to Add Section 21.07.080 Greater Downtown Plan Zoning Overlay

Proposed Ordinance Adopting a New Zoning Map for Properties within the Greater Downtown Plan and Zoning Overlay Generally Including the Original Square Mile, the Area between South Avenue and the Colorado River and the Riverside Neighborhood to 28 Road

*Action: Introduction of Proposed Ordinance and Set a Hearing for March 20, 2013*

Staff presentation: Kathy Portner, Economic Development and Sustainability  
Kristen Ashbeck, Economic Development and Sustainability  
Harry Weiss, Executive Director, Downtown Development Authority

4. **Purchase One Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift** [Attach 4](#)

This purchase will provide a Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift for the Transportation Engineering Division. This vehicle is a replacement to the fleet. There will also be a reduction to the fleet size as the division will be trading in the existing 1-ton truck and a Ford Explorer. This action will replace two units with one multiple purpose unit.

*Action: Authorize the City Purchasing Division to Purchase Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift from Macdonald Equipment Co. of Commerce City, CO in the Amount of \$91,491*

Staff presentation: Jay Valentine, Internal Services Manager

5. **Purchase Four Large 4 Door 2x4 Sport Utility Police Special Services Vehicles** [Attach 5](#)

This purchase of four large 2x4 sport utility vehicles will replace three police sedan patrol vehicles and one 4x4 patrol vehicle. As part of the Fleet

Replacement Program, these new units will continue to be used as patrol vehicles in the Police Department.

*Action: Authorize the City Purchasing Division to Purchase Four Large 2x4 Sport Utility Police Special Services Vehicles from John Elway Chevrolet of Colorado Springs, CO in the Amount of \$146,248*

Staff presentation: Jay Valentine, Internal Services Manager

6. **Contract for the 2013 Asphalt Overlay Project** [Attach 6](#)

This request is to award a construction contract for the asphalt resurfacing project at various locations throughout the City of Grand Junction with the most notable locations being: B ½ Road from Sherman Drive to 29 Road, 1st Street from Hall Avenue to Patterson Road, 15th Street from North Avenue to Patterson Road and 28 ¼ Road from Hall Avenue to Patterson Road. In all, a total of 15 locations were selected.

*Action: Authorize the City Purchasing Division to Enter into a Contract with Oldcastle SW Group Inc., dba United Companies of Mesa County of Grand Junction, CO for the 2013 Asphalt Overlay Project in the Amount of \$1,917,676*

Staff presentation: Greg Trainor, Public Works, Utilities, and Planning Director  
Jay Valentine, Internal Services Manager

7. **Affirming the City Manager's Actions to Convey Real Estate Interests to Realign the Frontage Road at West Independent Avenue** [Attach 7](#)

The City has been working with the State and the owner of the property at 1274 West Independent to correct title problems and to create a safer connection between West Independent Avenue and the highway frontage road.

Resolution No. 13-13 - A Resolution Ratifying The City Managers Conveyance Of Land/Interests In Land To The State Of Colorado For The West Independent Avenue Frontage Road Alignment

*®Action: Adopt Resolution No. 13-13*

Staff presentation: John Shaver, City Attorney

\*\*\* 8. **Agreement with Strive (formerly Mesa Development Services) for Operation of Botanical Gardens** [Attach 8](#)

The City entered into a contract with the Western Colorado Rose Society (now known as the Western Colorado Botanical Society) in 1994 for the lease and operation of the City land between the River and Struthers Avenue. The proposed agreement by and between Strive, the Western Colorado Botanical Society and the City terminates the 1994 lease and assigns the management and operational functions to Strive.

Resolution No. 16-13—A Resolution Authorizing the City Manager to Sign the Agreement by and between Strive/MDS, the Western Colorado Botanical Society and the City of Grand Junction Concerning the Botanical Gardens and Ratifying Actions Heretofore taken in Connection Therewith

®Action: *Adopt Resolution No. 16-13*

Staff presentation: John Shaver, City Attorney

\*\*\* 9. **Support of the 2<sup>nd</sup> Amendment to the U.S. Constitution** [Attach 9](#)

The City Council recognizes supports and believes that the first and most meaningful means to oppose gun violence is the consistent enforcement of existing laws and the imposition of the maximum available punishment of those who commit crimes.

Resolution No. 17-13—A Resolution in Support of the Second Amendment to the United States Constitution

®Action: *Adopt Resolution No. 17-13*

Staff presentation: John Shaver, City Attorney

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

---

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

10. **Public Hearing—Amending the Policy Concerning Transportation Capacity Payments (TCP) and Amendments to Section 21.06.010(b)(2) of the Grand Junction Municipal Code to Eliminate the TCP for a Change of Use**

[Attach 10](#)

Council will consider the following: 1) a resolution to increase the base rate of the Transportation Capacity Payment (TCP) for non-residential uses to equal the base rate for residential uses from \$1,589 to \$2,554 incrementally over three years: 2) a resolution that adopts a new Redevelopment Boundary Map as part of the Infill and Redevelopment Implementation Program and reduces the TCP requirements for new development within the Redevelopment Area: and 3) an ordinance amending Section 21.06.010(b)(2) eliminating the TCP for a change of use.

- 1) Resolution No. 14-13—A Resolution Adopting an Amended Redevelopment Fee Schedule Modifying the Transportation Capacity Payment Schedule

®Action: *Adopt Resolution No. 14-13*

- 2) Resolution No. 15-13—A Resolution Adopting an Amended Redevelopment Boundary Map and Creating a Formula Reducing the TCP Requirements within the Redevelopment Area

®Action: *Adopt Resolution No. 15-13*

- 3) Ordinance No. 4569—An Ordinance Amending Section 21.06.010(b)(2) of the Grand Junction Municipal Code Concerning Transportation Capacity Payments

®Action: *Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of Ordinance No. 4569*

Staff presentation: Tim Moore, Deputy City Manager  
Greg Trainor, Utilities, Streets, and Planning Director  
Greg Moberg, Economic Development and Sustainability

11. **Non-Scheduled Citizens & Visitors**
12. **Other Business**
13. **Adjournment**

## Attach 1

# GRAND JUNCTION CITY COUNCIL MINUTES OF THE REGULAR MEETING

February 20, 2013

The City Council of the City of Grand Junction convened into regular session on the 20<sup>th</sup> day of February, 2013 at 7:00 p.m. in the City Auditorium. Those present were Councilmembers Bennett Boeschstein, Teresa Coons, Jim Doody, Laura Luke, Sam Susuras, and Council President Bill Pitts. Councilmember Tom Kenyon was absent. Also present were Deputy City Manager Tim Moore, City Attorney John Shaver, and City Clerk Stephanie Tuin.

Council President Pitts called the meeting to order. Councilmember Luke led the Pledge of Allegiance followed by the invocation by Reverend Dennis Finnan, A House for His Name.

### **Council Comments**

Councilmember Boeschstein said he went to the Historic Preservation Conference in Denver and there was a Kathy Jordan table to recognize her contributions to historic preservation. He said Patrick Edelman with History Colorado, Teddy Jordan, Jr., Kristen Ashbeck, his daughter Breana Boeschstein, and himself were there.

Councilmember Boeschstein announced there is a bike and pedestrian conference coming up on March 8.

Councilmember Coons thanked the Staff for the Council Candidate Orientation that was held. It was really informative; she lauded Staff for the all the information they provided. All the candidates will be better informed about the City as a result of the presentations.

### **CONSENT CALENDAR**

Councilmember Susuras moved to adopt and then read Consent Calendar items #1-9. Councilmember Doody seconded the motion. Motion carried by roll call vote.

1. **Minutes of Previous Meetings**

*Action: Approve the Minutes of the February 6, 2013 Regular Meeting and the February 14, 2013 Special Meeting*

2. **Setting a Hearing on Amending Wastewater and Industrial Pretreatment Regulations in Title 13 of the Grand Junction Municipal Code**

The City's Wastewater and Industrial Pretreatment Ordinance ("Ordinance") Chapter 13.04 has been revised to comply with federal Pretreatment



requirements and to make the ordinance more user-friendly for the City's regulated industrial and commercial customers. The changes also affect cross references in other sections of the Code.

Proposed Ordinance Repealing and Re-Enacting Section 13.04 of the Grand Junction Municipal Code Pertaining to Industrial Pretreatment Regulations to Incorporate Required Changes to the City's Legal Authority; and Amending Sections 13.12 and 13.16 to Reflect the Re-Enactment of Section 13.04

*Action: Introduction of a Proposed Ordinance and Set a Hearing for April 3, 2013*

3. **Setting a Hearing on Mesa County Workforce Annexation, Located at 512 29 1/2 Road** [File #ANX-2013-10]

Request to annex 10.129 acres, located at 512 29 1/2 Road. The Mesa County Workforce Annexation consists of 1 parcel and includes a portion of the 29 1/2 Road right-of-way.

a. **Referral of Petition, Setting a Hearing and Exercising Land Use Jurisdiction**

Resolution No. 09-13—A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, and Exercising Land Use Control, Mesa County Workforce Annexation, Located at 512 29 1/2 Road

b. **Setting a Hearing on Proposed Ordinance**

Proposed Ordinance Annexing Territory to the City of Grand Junction, Colorado, Mesa County Workforce Annexation, Approximately 10.129 Acres, Located at 512 29 1/2 Road

*Action: Adopt Resolution No. 09-13, Introduce Proposed Ordinance, and Set a Public Hearing for April 3, 2013*

4. **Setting a Hearing on Amending the Policy Concerning Transportation Capacity Payments (TCP)**

An Ordinance amending Section 21.06.010(b)(2) eliminating the TCP for a change of use.

Proposed Ordinance Amending Section 21.06.010(b)(2) of the Grand Junction Municipal Code Concerning the Application of Transportation Capacity Payments for a Change in Use

*Action: Introduction of a Proposed Ordinance and Set a Hearing for March 6, 2013*

5. **6<sup>th</sup> Street Pedestrian Safety and Parking Improvements and Sewer Realignment Project, Along 6<sup>th</sup> Street between Grand and Ouray Avenues**

This request is to award a construction contract for the 6<sup>th</sup> Street Pedestrian and Parking Improvements and Sewer Realignment Project. The scope of the project consists of the construction of on-street diagonal parking, landscaping, new curb, gutter and sidewalk, and the realignment of sanitary sewer. The work shall be in conjunction with the Mesa County Library remodel. All improvements are located along the west side of 6<sup>th</sup> Street between Grand Avenue and Ouray Avenue.

*Action: Authorize the City Purchasing Division to Sign a Contract with Sorter Construction, Inc. in the Amount of \$83,500 for the 6<sup>th</sup> Street Pedestrian and Parking Improvements and Sewer Realignment Project*

6. **Purchase of Traffic Striping Paint for 2013**

The City's Transportation Engineering Division is responsible for applying 8000 gallons of white and yellow paint to the City's streets each year, striping centerlines on 400+ miles of streets and state highways. Utilizing the CDOT contract prices, the City is able to obtain the same unit prices as last year.

*Action: Authorize the City Purchasing Division to Enter into a Purchase Order with Ennis Paint, Dallas, TX for the 2013 Traffic Striping Paint in the Amount of \$69,880*

7. **CDBG Subrecipient Contract with Strive (formerly Mesa Developmental Services) for Previously Allocated Funds within the 2012 Community Development Block Grant (CDBG) Program Year** [File #CDBG 2012-10]

The Subrecipient Contract formalizes the City's award of \$14,080 to Strive allocated from the City's 2012 CDBG Program as previously approved by Council.

*Action: Authorize the City Manager to Sign the Subrecipient Contract with Strive for the City's 2012 Program Year Funds*

8. **Grant from Great Outdoors Colorado for Matchett Park Planning**

Parks and Recreation is seeking approval to apply for a \$75,000 Great Outdoors Colorado (GOCO) planning grant to assist with funding the Matchett Park master planning process. A resolution from the governing body with primary jurisdiction must be attached to all grant applications. The spring cycle of grants is due on March 6 with an award decision on June 11.

Resolution No. 10-13—A Resolution Supporting the Grant Application for a Planning Grant from the State Board of the Great Outdoors Colorado Trust Fund for Matchett Park

*Action: Adopt Resolution No. 10-13*

9. **Election Notice for the Regular Election April 2, 2013**

Both the Charter and the Municipal Election Code have specific content and publication requirements for the election notice. The proposed notice contained within the resolution being presented meets those requirements.

Resolution No. 11-13—A Resolution Setting Forth the Notice of Election for the Regular Municipal Election to be Held on April 2, 2013 in the City of Grand Junction

*Action: Adopt Resolution No. 11-13*

**Citizen Comments**

There were none.

**ITEMS NEEDING INDIVIDUAL CONSIDERATION**

**Public Hearing—Amend Section 21.07 of the Grand Junction Municipal Code to Add a Section 21.07.070, North Avenue Overlay Zone District** [File #ZCA-2012-572]

This amendment to Section 21.07 will add an Overlay Zone District establishing zoning standards specific to properties abutting North Avenue from First Street east to I-70 Business Loop. The North Avenue Overlay Zone District contains three areas of emphasis including 1) Mandatory Standards required of all new development along the corridor; 2) “Opt-In” Standards for new development that chooses to develop under this section; and 3) the “Site Upgrade Point System” standards that provide a vehicle for a future incentive program when funding becomes available. The point system will be part of a financial incentive to property owners to improve the streetscape and their property along the corridor and implements the vision and goals of the City’s adopted North Avenue Corridor Plans and this North Avenue Overlay Zone District.

The public hearing was opened at 7:11 p.m.

Dave Thornton, Principal Planner, introduced this item. The Committee has been working on the Plan and the revitalization effort for North Avenue for a year. He described the area included in the effort and the properties along the corridor which would be affected by the Overlay District as proposed.

Mr. Thornton reviewed the history of planning in the area. Two plans have been adopted for the corridor, dividing the road into two stretches. In 2007 the North Avenue Corridor Plan was adopted and in 2011 the North Avenue West Corridor Plan was adopted. The Plans established the vision for the corridor. The vision is of a “complete street” that will include pedestrian, bicyclist, and transit users. Concepts of the “complete street” include wide sidewalks detached from the roadway, buildings located close to the street with pedestrian access, safe access to businesses from the street and sidewalks, safe and efficient transit stops, adequate lighting, and establishing the appropriate amount of landscape and hardscape.

An overlay zone creates a special zoning district over a base zone. An overlay zone adds to or changes the regulations and standards in order to revitalize the area.

Mr. Thornton then reviewed the elements of the proposed overlay district. They are: streetscape which emphasizes pedestrians; site design which promotes more building and less landscaping; right-of-way for all modes of transportation; incentives for redevelopment; removing barriers for redevelopment; and creating safe access to businesses.

Councilmember Susuras asked about removal of power lines and undergrounding of utilities. Mr. Thornton confirmed that is part of the plan.

Mr. Thornton then reviewed the three areas of emphasis: 1) Mandatory Standards which include the dedication of sufficient right-of-way; 2) the Opt-In Standards which are incentive-based such as reduced setback and landscaping requirements; and 3) a Site Upgrade Point System which gives points for a development accomplishing certain things.

Mr. Thornton then provided more detail on each of the areas of emphasis, starting with the Mandatory Standards. The Mandatory Standards are required in any development, no additional requirements are proposed. The current paved lanes would not change; the area to the north and south of the existing lanes is what would change with detached sidewalks, a park strips, and access to the businesses.

Councilmember Boeschstein said bike lanes were previously asked to be eliminated until some driveways are eliminated. Mr. Thornton responded that is true; a bike lane will not be striped unless the situation is safe for bike lanes.

Next, Mr. Thornton described the Opt In Standards which will reduce requirements if a developer designs the development in line with the vision, i.e., a more urban development pattern. Another option would be a decorative wall in lieu of plantings. By placing the parking in the rear, no street trees would be required. Another option is building the building close to the street. The setback requirement would be eliminated; in fact, the maximum setback would be ten feet. Eliminating front drive through lanes and narrow front parking lots are other options that give the developer benefits.

Councilmember Susuras asked if an existing development can remain as is. Mr. Thornton said yes and even new could be built in case the developer did not want to “Opt-In”. Part of the plan is also to reduce access points into businesses to make the corridor safer.

Other standards for the Opt-In includes porticos and awnings on the front of the building.

Councilmember Luke asked about awnings being allowed over the sidewalks. Mr. Thornton said they are allowed to hang over the right-of-way by eight feet as long as they are the proper height.

Councilmember Luke asked at what point the corridor will be safe for bicycles. Mr. Thornton said they looked at the “complete street” concept to include all modes of transportation but including bike lanes would require further study. There may be portions that are safe and could be introduced initially. However, there is a lot of support in the community to eventually have bike lanes along North Avenue. No striping will take place until the corridor is overlaid and that is not planned for at least eight years.

Councilmember Luke said some business owners on North Avenue have expressed that they do not want bike lanes along North Avenue.

Councilmember Boeschstein agreed and thinks the bike lanes should be removed from the plan.

Councilmember Susuras noted the overlay district affects areas outside the paved areas, north and south of the driving lanes.

Councilmember Coons disagreed with removing bike lanes from the Plan, noting this is a vision. She felt the bike lanes should remain.

Council President Pitts asked Council to hold their discussion questions until after the presentation.

Mr. Thornton continued explaining the landscaping that would be required both with and without the Opt-In. The landscaping required with the Opt-In is less than 50% of the required landscaping.

The last area of emphasis was the Point Upgrade Incentives. The thought is that redevelopment would be contagious along the corridor. The Committee wanted a tool to establish a rating system. There are no funds available currently but this system will prioritize improvements. Mr. Thornton displayed the first and second priorities for development which included the elimination of access points.

Mr. Thornton emphasized that funding is not part of the overlay at this time; there are no funds available at this time. A policy document would also have to be put in place.

Mr. Thornton complimented the Committee for all the work and meetings they have had. Also a group of business and property owners have formed an association. Their collective mission is to create the overlay district, establish funding mechanisms, and through the program grant, design a streetscape that contains the long range vision of a "complete street".

Councilmember Coons apologized for commenting on the plan without disclosing that her husband is a business owner and part of the group so she should perhaps recuse herself.

Councilmember Doody said he is fine with Councilmember Coons participating.

City Attorney Shaver said there is no legal impediment to Councilmember Coons participating.

Councilmember Susuras inquired if the incentive plan would obligate the City Council, if they were to fund some requests and then ran out of money. City Attorney Shaver responded that it would be a budget item each year subject to annual appropriation, year to year.

Councilmember Coons recalled the situation with traffic calming incentive plan and thought this incentive program was better planned.

Councilmember Boeschstein thanked the Staff and the Committee for all their work. He is looking forward to the implementation of the plan.

Kevin Bray, North Avenue Steering Committee, credited Planner Dave Thornton and all the other Staff that supported the process. Regarding the bike lanes, it is more of a vision and not happening right away. All the meetings really boiled down to the public infrastructure and the safety along the corridor. The owners wanted a way to invest in the public infrastructure. He urged that the document be approved intact. It has been a long time coming; North Avenue has been neglected for a long time.

Debbie Allen, new business owner (Sweet Cakes) on North Avenue, said she is strongly in favor of the improvements. She asked about slowing the speed limit down on North Avenue, more like downtown speed limits.

Trent Prall, Engineering Manager, responded, stating that striping the bike lane would narrow the lane and would physically slow the traffic down. Adding volume to the medians will also slow traffic. It is 30 MPH from 1<sup>st</sup> Street to 12<sup>th</sup> Street, 35 MPH from 12<sup>th</sup> Street to 29 Road, and 40 MPH from 29 Road to I-70 B. Mr. Prall said that this is what has occurred with 12<sup>th</sup> Street.

Poppy Woody, who is partially responsible for the association being formed, and a business owner along North Avenue, thanked everyone involved for this new and invigorating action. She looks forward to working with it.

There were no other public comments.

The public hearing was closed at 8:15 p.m.

Councilmember Susuras was the Council representative and he thanked Dave Thornton for his leadership and the job he did. He also thanked the Committee members and the technical committee for all their work. He supports the Plan but has some questions. On October 1, 2012 Congress passed a transportation bill; North Avenue and other roads were added to the National Highway system. These roads do not meet current code. What will the federal government do to the Plan?

City Attorney Shaver said it is a concern to have things come from Washington. The Engineering Staff is working through it. No funds have come with the new designation. Right now, nothing has to be done. He does have concerns about the American Disability Act (ADA) and other issues already on the law books.

Engineering Manager Trent Prall said the entire infrastructure being installed is meeting the federal guidelines. As more standards are pushed out, that too is taken into account in the design concepts. It might make the design a little more onerous. The reason these corridors are looked at by the federal government is a road is not built to standards, it may create spillover onto federal highways.

Councilmember Susuras asked if the requirements come through the Colorado Department of Transportation (CDOT). Mr. Prall said yes, and the City works with CDOT very closely. Many of these roads have already been on the federal system.

City Attorney Shaver said the City's chief objective is to make sure the City is in compliance. The City has a good opportunity to continue its process without federal involvement.

Councilmember Luke thanked Councilmember Susuras for bringing that up as she too was concerned in the last four or five months since learning of this through her role on the Grand Valley Regional Transportation Committee (GVRTC).

Councilmember Boeschstein asked about the grant money.

Deputy City Manager Tim Moore said the grant is for the area between 12<sup>th</sup> Street and 23<sup>rd</sup> Street and is still available; the other piece may come later for the other improvements.

Councilmember Boeschstein asked about having no setbacks on the sideyards with adjacent incompatible uses. Mr. Thornton said yes, there would be a site plan review, and landscaping for the parking lots is still required.

Councilmember Doody said the timing is good. There is a measure on the ballot that includes retaining funds for transportation projects and North Avenue is included as one of the projects.

Ordinance No. 4564—An Ordinance Amending Section 21.07 of the Grand Junction Municipal Code to Add an Overlay Zone District for Property Abutting North Avenue between First Street on the West and I-70 B on the East

Councilmember Susuras moved to adopt Ordinance No. 4564 and ordered it published in pamphlet form. Councilmember Coons seconded the motion. Motion carried by roll call vote.

Council President Pitts called a recess at 8:30 p.m.

The meeting reconvened at 8:37 p.m.

**Public Hearing—Approval of a Five Year Extension of the Previously Approved Colorado Mesa University Outline Development Plan for Property Located at 2899 D 1/2 Road** [File #ODP-2008-154]

A request for a five year extension from December 15, 2012 to December 15, 2017, for the previously approved Colorado Mesa University Outline Development Plan (ODP). The previously approved ODP allows multifamily residential, commercial, and industrial uses within four pods.

The public hearing was opened at 8:37 p.m.

Scott D. Peterson, Senior Planner, presented this item. He described the site, the location, and the request, which is to extend the approval until December 15, 2017.

Mr. Peterson detailed the history of the approval and how Colorado Mesa University (CMU's) plan was affected by the Comprehensive Plan adopted in 2010. He described the current Plan and what is allowed in the different pods. The Plan contains over 1,100 dwelling units in two of the pods. Maximum residential density would be 10.9 units per acre.

The owner is asking for an extension of the approval in hopes the market will improve. The applicant does want to develop under the approved ODP.

In conclusion, Mr. Peterson said the request meets the requirements of the Zoning and Development Code and meets the goals and policies of the Comprehensive Plan. The recommendation is to approve the extension.

Councilmember Susuras asked if the area is a Village Center under the Comprehensive Plan. Mr. Peterson said yes. Councilmember Susuras asked where the next closest Village Center is. Mr. Peterson said along North Avenue.



Councilmember Boeschstein asked if a school was ever considered for this site. Mr. Peterson said that schools are an allowed use; if the School District has interest, they can approach CMU.

Arne Butler with Colorado Mesa Real Estate Foundation expressed appreciation for the work of staff. They hope in the next five years they will have more detail for the development of this property.

There were no additional public comments.

The public hearing was closed at 8:44 p.m.

Ordinance No. 4565—An Ordinance Amending Ordinance No. 4314 Zoning the Colorado Mesa University Development to PD (Planned Development) to Extend the Development Schedule Until December 15, 2017, Located at 2899 D 1/2 Road

Councilmember Coons moved to adopt Ordinance No. 4565 and ordered it published in pamphlet form. Councilmember Susuras seconded the motion. Motion carried by roll call vote.

**Public Hearing—Feuerborn Annexation and Zoning Located at 2902 and 2906 D Road** [File #ANX-2012-518]

A request to annex and zone 2.69 acres, located at 2902 and 2906 D Road. The Feuerborn Annexation consists of two parcels, including portions of the 29 Road and D Road rights-of-way. The total annexation area contains 3.40 acres of which 0.71 acres or 30,826 sq. ft. is right-of-way. The requested zoning for the 3.40 acre Feuerborn Annexation is a C-1 (Light Commercial) zone district.

The public hearing was opened at 8:47 p.m.

Scott D. Peterson, Senior Planner, presented this item. He described the site, the location, and the request. The applicant is requesting a zone district that will implement the Village Center. The character and conditions of the area will change in the future as more properties begin to annex with a mix of uses. Existing land uses are large acreage with single family homes; this is not supported in the Comprehensive Plan. The community will benefit with the consistent application of the Comprehensive Plan. It will provide an opportunity for a range of types of development.

In conclusion, the request is consistent with the Comprehensive Plan and it meets the Zoning and Development Code requirements. The recommendation is to annex the property and zone as requested. The applicant is not in attendance but does concur with the recommendation.

There were no public comments.

The public hearing was closed at 8:51 p.m.

Resolution No. 12-13—A Resolution Accepting a Petition for Annexation, Making Certain Findings, Determining that Property Known as the Feuerborn Annexation, Located at 2902 and 2906 D Road, and Including Portions of the 29 Road and D Road Rights of Way, is Eligible for Annexation

Ordinance No. 4566—An Ordinance Annexing Territory to the City of Grand Junction, Colorado, Feuerborn Annexation, Approximately 3.40 Acres, Located at 2902 and 2906 D Road

Ordinance No. 4567—An Ordinance Zoning the Feuerborn Annexation to C-1 (Light Commercial) Located at 2902 and 2906 D Road

Councilmember Susuras moved to adopt Resolution No. 12-13 and Ordinance Nos. 4566 and 4567 and ordered them published in pamphlet form. Councilmember Luke seconded the motion. Motion carried by roll call vote.

**Public Hearing—Amend the Grand Valley Circulation Plan, a Part of the Comprehensive Plan, Located Generally North of I-70 Business Loop Between 28 and 28 1/4 Roads** [File #CPA-2012-584]

A request to amend the Grand Valley Circulation Plan on and near the property (35.8 acres) located generally north of I-70 Business Loop between 28 and 28 1/4 Roads to add two future collector streets and an unclassified street in the area to improve future capacity, connectivity, and circulation.

The public hearing was opened at 8:54 p.m.

Trent Prall, Engineering Manager, presented this item. He described the location and the request, which is an amendment to the Grand Valley Circulation Plan. He briefly reviewed the overall plan using a map of the entire Plan. The Plan is modeled through the Regional Transportation Office and reviewed by that staff. The document is used to communicate to developers, property owners, and potential owners where future corridors may be.

Mr. Prall then focused on the specific area called Salt Flats. It is an undeveloped area since the race track that was there has closed. The Comprehensive Plan shows it as high residential use and a mixed use. A principal arterial is to the west (28 Road). The change will require a new intersection at I-70 B and eliminate a current intersection. The change will help with connectivity and circulation. Grand Avenue will bisect the property and will line up with Chipeta Avenue and will allow for stacking on 28 1/4 Road for the signal to change. Gunnison Avenue will be a collector road and will serve the parcel as well as an adjacent parcel.

Staff finds that the review criteria has been met and addressed and the Plan meets the goals of the Comprehensive Plan. The recommendation is to approve.

Councilmember Susuras asked if Grand Avenue will continue to I-70 B. Mr. Prall said it will not but it will go north and line up with Chipeta Avenue.

Councilmember Luke asked about another road indicated in yellow. Mr. Prall said that is just for connectivity.

Councilmember Boeschstein asked if there is a plan for a smoother transition for Gunnison Avenue with this change. Mr. Prall said there is not; there is no bridge over the canal there. There is thought for a pedestrian bridge. This is the plan the Staff and the developer agreed upon. Councilmember Boeschstein said that Gunnison is a bike route so a pedestrian bridge could work.

Ted Ciavonne with Ciavonne and Roberts, representing the owner, recalled the last time he was before Council about a zoning and Comprehensive Plan conflict on this property and how this is a stepping stone for the resolution of that conflict. He asked that Council adopt the amendment.

There were no other comments.

The public hearing was closed at 9:05 p.m.

Councilmember Coons asked about this affecting the resolution of the conflict mentioned by Mr. Ciavonne. Mr. Prall said it will help serve the property better.

Ordinance No. 4568—An Ordinance Amending the Comprehensive Plan of the City of Grand Junction to Amend the Grand Valley Circulation Plan for the Area Located Generally North of I-70 Business Loop Between 28 and 28 1/4 Roads

Councilmember Susuras moved to adopt Ordinance No. 4568 and ordered it published in pamphlet form. Councilmember Coons seconded the motion. Motion carried by roll call vote.

### **Non-Scheduled Citizens & Visitors**

There were none.

### **Other Business**

There were none.

### **Adjournment**

The meeting adjourned at 9:07 p.m.

Stephanie Tuin, MMC  
City Clerk

## **GRAND JUNCTION CITY COUNCIL**

### **SPECIAL SESSION MINUTES**

**FEBRUARY 22, 2013**

The City Council of the City of Grand Junction, Colorado met in Special Session on Friday, February 22, 2013 at 12:15 p.m. in the Administration Conference Room, 2<sup>nd</sup> Floor, City Hall, 250 N. 5<sup>th</sup> Street. Those present were Councilmembers Bennett Boeschstein, Teresa Coons, Jim Doody, Tom Kenyon, Laura Luke, and President of the Council Bill Pitts. Absent were Councilmember Sam Susuras. Also present were City Attorney John Shaver and City Manager Rich Englehart.

Council President Pitts called the meeting to order.

Council President Pitts moved to go into Executive Session to discuss matters that may be subject to negotiations, developing strategy for negotiators and/or instructing negotiators under Section 402 (4)(e) of the Open Meetings Law relative to Economic Development and City Council will not return to open session. Councilmember Kenyon seconded the motion. Motion carried.

The City Council convened into executive session at 12:16 p.m.

Juanita Peterson, MMC  
Deputy City Clerk



**Attach 2  
CITY COUNCIL AGENDA ITEM**

Date: February 15, 2013  
Author: Senta Costello  
Title/ Phone Ext: Senior Planner / x1442  
  
Proposed Schedule: 1<sup>st</sup> Reading  
March 6, 2013  
2nd Reading (if applicable): March 20,  
2013  
File # (if applicable): VAC-2012-  
419

<b>Subject:</b> Library Alley Right-Of-Way Vacation
<b>Action Requested/Recommendation:</b> Introduce a Proposed Ordinance and Set a Public Hearing for March 20, 2013
<b>Presenter(s) Name &amp; Title:</b> Senta Costello, Senior Planner

**Executive Summary:**

Request to vacate all remaining alleys within Block 73, City of Grand Junction, located between Grand Avenue and Ouray Avenue and N. 5th Street and N. 6th Street as part of the expansion of the Library.

**Background, Analysis and Options:**

The original Block 73, City of Grand Junction contained one alley stretching between N. 5<sup>th</sup> Street and N. 6<sup>th</sup> Street. A north/south alley was later added within the eastern 20' of Lot 29. This alley was vacated in 2000. Another north/south alley was added in 1973 which included a portion of Lot 11 and all of Lot 12.

The Mesa County Public Library currently owns all of Block 73 and is requesting to vacate the remaining north/south and east/west alleys in order to facilitate redesign of the site including circulation to improve safety for pedestrians and vehicles.

The alley has in recent years has functioned as a circulation aisle for the Library, accessing staff and auxiliary parking for the Library and staff offices, rather than used as a public alley for circulation.

The vacation of the alleys allows for a reconfiguration of the circulation for trash pickup, creating better access to/from the trash enclosure for the trash vehicles. Access points on Grand Avenue will be eliminated as a part of the project, increasing pedestrian and vehicular traffic safety both on and off-site by reducing the need for quick turns into the site. The Library intends to replat the block into one lot as the final step in making one cohesive site. Because adequate access may not be possible for all the individual "lots" in Block 73, vacation of the alley should be conditioned upon recordation of a replat of all of Block 73.

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

The request implements the following goals and policies of the Comprehensive Plan:

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

The alleys the applicant is requesting to vacate are the only alleys remaining in this block. The entire block is used by one property owner and the alley has only been used for internal circulation. Vacation of the alley will allow for design of safe and pedestrian friendly internal site circulation. This facilitates the continued use of this property by the property owner for the main branch of public library, allowing the owner’s proposed upgrades to the site, so that the owner will not need to relocate.

**Board or Committee Recommendation:**

Planning Commission forwarded a recommendation of approval at its February 12, 2013 hearing.

**Financial Impact/Budget:**

N/A

**Legal issues:**

Legal staff expressed a concern regarding future access should any historic lots be split off and sold separately. The Library has agreed to record a plat that will combine the entire block into one lot. A subdivision process would be required in the future in order to sell any portion of the property.

**Other issues:**

N/A

**Previously presented or discussed:**

N/A

**Attachments:**

Background Information / Staff Report  
Site Location Map / Aerial Photo Map  
Future Land Use Map / City Zoning Map

Ordinance

BACKGROUND INFORMATION				
Location:		502/530/550 Grand Ave		
Applicants:		Owner: Mesa County Public Library – Eve Tallman Representative: Dave Detwiler		
Existing Land Use:		Library		
Proposed Land Use:		Library		
Surrounding Land Use:	North	Vacant/Senior Center/Offices		
	South	Parking Lot/Offices		
	East	Vacant		
	West	Church		
Existing Zoning:		B-2 (Downtown Business)		
Proposed Zoning:		B-2 (Downtown Business)		
Surrounding Zoning:	North	B-1 (Neighborhood Business)		
	South	B-2 (Downtown Business)		
	East	B-1 (Neighborhood Business)/R-8 (Residential 8 du/ac)		
	West	B-1 (Neighborhood Business)/R-O (Residential Office)		
Future Land Use Designation:		Downtown Mixed Use		
Zoning within density range?		X	Yes	No

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

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

See above.

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

No parcels will be landlocked as a result of the vacation.

- c. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive or reduces or devalues any property affected by the proposed vacation.

The Library intends to replat the block into one lot as the final step in creating one cohesive site. Because adequate access may not be possible for all the individual “lots” in Block 73, approval of the vacation should be conditioned upon recordation of a new plat for Block 73 making it a single lot.

- d. There shall be no adverse impacts on the health, safety, and/or welfare of the general community and the quality of public facilities and services



provided to any parcel of land shall not be reduced (e.g. police/fire protection and utility services).

The vacation of the alleys allows for a reconfiguration of the circulation for trash pickup, creating better access to/from the trash enclosure for the trash vehicles, improving the quality of public services to the site. Access points on Grand Avenue will be eliminated as a part of the project, increasing pedestrian and vehicular traffic safety both on and off-site by reducing the need for quick turns into the site.

The Library intends to replat the block into one lot as the final step in creating one cohesive site. Because adequate access may not be possible for all the individual "lots" in Block 73, approval of the vacation should be conditioned upon recordation of a new plat for Block 73 making it a single lot.

- e. The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 of the Zoning and Development Code.

The vacation of the alleys allows for a reconfiguration of the circulation for trash pickup, creating better access to/from the trash enclosure for the trash vehicles, improving the ability for public services to be provided to the site.

The Library intends to replat the block into one lot as the final step in creating one cohesive site. Because adequate access may not be possible for all the individual "lots" in Block 73, approval of the vacation should be conditioned upon recordation of a new plat for Block 73 making it a single lot.

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

The vacation would eliminate maintenance requirements for the public alley and allow for design of safe and pedestrian friendly internal site circulation. The vacation of the alleys also allows for a reconfiguration of the circulation for trash pickup, creating better access to/from the trash enclosure for the trash vehicles.

After review of the project, all conditions for vacation of a public right-of-way have been met.

## FINDINGS OF FACT/CONCLUSIONS

After reviewing the Library Alley Vacation application, VAC-2012-419 for the vacation of a public right-of-way, I make the following findings of fact, conclusions and conditions:

1. The requested right-of-way vacation is consistent with the Comprehensive Plan.
2. The review criteria in Section 21.02.100.c of the Zoning and Development Code have all been met.

3. Vacation of the alley is conditioned upon recordation of the plat combining Block 73, City of Grand Junction into one lot.

Site Location Map



Aerial Photo Map



# Comprehensive Plan Future Land Use Map



# Existing Zoning Map



**CITY OF GRAND JUNCTION**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE VACATING RIGHT-OF-WAY FOR  
MESA COUNTY PUBLIC LIBRARY  
ALLEY LOCATED AT 530/550 GRAND AVENUE AND 443 N 6<sup>TH</sup> STREET**

**RECITALS:**

The original Block 73, City of Grand Junction contained one alley stretching between N 5<sup>th</sup> Street and N 6<sup>th</sup> Street. A north/south alley was later added within the eastern 20' of Lot 29. This alley was vacated in 2000. Another north/south alley was added in 1973 which included a portion of Lot 11 and all of Lot 12.

The Mesa County Public Library (Library) currently owns all of Block 73 and is requesting to vacate the remaining north/south and east/west alleys in order to facilitate redesign of the site including circulation to improve safety for pedestrians and vehicles. The Library will be using all of Block 73 for its newly reconstructed building for its main branch. All the lots on Block 73 will be combined as one with a new plat being recorded by the Library.

The alley has in recent years functioned as a circulation aisle for the Library, accessing staff and auxiliary parking for the Library and staff offices, rather than used as a public alley for circulation.

The Library's new development allows for a reconfiguration of the circulation for trash pickup, creating better access to/from the trash enclosure for the trash vehicles. Access points on Grand Avenue will be eliminated as a part of the project, increasing pedestrian and vehicular traffic safety both on and off-site by reducing the need for quick turns into the site. Because adequate access may not be possible for all the individual "lots" in Block 73, vacation of the alley should be conditioned upon recordation of a replat of all of Block 73 into one lot.

The City Council finds that vacation of the alley is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100.c of the Zoning and Development Code, as long as Block 73 is combined into one lot by replat.

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

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

The following described dedicated right-of-way for is hereby vacated subject to the listed conditions:

Vacation of the alley is conditioned upon recordation of a plat combining Block 73 of Plat of Resurvey of Second Division of City of Grand Junction (Plat Book 2, Page 37 of the Mesa County records) into one lot.

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

Right-of-way to be vacated:

A parcel of land located in Section 14, Township 1 South, Range 1 West of the Ute Meridian, being more particularly described as follows:

The remainder of the East – West alley lying North of Lots 17 through 21, inclusive, and lying South of Lots 12 through 16, inclusive, in Block 73, Town of Grand Junction 2nd Resurvey, as recorded in Plat Book 2, Page 37, Mesa County records;

AND that North – South Alley Right-of-Way as shown in Book 1003, Page 162, Mesa County records, being described as all of Lot 12 and that portion of Lot 11, beginning at the Northeast corner of said Lot 11 and running South along the East boundary of Lot 11 a distance of 56.0 feet; thence Northwesterly to a point on the North boundary of said Lot 11, which is 11.00 feet West of the point of beginning; all of which lie within Block 73, Town of Grand Junction 2nd Resurvey, as recorded in Plat Book 2, Page 37, Mesa County records

Said parcel having an area of 5923.0 square feet, as described.

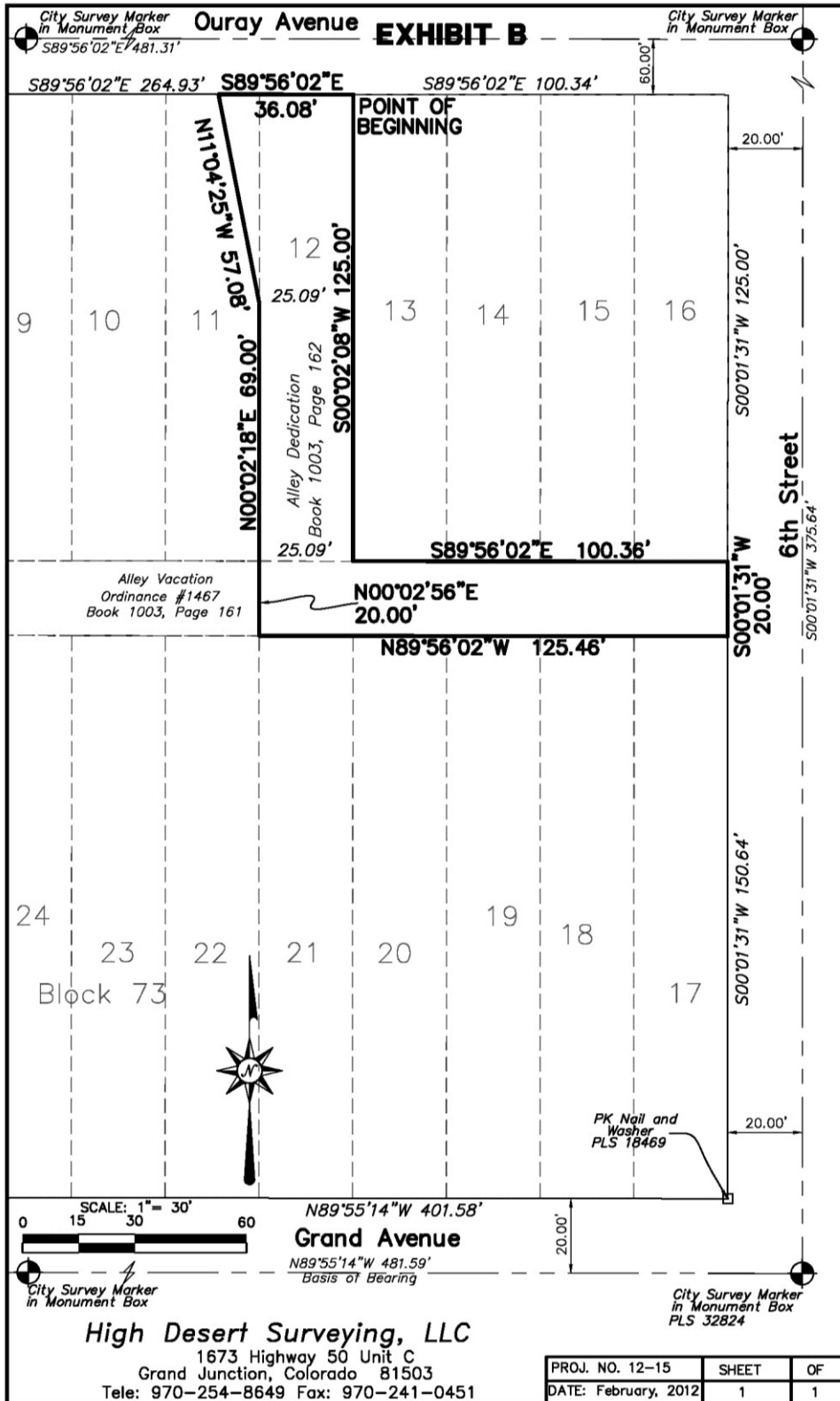
Introduced for first reading and ordered published in pamphlet form on this \_\_\_\_ day of \_\_\_\_\_, 2013.

| PASSED, ADOPTED, an ordered published in pamphlet form this \_\_\_\_ day of \_\_\_\_\_, 2013.

ATTEST:

\_\_\_\_\_  
President of City Council

\_\_\_\_\_  
City Clerk





Date: 2/22/13  
 Author: Kristen Ashbeck  
 Title/ Phone Ext: Senior Planner  
x1491  
 Proposed Schedule: 3/6/2013;  
Planning Commission 3/12/2013  
 2nd Reading : 3/20/2013  
 File # (if applicable): CPA-2011-  
1067; CPA-2012-216; RZN-2012-  
217; ZCA-2012-363

**Attach 3**  
**CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Adopting the Greater Downtown Plan
<b>Action Requested/Recommendation:</b> Introduce Proposed Ordinances and Set a Public Hearing for March 20, 2013 to Adopt the Greater Downtown Plan by Amending the Comprehensive Plan, the Zoning and Development Code, and Amending the Zoning Map
<b>Presenter(s) Name &amp; Title:</b> Kathy Portner, Economic Development and Sustainability Kristen Ashbeck, Economic Development and Sustainability Harry Weiss, Executive Director, Downtown Development Authority

**Executive Summary:**

The Greater Downtown area generally encompasses the original square mile of the City and the area between the Riverside Neighborhood to 28 Road and South Avenue to the Colorado River (see map on a following page). The Greater Downtown Plan includes the following components:

- 1) Comprehensive Plan amendments to Future Land Use Map
- 2) Comprehensive Plan text amendment to add RO (Residential Office) as a zone district that can implement the Downtown Mixed Use Land Use Category
- 3) Rezoning properties within the Greater Downtown Plan
- 4) Text amendment to the Zoning and Development Code to include RO (Residential Office) as a zone district that can implement the Downtown Mixed Use Land Use Category
- 5) Adoption of zoning overlays for Corridors and the Downtown District

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

**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.** The Greater Downtown Plan provides a more detailed plan and includes implementation strategies towards the community goal of supporting downtown.



**Board or Committee Recommendation:**

The Grand Junction Planning Commission will hear the Greater Downtown Plan on March 12, 2013. A recommendation, including any recommended amendments to the documents, will be forwarded to City Council for 2<sup>nd</sup> reading.

**Financial Impact/Budget:**

NA

**Legal issues:**

NA

**Other issues:**

N/A

**Previously presented or discussed:**

The Greater Downtown Plan has been previously presented and discussed periodically with City Council at workshops every couple of months since September 2011.

**Attachments:**

1. Background Analysis and Options
2. Proposed Ordinance to Amend Comprehensive Plan including:
  - Exhibit A, Greater Downtown Plan Report
  - Exhibit B, Comprehensive Plan Text Amendment
  - Exhibit C, Future Land Use Map
3. Proposed Ordinance to Adopt Greater Downtown Plan Zoning Overlay and Zoning Map
  - Exhibit A, Greater Downtown Plan Zoning Overlay Report
4. Proposed Ordinance to Adopt Greater Downtown Plan Zoning Map
  - Exhibit A, Zoning Map

## **ATTACHMENT 1**

### **1. Background, Analysis and Options:**

A Strategic Downtown Master Plan that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008. The Plan defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay. The Strategic Downtown Master Plan was considered by City Council on September 14, 2009 but, due to pending adoption of the Comprehensive Plan, Council voted to continue the Plan to an unspecified future date.

A South Downtown Neighborhood Plan encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, 3 public open houses with 80-100 people in attendance at each open house. The Plan included an existing conditions analysis, goals and implementation including a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The South Downtown Neighborhood Plan was considered by City Council on June 16, 2008 but was not adopted.

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

For planning purposes, the Greater Downtown area has been divided into three subdistricts as shown on the map on a following page: the Downtown, Rail and River Districts.

#### **2. Planning/Public Process**

##### **Technical Committee**

The Greater Downtown Plan technical committee was comprised of staff members from various public agencies including City Public Works and Planning, City Parks and Recreation, City Geographic Information Systems, Mesa County Planning, the Regional Transportation Planning Office, Mesa County Facilities and Parks, the Downtown Development Authority and the Mesa County Public Library District. The Committee met three times during the course of developing the Greater Downtown Plan and members attended public open houses to discuss concerns and proposals with participants.

##### **Public Open Houses**

Two public open houses were held in December 2011 and February 2012 to present concepts and solicit input from property owners and interested citizens.

Notifications/invitations to both public open houses were mailed to all property owners within the Greater Downtown Plan area. Approximately 60 people attended the first open house and 40 attend the second open house. Another public forum to provide information to the public on the proposed zoning overlay for the Central Business District was held on January 31, 2013 which was attended by 30 downtown property owners.

### **Questionnaires and Comments**

A series of questionnaires was available at the December 2011 open house and on the City's web site that were used to solicit public comment and weigh community opinions on design concepts that might be proposed with the Plan. 130 questionnaires were returned. In addition, citizens could provide other written comments at both open houses. The results of the questionnaires and the written comments are included on following pages.

### **Letters/Meetings with Individual Property Owners**

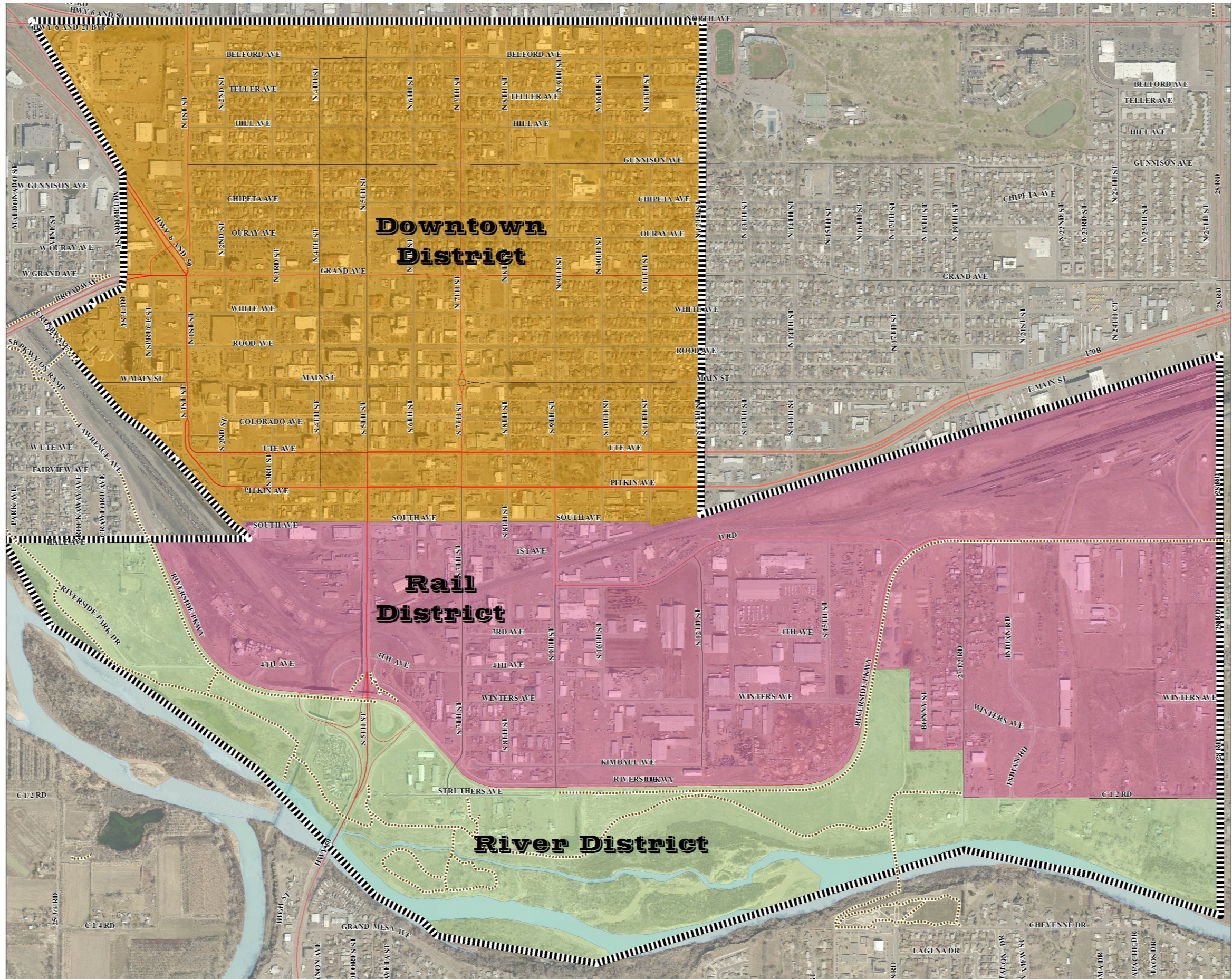
City Public Works and Planning staff coordinated meetings with key individual property owners, businesses or others that contacted the City regarding the Greater Downtown Plan. In addition, individual letters were mailed to property owners along the corridors that may be impacted by the land use and zoning proposals of the Greater Downtown Plan. Follow up meetings or conversations were held with property owners as requested.

### **Community Presentations/Discussions**

Public Works and Planning staff conducted several presentations and discussions regarding the Greater Downtown Plan with community groups and businesses including the Chamber of Commerce, Bray and Company Realty, the Downtown Development Authority and Rail and River District corridor property owners.

### **City Council, City Planning Commission and Mesa County Planning Commission Workshops**

City Public Works and Planning staff attended several workshops with elected and appointed City and County officials to inform and solicit input on the Greater Downtown Plan during its development.



Greater Downtown Plan

The public participation process involved community evaluation of various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the Greater Downtown Plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that were translated to the goals listed below for the Greater Downtown Plan.

A. Area-Wide Goals and Policies

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

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

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

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

B. Downtown District Goals and Policies

Goal 1: Maintain and enhance the economic, cultural and social vitality of the Downtown District.

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

Goal 3: Develop a pedestrian-oriented, walkable downtown.

Goal 4: Stabilize and enhance the historic residential neighborhoods.

Goal 5: Recognize and promote opportunities to build sub-districts/neighborhoods, each with a unique identity.

Goal 6: Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

C. Rail District Goals and Policies

Goal 1: Preserve the opportunity for heavy industry and rail service that supports it.

Goal 2: Recognize distinction between “industrial” streets such as 9<sup>th</sup> and 12<sup>th</sup> Streets and “public” streets 7<sup>th</sup> Street and Riverside Parkway.

Goal 3: Promote higher quality, customer and pedestrian friendly development along 7<sup>th</sup> Street and Riverside Parkway.

Goal 4: Re-establish and improve a street grid in the Rail District.

#### D. River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront

Goal 2: Create retail, general commercial and mixed use opportunities that complement the riverfront use.

Goal 3: Create/enhance redevelopment opportunities and partnerships

#### Comprehensive Plan

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

**A. Concentrated Centers** – The Plan calls for three types of centers; the City Center, Village Centers and Neighborhood Centers.

**B. Sustainable Growth Patterns** – Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment.

**C. Housing Variety** – Allow, encourage more variety in housing types that will better meet the needs of our diverse population.

**D. 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.

**E. Balanced Transportation** – Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.

**F. A Regional Center** – Preserve Grand Junction as a provider of diverse goods and services and residential neighborhoods.

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

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

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

**Goal 6.** Land use decision will encourage preservation of existing buildings and their appropriate reuse.

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

**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.

#### Comprehensive Plan Text Amendment

For some of the parcels in the Downtown District with an existing zoning of Residential Office (RO), the existing Future Land Use Map shows a land use category of Downtown Mixed Use. Presently, the RO district cannot be used to implement the Downtown Mixed Use category. However, the nature of these parcels is that they are small and on the periphery of the Central Business District so a rezone to a zone district that is acceptable in the Downtown Mixed Use Category (e.g. Downtown Business, B-2) would not provide a compatible transition to nearby residential areas. Consequently, the text of the Comprehensive Plan is proposed to be revised to include Residential Office (RO) as an acceptable zone district to implement the Downtown Mixed Use land use category.

#### Future Land Use Map Amendments

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

A component of the Greater Downtown Plan is a new Future Land Use Map for the area. The new map will amend the existing Comprehensive Plan Future Land Use Map and is the first step in implementing an overall vision for the Greater Downtown area. The land use categories and their application are further defined in the Greater Downtown Plan report document (Attachment 2). Future Land Use Map amendments in the Greater Downtown area are shown as the highlighted areas on the map on the following page. The map on the following page highlights the areas that are proposed to change.

The changes are proposed generally to create better areas of transition between land uses, remove inconsistencies between the future land use and zoning categories, and begin to define the intended character of development in some areas. A more detailed description of each proposed change is included on the following pages.

Regarding the removal of inconsistencies, when the City adopted the Comprehensive Plan, it did not rezone property to be consistent with the new land use designations. As a result, certain urban areas had a land use designation that called for a change of the current zoning of the property. In several cases the zoning was to be upgraded to allow for more residential density or commercial/industrial intensity. In other cases the zoning was to be downgraded to reduce commercial/industrial intensity. However, in order to remove the inconsistency between the Comprehensive Plan's Future Land Use Map and the zoning of these properties, the Comprehensive Plan Future Land Use Map needs to be amended.

**Downtown District Future Land Use.** The Greater Downtown Plan within the Downtown District is formulated around seven general land use categories: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use,

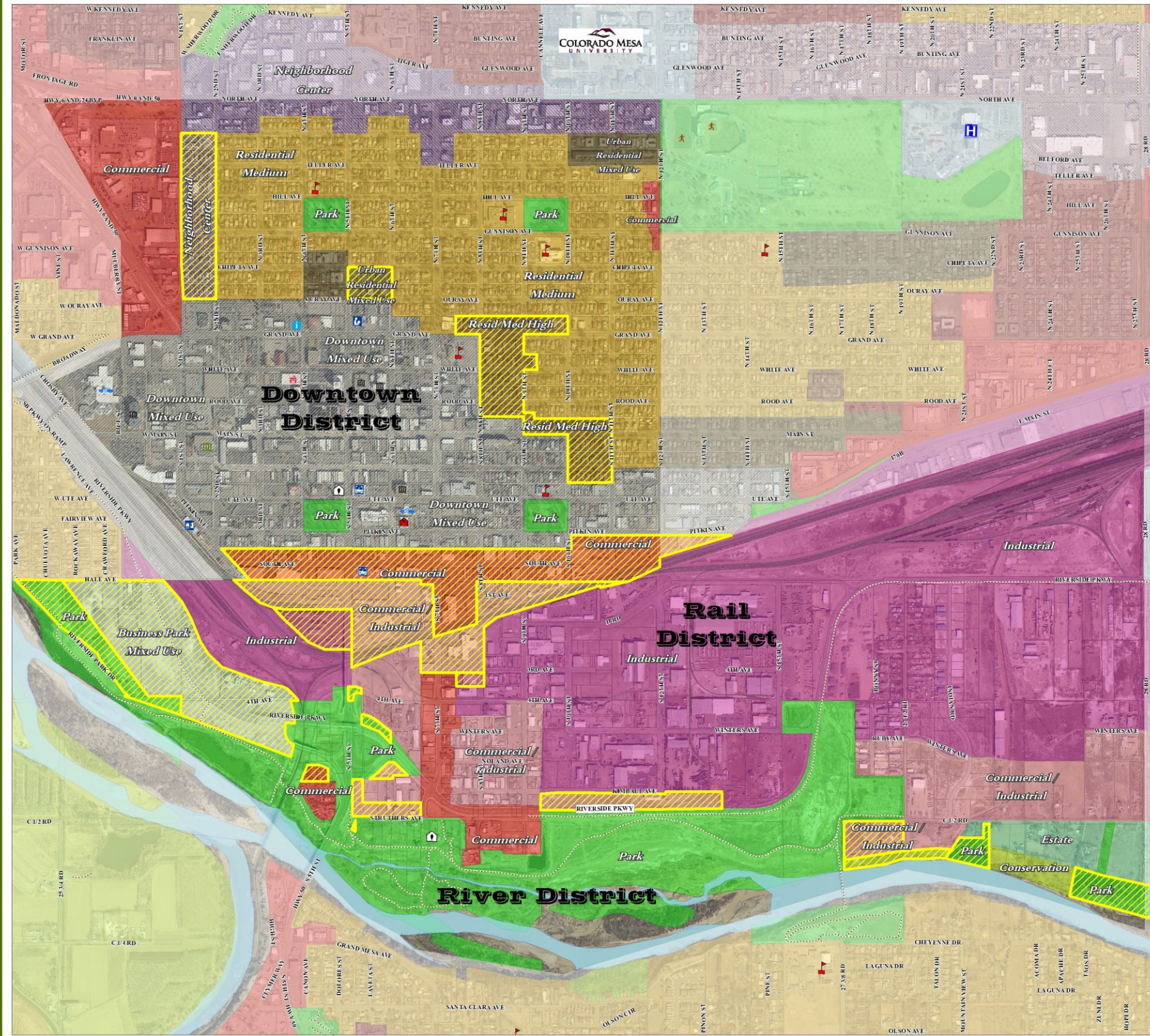
## Residential Medium High Density, Residential Medium Density and Parks and Open Space.

Future Land Use Map amendments in the Downtown District are summarized below.

- North First Street Neighborhood Center – revised from Commercial, expands the North Avenue Neighborhood Center around the corner to the south and provides transition from the commercial corridor to the residential areas of the Downtown District.
- 500 Block of Ouray/Chipeta Avenue – revised from Downtown Mixed Use to Urban Residential Mixed Use in order to better reflect an intended lower intensity of land use on this block and correspond with existing zoning.
- Eastern periphery of the Downtown Mixed Use Area – revised from Residential High Mixed Use to Residential Medium High
- There are 139 parcels within the Downtown District whose current zoning category conflicts with the current land use category. With the exception of the blocks along the north side of Grand Avenue, the conflicts will be resolved through the land use changes proposed above. The parcels along Grand Avenue are proposed to be rezoned (see zoning discussion below) in order to resolve the conflicts.



# Greater Downtown Plan - Proposed Future Land Use



**Rail District Future Land Use.** The Greater Downtown Plan within the Rail District is formulated around five general land use categories: Business Park Mixed Use, Commercial, Commercial industrial, Industrial and Parks and Open Space. Future Land Use Map amendments in the Rail District are summarized below.

- Areas southwest of the railroad tracks to the Riverside Parkway on the west side of 5<sup>th</sup> Street – revised from Industrial to Business Park Mixed Use to be consistent with existing land uses but also reflect potential future redevelopment that is expected based on the Greater Downtown Plan.
- Areas in the “wedge” between South Avenue and the railroad tracks – revised from Downtown Mixed Use to Industrial, Commercial/Industrial and Commercial to be consistent with existing zoning.
- There are 69 parcels within the Rail District whose current zoning category conflicts with the current land use category. With the exception of a few parcels along Riverside Parkway, the conflicts will be resolved through the land use changes proposed above. The parcels along the Parkway are proposed to be rezoned (see zoning discussion below) in order to resolve the conflicts.

**River District Future Land Use.** The Greater Downtown Plan within the River District is formulated around six general land use categories: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. Future Land Use Map amendments in the River District are summarized below.

- Areas southwest of the Riverside Parkway to the riverfront trail on the west side of 5<sup>th</sup> Street (mostly City-owned properties) – revised from Industrial and Commercial/Industrial to Business Park Mixed Use to be consistent with existing land uses but also reflect potential future redevelopment.
- Areas on the east and west side of 5<sup>th</sup> Street between the Riverside Parkway ramps and Struthers Avenue – revised from Park and Commercial to Commercial (west side) and Commercial/Industrial (east side) to be consistent with existing zoning and better conform to existing parcel boundaries.
- Areas east of 27-1/2 Road, between C-1/2 Road and the Colorado River – revised to reflect ownership by Colorado State Parks (Park) and add Conservation area along the river to reflect the intentions to complete the Riverfront Trail in this area.
- The three properties along the river just east of 27-1/2 Road known as the Brady properties (labeled as Under Review) do not currently reflect a future land use category since the zoning is under consideration and will be voted upon by the citizens of Grand Junction in the April 2013 election. Once the zoning is established, the Future Land Use Map will be amended accordingly.
- There are 29 parcels within the River District whose current zoning category conflicts with the current land use category. With the exception of a few parcels near the Riverside Parkway/5<sup>th</sup> Street interchange, the conflicts will be resolved through the land use changes proposed above. The parcels near the interchange are proposed to be rezoned (see zoning discussion below) in order to resolve the conflicts.

#### 4. Rezoning Properties within Greater Downtown (RZN-2012-217)

Similar to changes in the Comprehensive Plan Future Land Use Map, proposed zoning changes are also one of the first steps towards implementing an overall vision for the Greater Downtown area. Generally, zoning changes from what presently exists are minimal as shown on the map on the following page. Those that are proposed to change (highlighted in yellow) were due to review of information, development of goals and policies for the Greater Downtown area, and public input throughout the Greater Downtown Plan process. The zone districts and their application are further defined in the Greater Downtown Plan report document (Attachment 1). Zoning changes in the Greater Downtown area are proposed primarily to create better areas of transition between land uses, remove errors and inconsistencies between the zoning and future land use categories, and begin to define the intended character of development in some areas.

**Downtown District Zoning.** Proposed zoning within the Downtown District is shown on maps and the zone districts further described in the Greater Downtown Plan report (Attachment 1). The detailed areas are highlighted in yellow on the map on page 12 of this report. Generally, the zoning is proposed to remain the same as currently exists. The few zone changes are described below.

- Southeast corner of Chipeta Avenue and 5<sup>th</sup> Street – revised from R-8 to R-O to be consistent with the Urban Residential Mixed Use land use category.
- 1100 block of Colorado Avenue – revised from B-1 to B-2 to be consistent with the Downtown Mixed Use land use category.

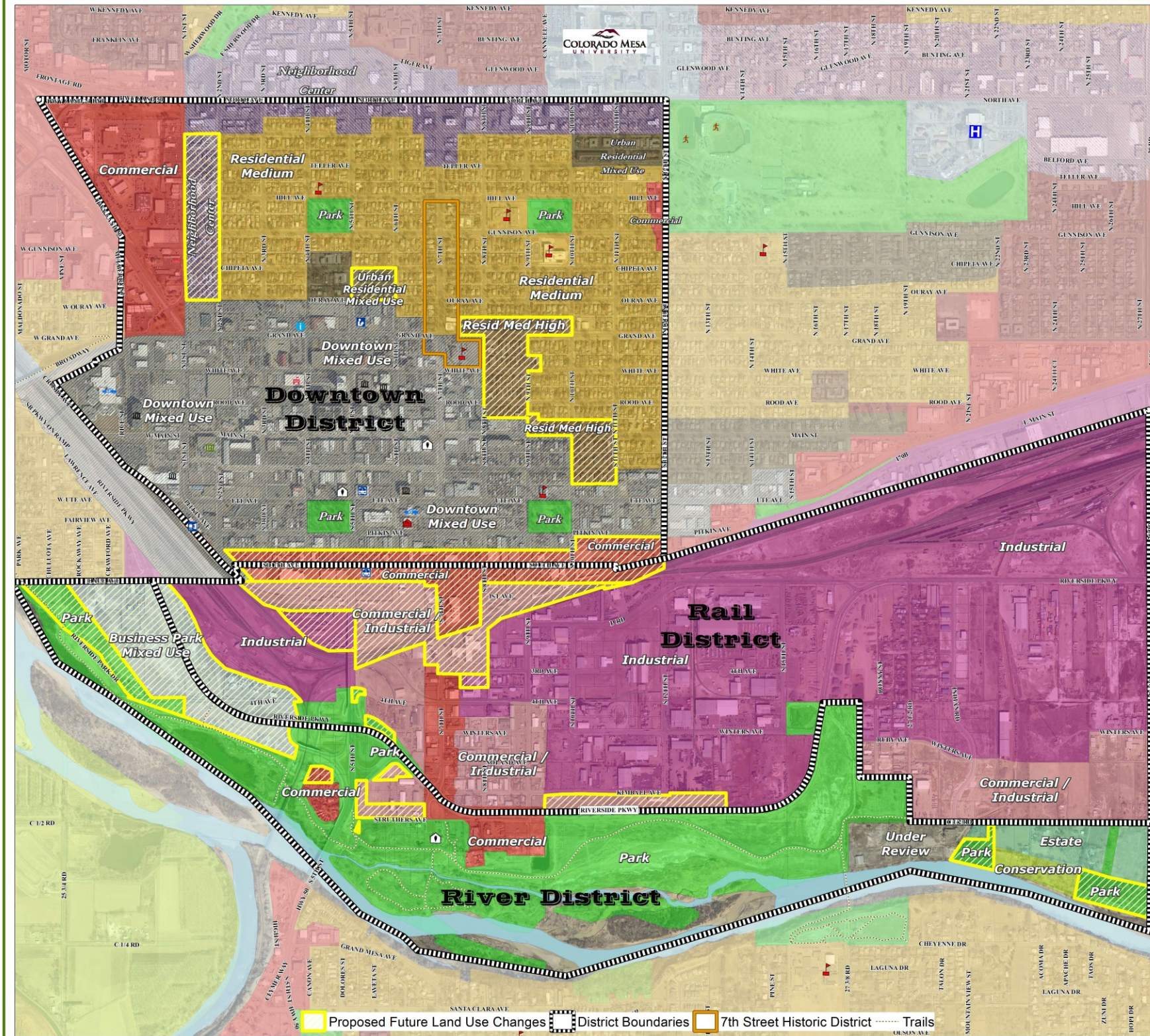
**Rail District Zoning.** Proposed zoning within the Rail District is shown on maps and the zone districts further described in the Greater Downtown Plan report (Attachment 1). The detailed areas are highlighted in yellow on the map on page 12 of this report. Generally, the zoning is proposed to remain the same as currently exists. The few zone changes are described below.

- Two parcels west of South 5<sup>th</sup> Street revised from I-2 to I-1 and I-O to be consistent with the Commercial/Industrial and Business Park Mixed Use future land use categories.
- City-owned parcels at the interchange of South 5<sup>th</sup> Street and Riverside Parkway from C-1 to CSR to be consistent with zoning of similar City-owned properties.
- Remnants of Las Colonias Park on the north side of Riverside Parkway from CSR to C-2 and I-2 to reflect existing and potential lease to adjacent property owners.

**River District Zoning.** Proposed zoning within the River District is shown on maps and the zone districts further described in the Greater Downtown Plan report (Attachment 1). The detailed areas are highlighted in yellow on the map on page 12 of this report. Generally, the zoning is proposed to remain the same as currently exists. The few zone changes are described below, primarily impacting City-owned properties.

- Areas southwest of the Riverside Parkway to the riverfront trail on the west side of 5<sup>th</sup> Street (mostly City-owned properties) from I-O and I-1 to BP and I-O to be consistent with existing uses (private properties) as well as reflect potential future redevelopment of both the City and private properties in this area.
- Areas along the Colorado River near the Riverside Neighborhood from I-O to CSR to reflect existing riverfront trail use on City-owned property.
- City-owned parcels at the interchange of South 5<sup>th</sup> Street and Riverside Parkway from C-1 to CSR to be consistent with zoning of similar City-owned properties.
- City-owned parcels near the Botanical Gardens from C-2 to CSR to be consistent with zoning of similar City-owned properties.
- The three properties along the river just east of 27-1/2 Road known as the Brady properties (labeled as NONE) do not currently reflect a zoning as the topic is under consideration and will be voted upon by the citizens of Grand Junction in the April 2013 election.

# Greater Downtown Plan - Proposed Future Land Use



## Greater Downtown Future Land Use Categories

- |                            |                         |                            |   |                    |                                    |
|----------------------------|-------------------------|----------------------------|---|--------------------|------------------------------------|
| Neighborhood Center (NCMU) | Business Park Mixed Use | Industrial (IND)           | Residential Med High (RMH)                    | Park (PK)          | Urban Residential Mixed Use (URMU) |
| Downtown Mixed Use         | Commercial (COM)        | Commercial Industrial (CI) | Residential High Mixed Use or Resid. Med High | Conservation (CON) |                                    |



##### 5. Other Implementation Strategies of the Greater Downtown Plan (CPA-2011-1067)

In addition to the Future Land Use and Zoning changes proposed, the City has a variety of other tools available through which the goals of the Greater Downtown Plan can be implemented so that the vision for Greater Downtown can materialize and eventually be realized. This Plan represents the first phase of implementation and includes the basic strategies of designating Future Land Use categories and zoning properties as needed as previously discussed, including strategies and proposals for a circulation plan, creating a workplan for improvements to the public parks within Greater Downtown, establishing goals and policies for future phases of plan implementation such as economic development strategies (see below), and amending development standards of the zoning districts through a zoning overlay (see Section 6. on following page).

The Circulation and Trails Plans for Greater Downtown is shown in Appendix C of the Greater Downtown Plan report. The plan identifies a street network that includes both existing and proposed streets and both major and minor streets and proposed on-street bicycle facilities and off-street trails. The Circulation and Trails Plans also identify potential enhancements within Greater Downtown that could be implemented over a number of years. The desired cross-sections and level of streetscape development along the streets within Greater Downtown support the overall Plan goals, land uses and circulation to and from the area for pedestrian, bicycle and vehicles.

The Greater Downtown Plan report includes details for ongoing maintenance, improvements, redevelopment and in some cases new development within the Greater Downtown area parks. In addition, the plan summarized the work that has already been completed for potential redevelopment of the City-owned Jarvis property in the eastern portion of the Rail District.

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

The *Grand Junction Strategic Downtown Master Plan* presented guiding principles which; while general in nature, were considered responsive to prevailing conditions, market opportunities, framework elements and stakeholder input. Based on information reviewed and community input received during the Greater Downtown Plan process, these guiding principles are still relevant to the Greater Downtown Plan and are listed below and described in greater Detail in the Greater Downtown Plan report (Attachment 1).

- Downtown is one submarket that competes with other submarkets in Grand Junction.
- Downtown must be market-responsive to changing conditions.
- Downtown infrastructure must be protected and retained.

- Downtown’s “tool bag” must contain a variety of strategies and mechanisms that are comprehensive, flexible and creative in order to attract investment.
- Public investment must leverage private investment.
- Public policy must support downtown development.
- Public-private partnerships are essential.

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

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

In addition, discussions with the Grand Junction Economic Partnership, Business Incubator, Manufacturers’ Council and Chamber of Commerce during development of the Greater Downtown Plan brought to light many opportunities for the area, the majority of which is within the established Mesa County Enterprise Zone. The Plan outlines goals, policies and strategies that can be used to further the economic (re)development of the Rail and River Districts in Greater Downtown.

- Need for flex space for different types of small business
- Opportunity to develop additional incentives for redevelopment
- Allow for live-work opportunities
- Opportunity to develop partnerships

6. Greater Downtown Plan Zoning Overlay (RZN-2012-218)

The Greater Downtown Zoning Overlay (Attachment 2) is intended to provide guidance and criteria for the planning, design and implementation of public and private improvements in the Greater Downtown area. If properly administered and adhered to, the standards and guidelines should result in public and private development improvements (or a combination thereof) that achieve, as a minimum, a common level of

quality in terms of site design, architectural design, landscaping and other site improvements.

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

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

The standards and guidelines were developed upon an analysis of the existing character of the Greater Downtown area. The area was divided into subdistricts and the Downtown District was further divided into subareas (see map in Attachment 2 and on page 17) based on existing zoning, character of existing development and potential for redevelopment opportunities. In addition, primary corridors were identified for which overlay guidance was created. The subareas and primary corridors are shown on the maps on pages 17 and 18.

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

**Corridor Overlay.** The Greater Downtown Plan Zoning Overlay includes standards and guidelines for primary corridors in the River and Rail Districts to begin to implement goals of the plan to 1) improve the visual impact of development along the corridors; and 2) promote higher quality architectural treatment and site design as new development and redevelopment occurs along the corridors. The goals of the corridor guidelines and standards are to:

- Define a vision using examples of what is desired
- Provide design flexibility on a site-by-site basis
- Provide menus of design options so designer/builder can decide what works best for a particular project/site and the vision can be achieved without substantial cost

- Provide design options that provide flexibility for trade-offs in building and site design
- Clearly define what is required for new construction versus building remodels

The corridor standards and guidelines are outlined in two areas: 1) Commercial Corridors; and 2) Industrial Corridors. For each type of corridor the standards and guidelines address Site Design, Architectural Design, Landscaping and Signage.

**Downtown District Subarea Zoning Overlay.** The Greater Downtown Plan includes zoning overlay standards for the subareas of the Downtown District as depicted on the map on page on page 18. Application of the standards and guidelines will begin to implement goals of the plan to:

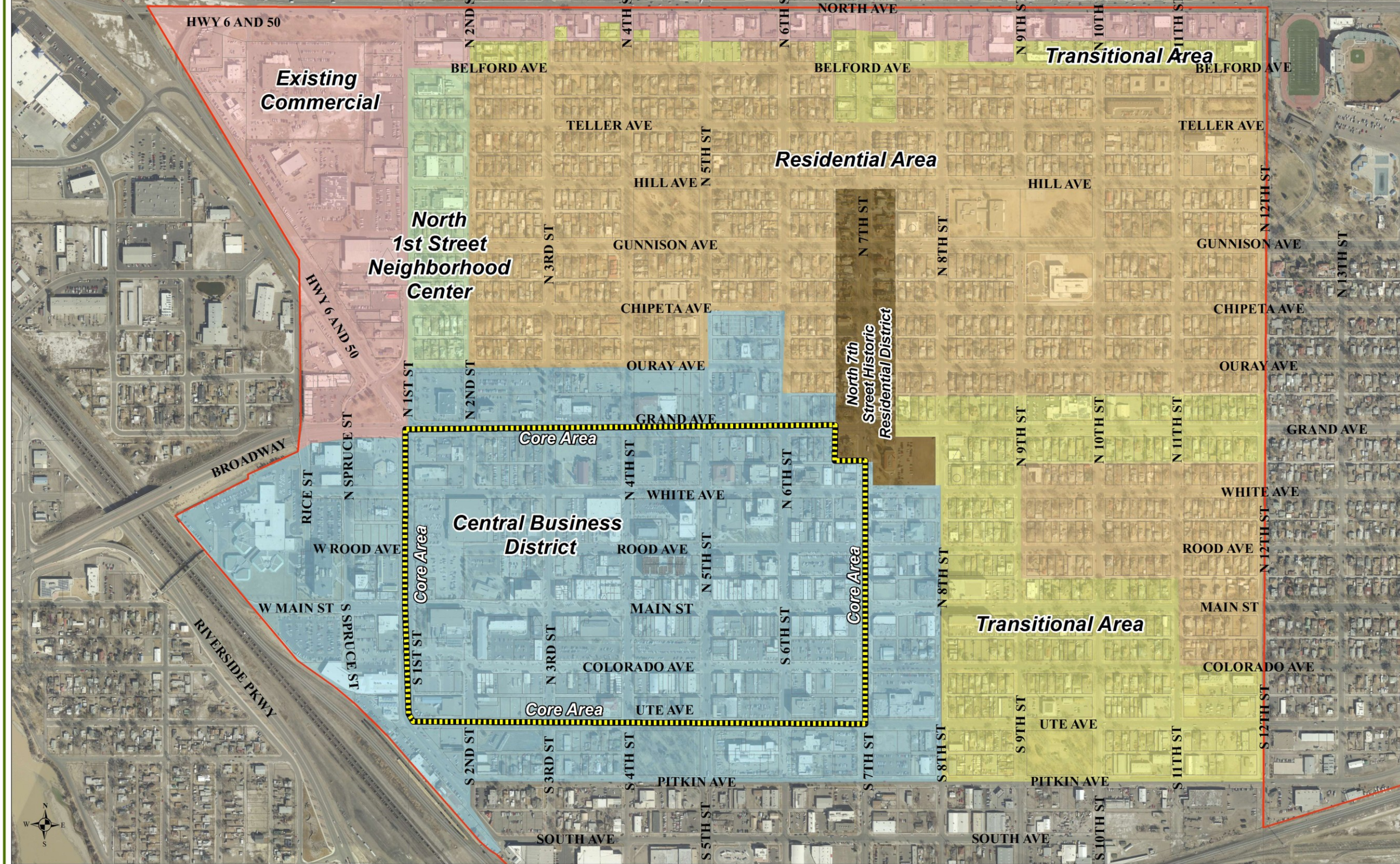
- Maintain and enhance the economic, cultural and social vitality of Downtown
- Promote downtown living by providing a wide range of housing opportunities
- Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking
- Stabilize and enhance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

The Downtown District subarea standards and guidelines are outlined in five areas and summarized below: 1) Area-Wide; 2) Central Business District-Wide; 3) Central Business District Core area; 4) Residential areas; and 5) Transitional areas.

**Downtown District Area-Wide Standards and Guidelines**

- Due to constraints of downtown properties, allows Director to make reasonable exceptions to the provisions of the Zoning and Development Code and the Greater Downtown Plan Zoning Overlay.
- Provide good, interconnected multimodal transportation choices.
- Requires traffic calming measures in public rights-of-way as properties redevelop or infrastructure is reconstructed.

# Downtown District - Subareas

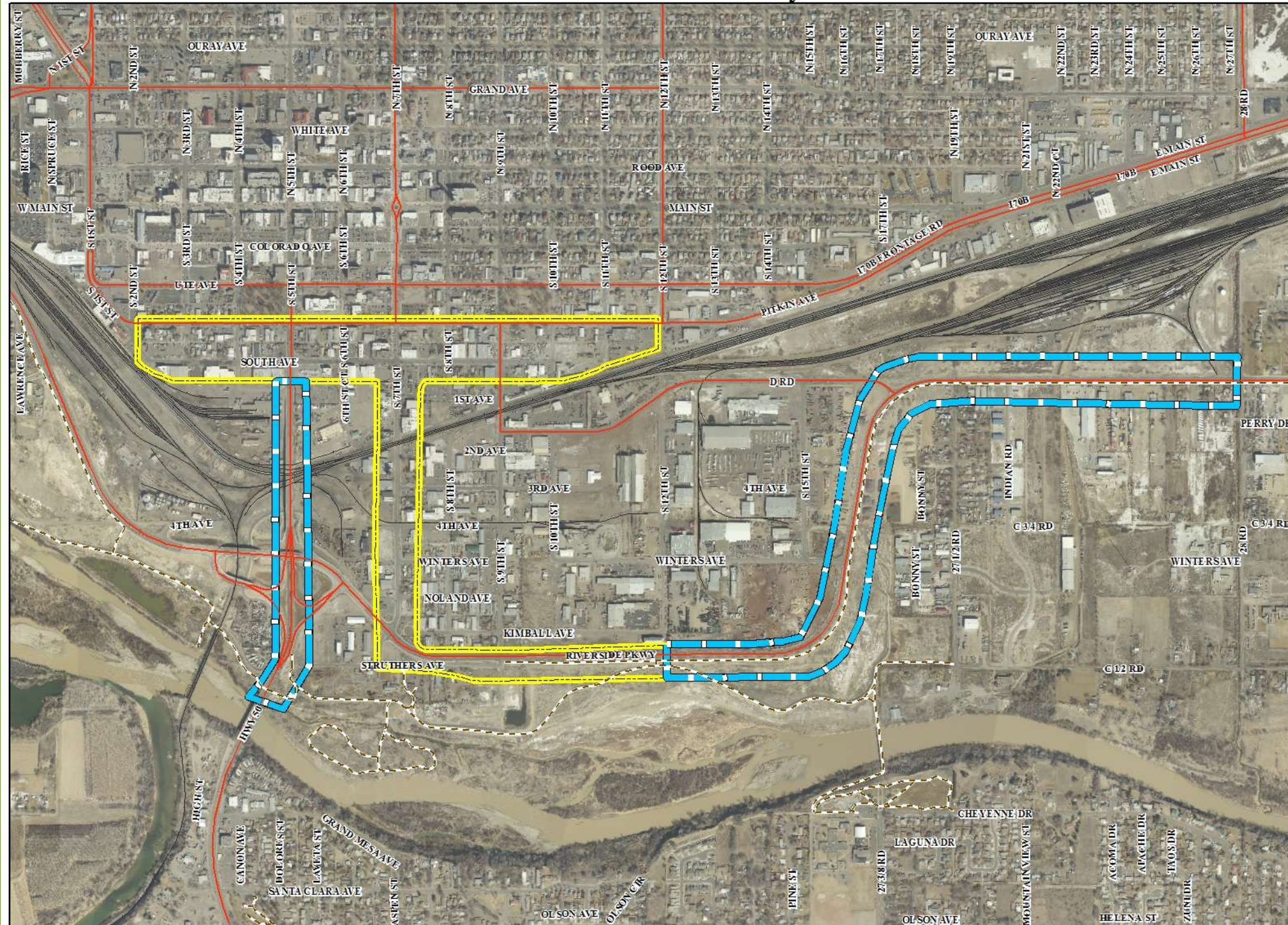


**Downtown Subareas** Central Business District Core Central Business District North 1st St Neighborhood Existing Commercial Residential Area Transitional Area 7th Street Historic

G:\GIS\DEPARTMENT\PLANNING\NEIGHBORHOOD PLANS\GREATER DOWNTOWN\ZONING OVERLAY.mxd



# Greater Downtown Overlay Corridors



Greater Downtown Overlay Corridors — Industrial Corridor — Commercial Corridor

--- Trails

## **Central Business District (CBD) Guidelines and Standards**

### **Overall Vision/Character**

- Activate the downtown core streets through emphasis on higher pedestrian traffic, businesses on the ground level that attract pedestrian traffic, and corner buildings that invite traffic on both streets.
- Encourage high quality, compatible design for all new buildings and establish a cohesive architectural character/theme that complements existing buildings.
- Use building materials that are traditional and weather well and provide a broad variety of appearance.
- Encourage high density, mixed-use development and structures.
- Encourage gradual scale transitions between the CBD and adjacent neighborhoods.
- Minimize single use, surface parking and encourage shared parking.
- Require parking located behind buildings be accessed from the alley.
- Provide streetscape details and landscaping that compliment the architectural character of downtown and exhibit an urban character.

### **Overall Standards**

- Maximum building height 90 feet
- Upper floors of taller buildings shall step back a minimum of 10 feet
- Buildings along Chipeta and Ouray Avenues shall be set back a minimum of 20 feet and step down so the front façade is of a residential scale
- Off-street parking is to be located behind buildings and accessed from the alley
- Minimize curb cuts to maximize on-street parking
- Pedestrian lighting shall be in historical style light poles
- Streetscape design along the northern edge of the CBD shall transition between urban hardscape and more residential streetscape character
- Director may consider variations to landscaping Code, considering existing and proposed streetscape and/or the urban design character of the area

### **Central Business District Core Area Guidelines**

- Only apply to Core Area as depicted on map on page 18
- Façade detailing including entrances and doorways should be compatible with neighboring historic buildings.

### **Central Business District Core Area Standards**

- Only apply to Core Area as depicted on map on page 18
- Minimum building height in the CBD Core Area is 2 stories. Some uses are exempt from the requirement and the Planning Commission may consider other exceptions.
- Maximum building setback of 2 feet, compatible with the mean setback of the immediately adjoining lots on both sides but not greater than 20 feet.
- Building setbacks of up to 10 feet from the abutting street may be allowed if there is a prescribed function for space in front of a building, then maximum building setback is 10 feet.

- Facades shall be visually interesting with varied materials, patterns, definition of bays or other building articulation, 50% minimum in windows on street level façade, façade cap/cornice that cast a shadow. The property owner/developer may choose from a list of architectural elements and choose to meet 4 of the 9 options.

### **Residential Areas Standards and Guidelines**

- Do not allow further encroachment by non-residential uses, higher intensity/density or more intensive zoning but provide a diversity of housing types.
- Maintain and enhance the historic character of the streetscape including use and landscaping of the park strips.
- Maintain the existing character of the house styles. New construction and alterations shall be compatible with key architectural characteristics and site elements of the neighborhood including building mass and scale, setbacks, height, roof shape, window patterns, and exterior materials.
- Ensure accessory structures are subordinate to the primary structures on a site.
- Allow multifamily development where existing zoning allows but site and building design must be compatible with the scale and material finishes of single family residential structures.
- Do not allow off-street parking for multifamily development in the front yard or setback.

### **Transitional Areas Standards and Guidelines**

- Uses as allowed by the Zoning and Development Code but a mix of residential and nonresidential uses on the same lot shall be located in the same structure.
- Hours of operation of nonresidential uses restricted to 7:30 am and 8:00 pm.
- Maximum building size is 10,000.
- Outdoor storage and display are prohibited.
- New residential and non-residential construction shall be designed to have a single family residential character in building mass and scale, setbacks, height, roof shape, window patterns, location of entryways, and exterior materials.
- Signs for non-single family uses are restricted in type, size, location and lighting.
- Non-single family residential uses in the downtown Transitional areas shall be designed and operated not to increase on-street parking in front of single family dwellings in the neighborhood.
- Service entrances, loading areas and dumpsters shall be located only in the rear or side yard.
- Front yards shall be reserved for landscaping, sidewalks, driveway access to parking areas and signage.

#### **REVIEW CRITERIA:**

Comprehensive Plan amendments to the Future Land Use Map, zoning changes and the zoning overlays must meet one or more of the following criteria for approval per sections 21.02.130 and 21.02.140 of the Municipal Code. These criteria do not apply

for consideration of the text amendment to the Comprehensive Plan and the text amendment to the Zoning and Development Code.

*(1) Subsequent events have invalidated the original premise and findings;*

The subsequent event that has occurred is the Greater Downtown Plan planning process which has included several general public meetings, meetings with property owners, tenants and local community groups, results of questionnaires and comments solicited from the general public. The Comprehensive Plan did not include this level of planning detail thus, the original premise and findings of that Plan have been amended to reflect the findings of the Greater Downtown Plan.

Similarly, the existing zoning Code and map did not take into account the more detailed analysis of zoning in the Greater Downtown area that was done with the Greater Downtown Plan planning process. For some parcels within Greater Downtown, the original premise and findings of the existing zoning map were not consistent with the Future Land Use Map or did not reflect the overall goals of the Greater Downtown Plan. For some areas and corridors in Greater Downtown, the overlay zone will be a tool to accomplish the goals of the Comprehensive Plan and Greater Downtown Plan.

*(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan;*

Not applicable.

*(3) Public and community facilities are adequate to serve the type and scope of land use proposed;*

Not applicable.

*(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;*

Not applicable.

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

Primarily, criterion 5 applies to the proposed Comprehensive Plan amendments to adopt the *Greater Downtown Plan* and amend the Future Land Use Plan, the zoning map amendments, and the amendment to the Zoning and Development Code to adopt the *Greater Downtown Plan Zoning Overlay*. The benefit derived by adoption of these items will help the community meet some of its long term goals as expressed in the Comprehensive Plan as discussed in greater detail on page 6 of the staff report.

## ATTACHMENT 2

### CITY OF GRAND JUNCTION, COLORADO ORDINANCE NO. \_\_\_\_\_

#### AN ORDINANCE ADOPTING THE GRAND JUNCTION GREATER DOWNTOWN PLAN

#### AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE AREA GENERALLY INCLUDING THE ORIGINAL SQUARE MILE, SOUTH AVENUE TO THE COLORADO RIVER AND RIVERSIDE NEIGHBORHOOD TO 28 ROAD

#### RECITALS.

A *Strategic Downtown Master Plan* that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008. The Plan defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay. The *Strategic Downtown Master Plan* was considered by City Council on September 14, 2009 but, due to pending adoption of the *Comprehensive Plan*, Council voted to continue the Plan to an unspecified future date.

A *South Downtown Neighborhood Plan* encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, 3 public open houses with 80-100 people in attendance at each open house. The Plan included a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The *South Downtown Neighborhood Plan* was considered by City Council on June 16, 2008 but was not adopted.

The *Greater Downtown Plan* (Exhibit A) integrates the two previous planning efforts as well as includes areas that had not been covered by either of those plans into a single plan for the downtown area. In addition, the *Greater Downtown Plan* incorporates elements of the Downtown Development Authority's potential projects in order to support the DDA's Downtown Plan of Development. For planning purposes, the Greater Downtown area has been divided into three subdistricts: the Downtown, Rail and River Districts.

The public participation process involved community evaluation of various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the Greater Downtown Plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that were translated to the goals listed below for the Greater Downtown Plan.

### Area-Wide Goals and Policies

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

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

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

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

### Downtown District Goals and Policies

Goal 1: Maintain and enhance the economic, cultural and social vitality of the Downtown District.

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

Goal 3: Develop a pedestrian-oriented, walkable downtown.

Goal 4: Stabilize and enhance the historic residential neighborhoods.

Goal 5: Recognize and promote opportunities to build sub-districts/neighborhoods, each with a unique identity.

Goal 6: Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

### Rail District Goals and Policies

Goal 1: Preserve the opportunity for heavy industry and rail service that supports it.

Goal 2: Recognize distinction between “industrial” streets such as 9<sup>th</sup> and 12<sup>th</sup> Streets and “public” streets 7<sup>th</sup> Street and Riverside Parkway.

Goal 3: Promote higher quality, customer and pedestrian friendly development along 7<sup>th</sup> Street and Riverside Parkway.

Goal 4: Re-establish and improve a street grid in the Rail District.

## River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront

Goal 2: Create retail, general commercial and mixed use opportunities that complement the riverfront use.

Goal 3: Create/enhance redevelopment opportunities and partnerships

In addition to identifying goals and policies for the area, the Greater Downtown Plan does the following.

1. Includes an amendment to the Comprehensive Plan text (refer to Exhibit B) and amendments to the Comprehensive Plan Future Land Use Map (refer to Exhibit C).
2. Includes zoning changes as required to create better areas of transition between land uses, ensure that the zoning is consistent with the future land use category and begin to define the intended character of development in some areas.
3. Includes Circulation and Trails Plans that depict future street and trail systems for the area and outlines more specific multimodal transportation improvement concepts that serve as future guidance as development and redevelopment occurs in the area.
4. Includes a zoning overlay that provides guidance and criteria for the planning, design and implementation of public and private improvements in the Greater Downtown area. If properly administered and adhered to, the standards and guidelines should result in public and private development improvements (or a combination thereof) that achieve, as a minimum, a common level of quality in terms of site design, architectural design, landscaping and other site improvements.
5. Outlines other implementation tools such as economic development and redevelopment strategies and improvements to the public parks within the Greater Downtown area.

The Grand Junction Planning Commission is charged with the legal duty to prepare and consider and recommend action to City Council regarding master plans for the City.

The Greater Downtown Plan was heard in a public hearing by the Grand Junction Planning Commission on \_\_\_\_\_, 2013 where the Planning Commission recommended that the City Council adopt the Plan.

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

That the Greater Downtown Plan, City of Grand Junction, Colorado, in the form of the document attached hereto, and as recommended for adoption by the Grand Junction Planning Commission is hereby adopted.

The full text of the Ordinance, including the text of the Greater Downtown Plan, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

**INTRODUCED** on first reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published pamphlet form.

**PASSED** and **ADOPTED** on second reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

---

President of City Council

ATTEST:

---

City Clerk



# Greater Downtown Plan

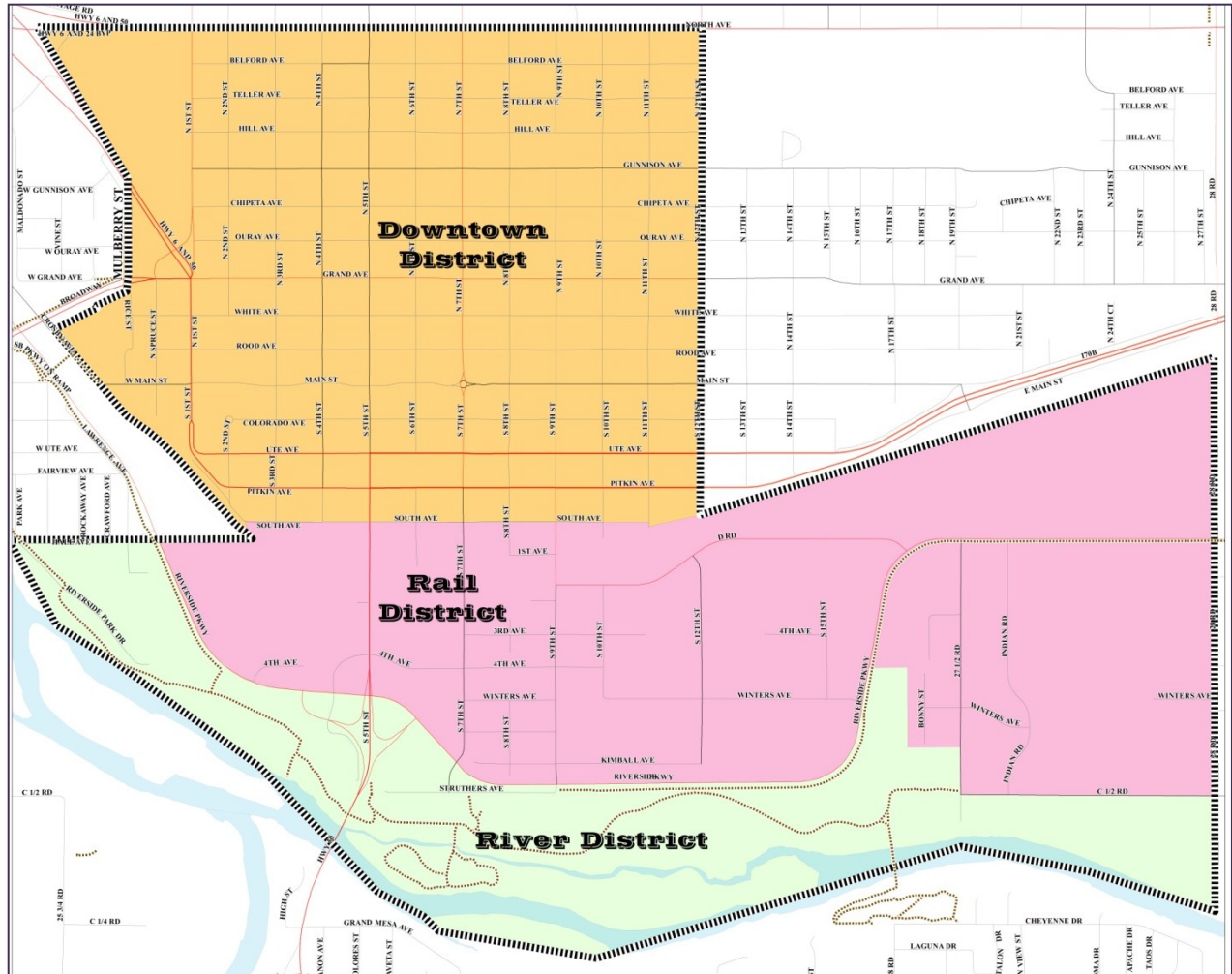
# DRAFT



<b>1. STUDY AREA CONTEXT</b>	4
<b>2. PLANNING BACKGROUND</b>	4
<b>3. COMPREHENSIVE PLAN</b>	5
<b>4. SITE ANALYSIS</b>	6
A. Downtown District	6
B. Rail District	10
C. River District	12
<b>5. GREATER DOWNTOWN GOALS AND POLICIES</b>	14
A. Area-Wide Goals and Policies	15
B. Downtown District Goals and Policies	16
C. Rail District Goals and Policies	17
D. River District Goals and Policies	18
<b>6. IMPLEMENTATION STRATEGIES</b>	18
A. Downtown District Future Land Use and Zoning	19
B. Rail District Future Land Use and Zoning	22
C. River District Future Land Use and Zoning	24
D. Development Standards	27
E. Greater Downtown Circulation Plan	27
F. Entryways and Signage	34
G. Economic Redevelopment	36
H. Greater Downtown Area Parks	38
I. City-owned Jarvis Property	40
<b>APPENDICES</b>	43
A. Future Land Use Map	44
B. Zoning Map	45
C. Circulation Plan	46
D. Development Concepts	48
E. Public Participation Process	54

## 1. STUDY AREA CONTEXT

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



## 2. PLANNING BACKGROUND

A Strategic Downtown Master Plan (SDMP) that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008. The SDMP defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay.

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

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

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

A South Downtown Neighborhood Plan (South Downtown Plan) encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, 3 public open houses with 80-100 people in attendance at each open house. The South Downtown Plan included an existing conditions analysis, goals and implementation including a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The goals of the South Downtown Plan were to:

- Create, maintain and enhance a green waterfront
- Recognize existing heavy industry and rail service that supports it
- Recognize the distinction between “industrial” streets and “public” streets
- Promote higher quality, “cleaner” uses in the area generally between 7<sup>th</sup> and 9<sup>th</sup> Streets
- Improve entry points and connections to downtown
- Increase light industrial opportunities
- Create areas of mixed uses to screen and transition to the heavy industry
- Create and enhance redevelopment opportunities and partnerships

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

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

### 3. COMPREHENSIVE PLAN

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

**A. Concentrated Centers** – The Plan calls for three types of centers; the City Center, Village Centers and Neighborhood Centers.

**B. Sustainable Growth Patterns** – Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment.

**C. Housing Variety** – Allow, encourage more variety in housing types that will better meet the needs of our diverse population.

**D. 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.

**E. Balanced Transportation** – Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.

**F. A Regional Center** – Preserve Grand Junction as a provider of diverse goods and services and residential neighborhoods.

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

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

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

**Goal 6.** Land use decision will encourage preservation of existing buildings and their appropriate reuse.

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

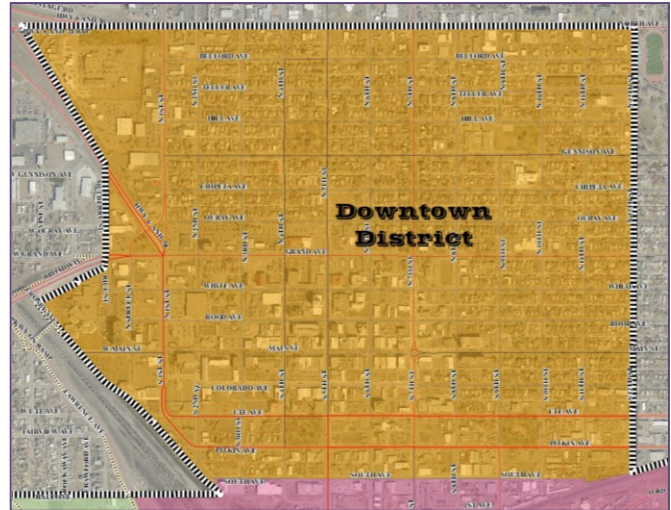
**Goal 9.** Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air and freight movement while protecting air, water and natural resources.

## 4. SITE ANALYSIS

### A. Downtown District

The Downtown District encompasses the original square mile, the area south of North Avenue between 1<sup>st</sup> Street and Highway 6 & 50, and the area south of Grand Avenue between 1<sup>st</sup> Street and the railroad tracks (see map on following page).

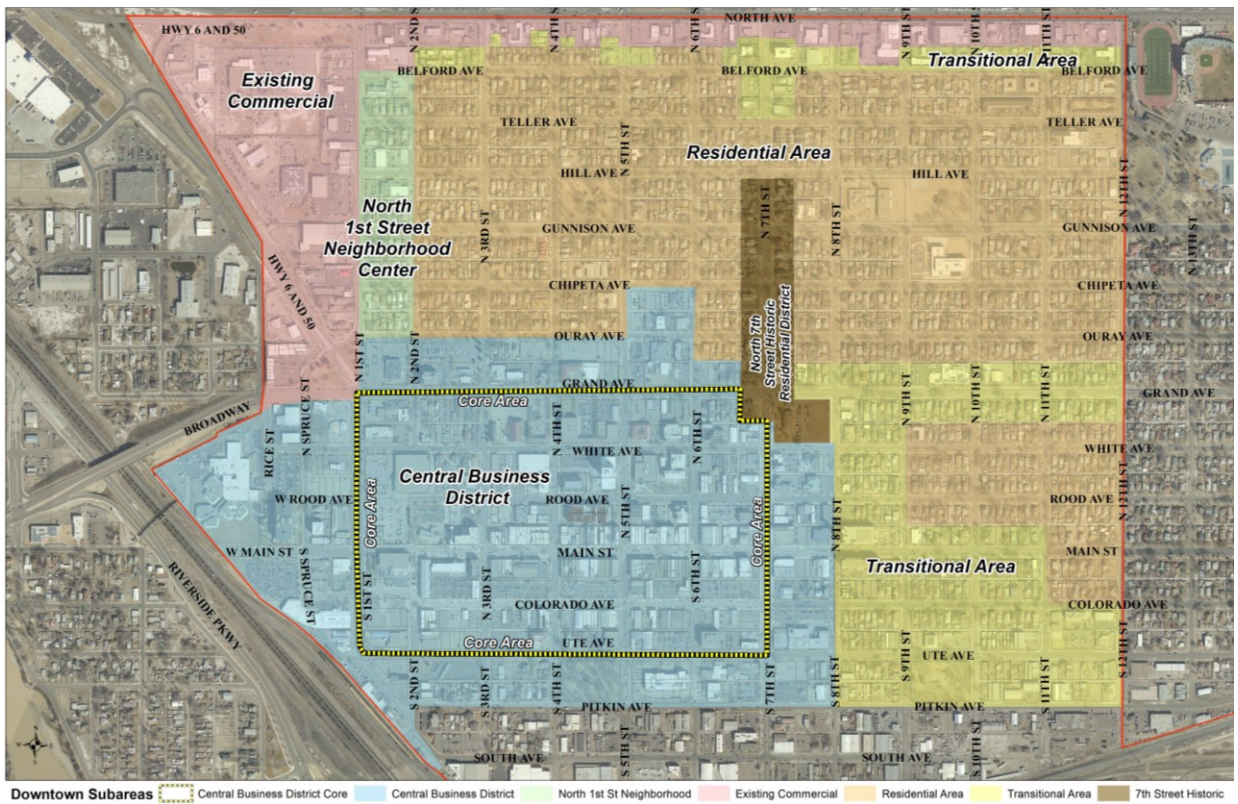
The Downtown District should retain its role as the City's center and a regional destination. With a diverse mix of land uses, civic and public amenities, art and cultural facilities, the Downtown District offers a hub of activity that supports and reflects the regional demographics. Every effort should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



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

- On average, urban residents spend a greater percentage of household income on retail expenditures, particularly on items such as apparel and food away from home. This indicates an opportunity for additional specialty retail and entertainment space in the Downtown District.
- Housing within the Downtown District has been and is expected to continue to increase in density with smaller households comprised of young and old, and moderate and lower-income residents. However, with a growing concentration of middle-aged, moderate- to high-income households in the City as a whole, there is an opportunity for the Downtown District to attract more diverse, higher-income resident base. The entirety of Grand Junction (urban and fringe) faces a growing shortage of quality affordable housing for its very low- and moderate-income residents, as well as working-wage families. This planning process emphasized the need for a set of strategies tailored specifically to the housing challenges present within the Downtown District.
- Downtown commercial vacancy and rental rates are approaching levels required to support new development and/or redevelopment. However, “seed” money will likely be necessary to leverage private investment in projects that will catalyze reinvestment activity throughout the Downtown District.
- Among the higher growth employment sectors in Mesa County are service industries often consisting of small businesses. This represents an opportunity for the Downtown District to develop not only additional live/work units, but also to promote the adaptive re-use of historically significant buildings and less traditional spaces including former church facilities.

- Forecasts indicate that more than one million square feet of employment space (office), more than 1.6 million square feet of retail space and nearly 1,100 residential units could be absorbed in the market over the next ten years, from which the Downtown District could benefit. The degree to which the Downtown District is able to capture new demand within the trade area and beyond will be a function of the redevelopment process itself. Redeveloping key catalyst areas as residential, retail, employment and community destinations will necessarily increase its ability to capture not only a greater share of trade area demand, but also to reach beyond those boundaries.
- The Downtown District is comprised of many uses that result in a number of diverse neighborhoods. While some areas within downtown are comprised of one single use, such as residential or business/commercial, there are many areas that include a range of uses, such as along Grand Avenue. In order to more fully understand specific issues facing the many, diverse neighborhoods within downtown, the Downtown District was divided into five primary subareas: Central Business District (CBD), Central Business District Core Area (Downtown Core), Transitional, Residential and North 1<sup>st</sup> Street Neighborhood Center (Neighborhood Center).

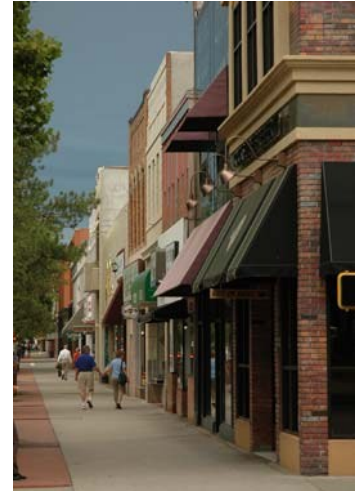


Downtown District Subareas

**Central Business District (CBD).** The CBD contains primarily commercial uses and is located generally south of Ouray Avenue. The CBD also contains a significant number of public and civic facilities. While much of the CBD is zoned to permit a wide range of uses, there are several new projects that have integrated uses into one cohesive project. Pedestrian accessibility and amenities, public facilities, traffic patterns, building heights and commercial development densities combine to create an urban character

that attracts local businesses, employees, residents and visitors to the CBD. Within the CBD, the Downtown Core includes the streets and development patterns that most depend on and are defined by the heaviest pedestrian activity.

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



*Main Street*

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



*New Infill Development Building on Right*



*Residential Subarea Character*

**Residential Subarea.** A significant amount of the Downtown Core contains single family residential uses. The large number of older, historic structures results in a definitive architectural character that local residents want preserved. The North Seventh Street Historic Residential District contains 34 historic homes with a high concentration of early Twentieth Century architectural styles and construction methods. The district covers five blocks of North Seventh Street with the most intact historical residential area in Grand Junction with a variety of Queen Anne, Colonial Revival and Mission style homes.

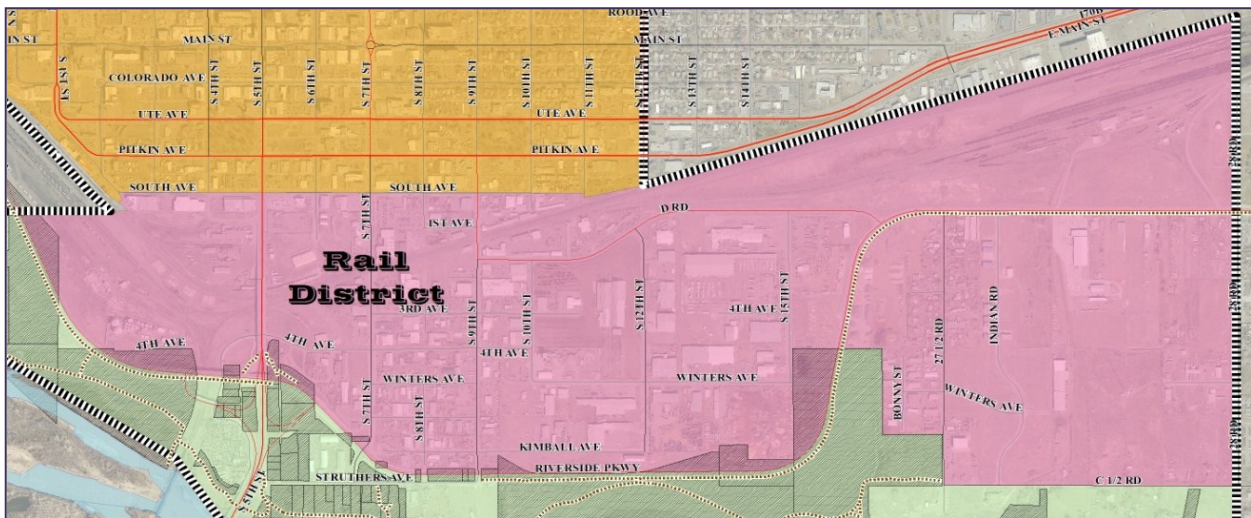
Along the edges of the downtown residential areas, commercial activity is encroaching on established single-family residential neighborhoods. Although existing residents expressed their satisfaction with existing development and uses along the North 1<sup>st</sup> Street and North Avenue, many participants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



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

## B. Rail District

The Rail District is the area bounded by South Avenue and the railroad tracks to the north, Riverside Parkway and C-1/2 Road along the west and south and 28 Road on the east. The man-made framework of the area consists of the buildings and infrastructure that already exist, some of which is very old, and some of which was recently constructed. The railroad tracks along the northern portion of the Rail District as well as the sidings that come into the area are very important considerations. Several spurs continue to be heavily used by the industry in the area, while others have been abandoned but may be available for future use. The former Grand Junction Steel site, located in the center of the Rail District historically received three to four rail cars per week of raw material and finished products were then



trucked from the site. Castings, Inc. handles approximately 480,000 pounds of materials and products in containers by rail each week. Thus, as in the past and as long as it continues to be used as a means of transport, the railroad is a valuable asset to this area and to the community as a whole.

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



*Existing Sidings in the Rail District*

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

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



*Existing Single Family Residence*

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

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



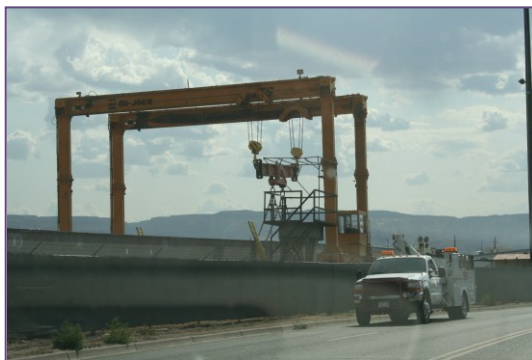
*Remnant Building from Sugar Beet Factory*



*Existing Business on South 7<sup>th</sup> Street*

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

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



*Existing Heavy Industrial Uses*

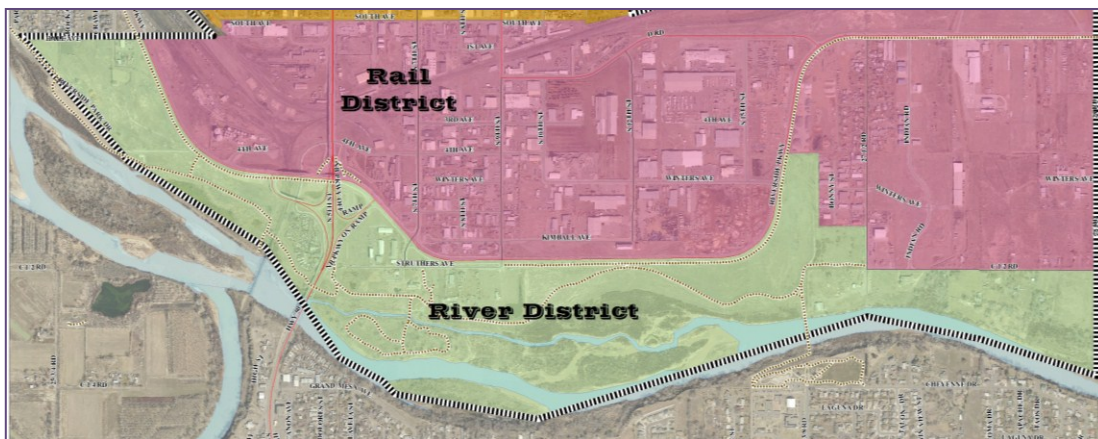
On the eastern side of the Rail District, much of the property is held in larger ownerships and is vacant or underutilized. There is also a small pocket of existing residential use along 27-1/2 Road just south of the Riverside Parkway but which have been zoned for future commercial/industrial uses for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

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

### C. River District

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

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



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

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



### *Botanical Gardens*

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

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

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

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



*Views of the River District from Eagle Rim*

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

The Jarvis property was historically used as a salvage yard until purchased and cleaned up by the City in the late 1980s. Since then, the property has been vacant with the exception of the recent trail construction through the site. Other uses on the west end of the River District are industrial along the south side of the railroad tracks. A mixed use conceptual plan has been developed for the Jarvis property which was  
Greater Downtown Plan  
Page 14



considered through the development of the Greater Downtown Plan.

*Views of the Rail*

*and River District from Eagle Rim Park*

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

## **5. GREATER DOWNTOWN GOALS AND POLICIES**

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

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

### **A. Area-Wide Goals and Policies**

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

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

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

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

**Goal 2:** Establish and improve entry points into the Greater Downtown area (refer to the Wayfinding and Signage Map on page 35).

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

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

**Policy 3a:** Support a regional housing strategy with an emphasis on infill, downtown housing.

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

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

**Policy 4a:** Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area (refer to the Downtown District Subareas Map on page 8).

**Policy 4b:** Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.

## **B. Downtown District Goals and Policies**

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

**Policy 1a:** Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area (refer to the Downtown District Subareas Map on page 8).

**Policy 1b:** Implement infill and redevelopment policies that support downtown.

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

**Policy 1d:** Maintain and expand public amenities and services in the Downtown District.

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

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

**Policy 1g:** The study of the one-way couplet will include an analysis of alternatives for 4<sup>th</sup> and 5<sup>th</sup> Streets including returning these streets to the 2-way grid system between Ute Avenue and North Avenue.

**Policy 1h:** Minimize surface parking in the CBD and develop new means of paying for shared parking (e.g. develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).

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

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

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

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

**Goal 3:** Develop a pedestrian-oriented, walkable Downtown Core.

**Policy 3a:** Prohibit uses on ground level that do not support pedestrian activity.

**Policy 3b:** Require building façade details that activate the ground floor, particularly on corner buildings to activate north-south streets.

**Policy 3c:** Within the CBD, encourage shared parking and discourage single-use, surface parking.

**Goal 4:** Stabilize and enhance the historic residential neighborhoods.

**Policy 4a:** Discourage further encroachment of non-residential uses into the established residential neighborhoods.

**Policy 4b:** Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.

**Policy 4c:** Establish design standards for the transitional areas to emphasize use and development compatibility with adjacent residential areas.

**Policy 4d:** Promote the establishment of neighborhood watch and neighborhood organizations.

**Goal 5:** Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.

**Policy 5a:** Develop a set of guidelines within each subarea to address building and façade design, streetscape, landscape and other elements of site development.

**Goal 6:** Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

**Policy 6a:** Plan and budget for strategic property acquisition for future development.



**Policy 6b:** Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.

### **C. Rail District Goals and Policies**

**Goal 1:** Preserve the opportunity for heavy industry and rail service that supports it.

**Policy 1a:** The City will maintain industrial zoning in those areas served by rail lines and sidings.

**Goal 2:** Recognize distinction between “industrial” streets such as 9<sup>th</sup> and 12<sup>th</sup> Streets and “public” streets 7<sup>th</sup> Street and Riverside Parkway.

**Policy 2a:** Develop street sections that reflect the differences in development patterns along and the use of the street.

**Policy 2b:** In as much as possible, encourage traffic generated from the eastern area of the Rail District to travel north and then east rather than directly east through the low density residential areas.

**Goal 3:** Promote higher quality, customer and pedestrian friendly development along 7<sup>th</sup> Street and Riverside Parkway.

**Policy 3a:** Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.

**Goal 4:** Re-establish and improve a street grid in the Rail District.

**Policy 5a:** The City will implement the Grand Valley Circulation Plan in the Rail District, including construction of new streets as development occurs in the Industrial and Commercial/Industrial areas.

### **D. River District Goals and Policies**

**Goal 1:** Create/maintain/enhance a green waterfront

**Policy 1a:** Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.

**Policy 1b:** Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.

**Goal 2:** Create retail, general commercial and mixed use opportunities that complement the riverfront use.

**Policy 2a:** Utilize zoning, overlay districts and incentives for development and redevelopment complimentary uses.

**Goal 3:** Create/enhance redevelopment opportunities and partnerships

**Policy 3a:** The City will work with the Downtown Development Authority to expand its boundaries.

**Policy 3b:** The City will consider implementation of incentive strategies for redevelopment.

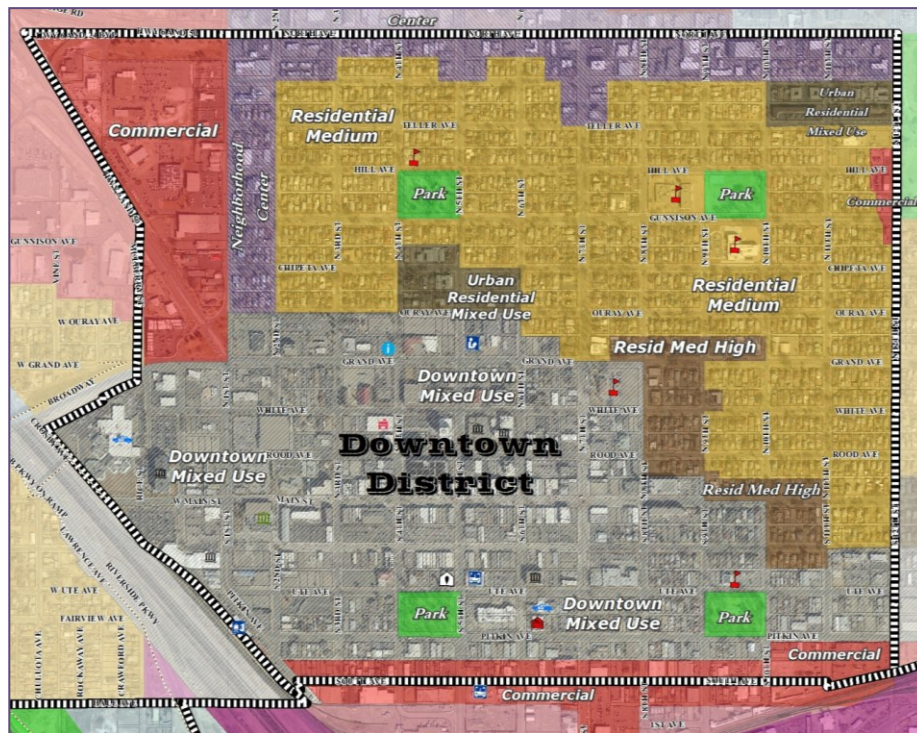
**Policy 3c:** The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.

**6. IMPLEMENTATION STRATEGIES**

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

**A. Downtown District Future Land Use and Zoning**

**Future Land Use.** The Greater Downtown Plan within the Downtown District is formulated around seven general land use categories: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use, Residential Medium High Density, Residential Medium Density and Parks and Open Space. These categories correspond with those established in the City-County Comprehensive Plan and are illustrated on the map below. A more detailed description of the land use categories may be found in the Comprehensive Plan.

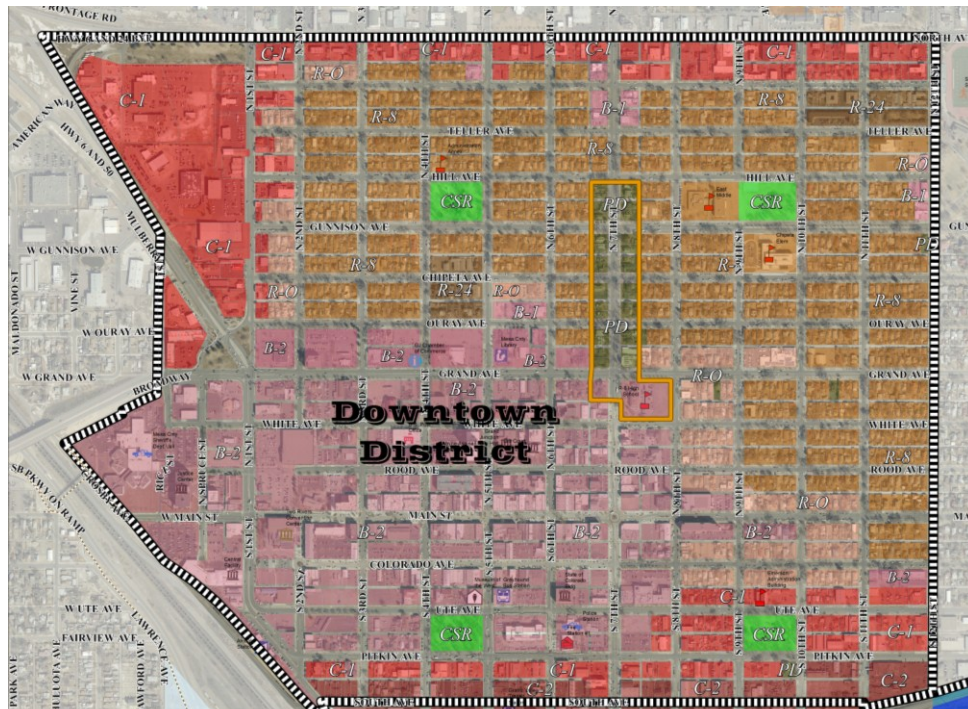


**Greater Downtown Future Land Use Categories**

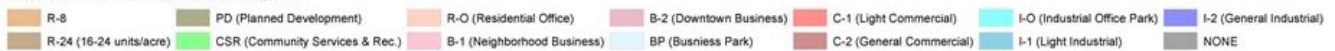


*Downtown District Future Land Use Plan*

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



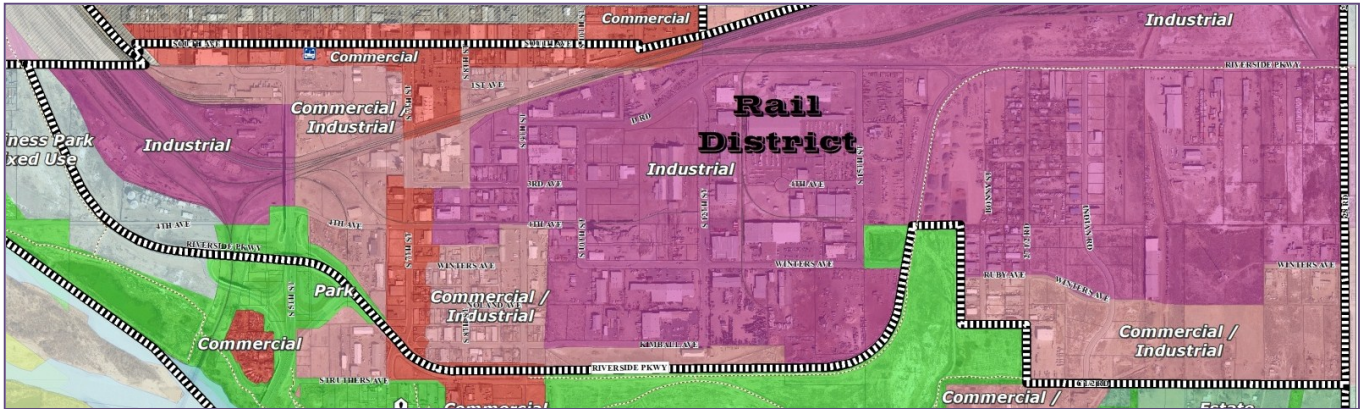
**Greater Downtown Zoning Categories**



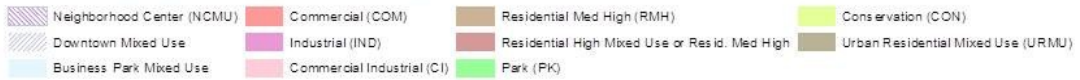
*Downtown District Zoning Map*

**B. Rail District Future Land Use and Zoning**

**Future Land Use.** The Greater Downtown Plan within the Rail District is shown on the map on the following page and is formulated around five general land use categories: Business Park Mixed Use, Commercial, Commercial industrial, Industrial and Parks and Open Space. These categories correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use categories may be found in the Comprehensive Plan.



**Greater Downtown Future Land Use Categories**



*Rail District Future Land Use Plan*

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



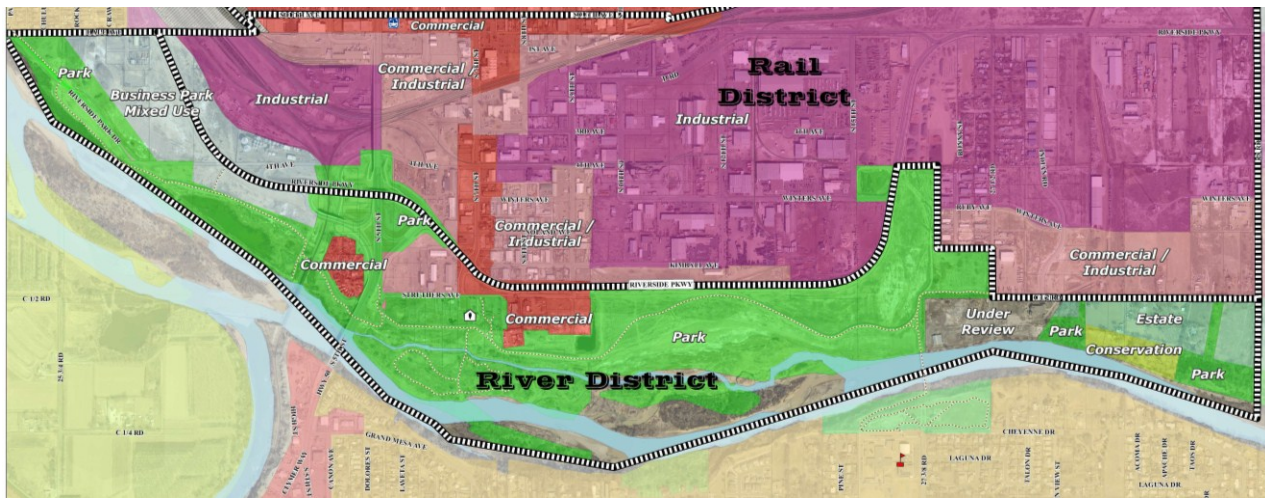
**Greater Downtown Zoning Categories**



*Rail District Zoning Map*

### C. River District Future Land Use and Zoning

**Future Land Use.** The Greater Downtown Plan within the River District as shown on the map on the following page is formulated around six general land use categories: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. These categories correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use categories may be found in the Comprehensive Plan.

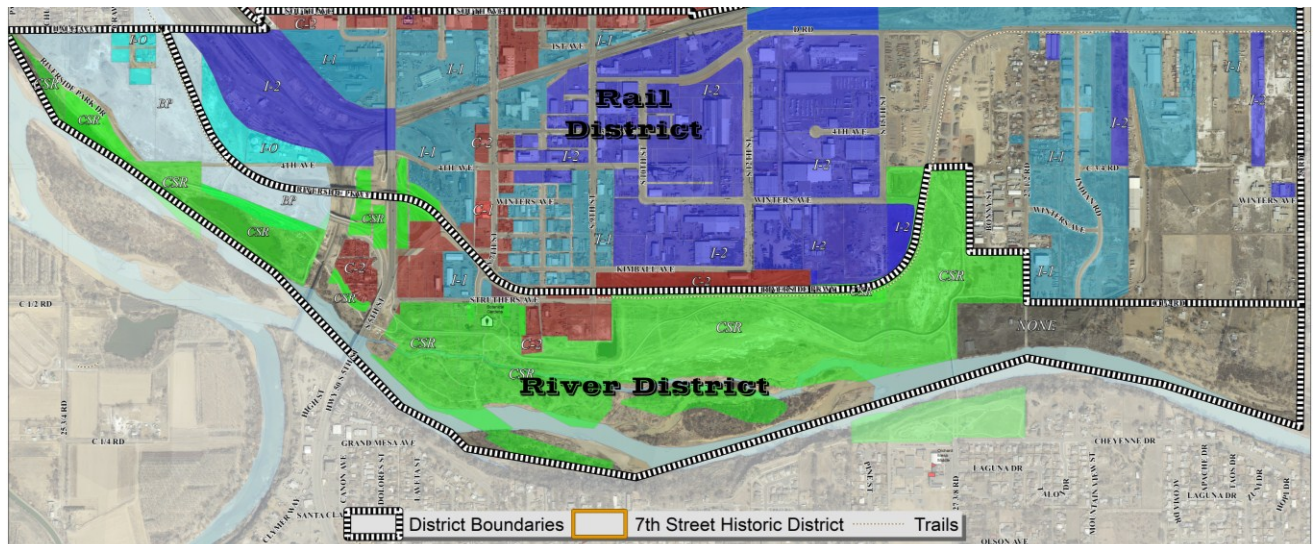


**Greater Downtown Future Land Use Categories**

Neighborhood Center (NCMU)	Commercial (COM)	Residential Med High (RMH)	Conservation (CON)
Downtown Mixed Use	Industrial (IND)	Residential High Mixed Use or Resid. Med High	Urban Residential Mixed Use (URMU)
Business Park Mixed Use	Commercial Industrial (CI)	Park (PK)	

*River District Future Land Use Plan*

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



River District Zoning Map

#### D. Development Standards

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

#### E. Greater Downtown Circulation Plan

The Grand Valley Circulation Plan that serves as the Circulation Plan for Greater Downtown is shown in Appendix C. The plan identifies a street network that includes both existing and proposed streets and both major and minor streets. In addition to the plan itself, the Greater Downtown Circulation Plan also identifies potential enhancements within Greater Downtown that could be implemented over a number of years. The suggested desired cross-sections and level of streetscape development along the streets within Greater Downtown support the overall Plan goals, land uses and circulation to and from the area for pedestrian, bicycle and vehicles.

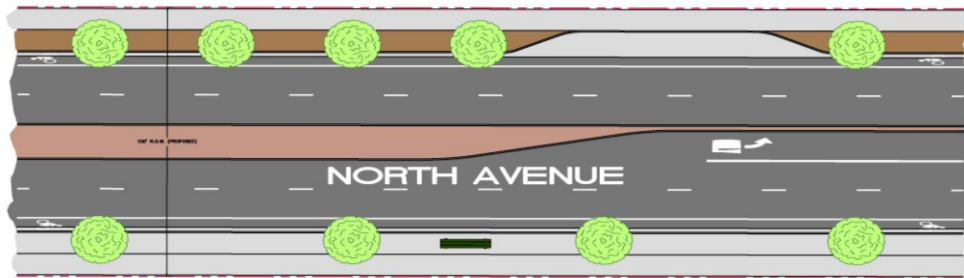
**Policy:** Conduct a more detailed traffic analysis of the area to determine needed intersection control and street cross-sections.

**Major Street Corridors.** Major streets in the Grand Junction urbanized area are classified according to their function in the transportation network. The two components of function are to provide access to properties and to carry traffic from point to point. In order to preserve safety and capacity and enhance the quality of living, the relation of these two components should be inversely proportionate, with the busier streets having limited access and the quieter streets providing access to properties. The components of the major street system have been identified on a functional classification map, known as

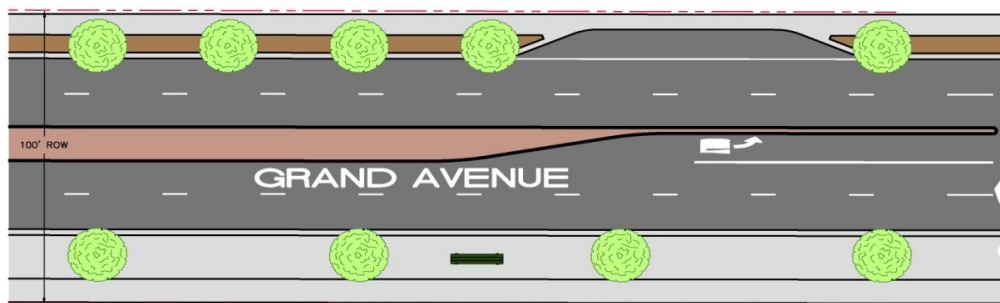
the Grand Valley Circulation Plan that has been adopted by the City of Grand Junction and accepted by Mesa County. The Greater Downtown Circulation Plan is intended to augment the Grand Valley Circulation Plan and provide more specific guidance on multimodal circulation improvements as development and redevelopment occurs in the Greater Downtown area.

As properties develop and redevelop within Greater Downtown, the Grand Valley Circulation Plan and the concepts of the Greater Downtown Circulation Plan will be implemented through construction or improvement of streets when warranted by the proposed development. The specific design of each street is generally based on the land use and zoning of the properties along it. For example, in areas that will be zoned Commercial, the Commercial Street cross-section will apply, unless, during actual design and construction, modifications to the standard cross-section are made based on suggestions in the Greater Downtown Plan. Similarly, streets within Industrial areas are to be developed/improved according to the City's adopted Industrial street cross-section, unless, during actual design and construction, modifications to the standard cross-section are made based on suggestions in the Greater Downtown Plan. The street classifications and proposed street sections for the major corridors in Greater Downtown are described below. The concept drawings included on the following pages illustrate suggestions of the Greater Downtown Circulation Plan.

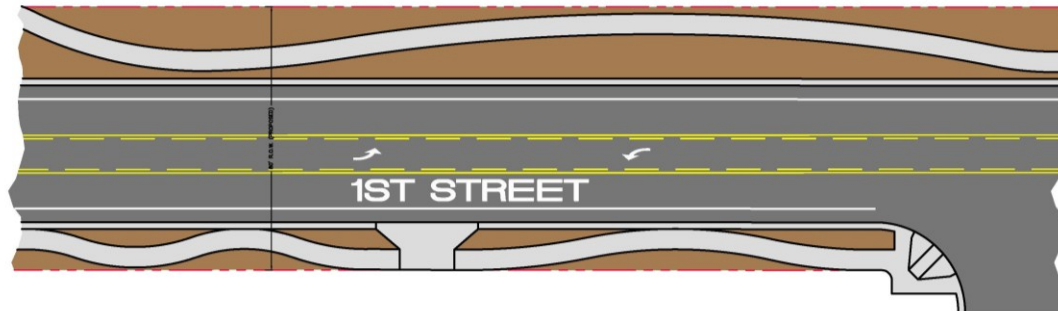
- **North Avenue** – Arterial Street. A potential layout for North Avenue between 1<sup>st</sup> and 12<sup>th</sup> Streets was adopted with the North Avenue West Corridor Plan. The layout is incorporated into the Greater Downtown Plan as depicted below.



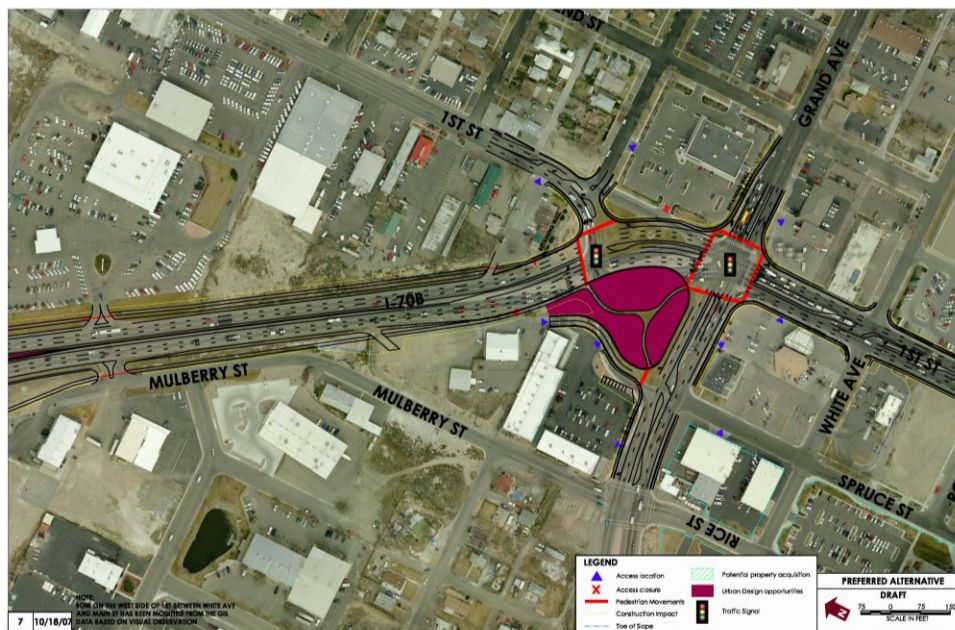
- **Grand Avenue** – Arterial Street. While Grand Avenue is an established street with improved streetscape elements the length of the segment within Greater Downtown (1<sup>st</sup> to 12<sup>th</sup> Streets), there could be improvements made in some blocks that would enhance traffic flow, pedestrian safety and visual aesthetics. A typical, potential median improvement to Grand Avenue is depicted below.



- **North 1<sup>st</sup> Street** – Arterial Street. The segment of North 1<sup>st</sup> Street from Grand Avenue to North Avenue is deficient in street design and pedestrian amenities. The Greater Downtown Plan envisions eventual redevelopment of this street to improve safety, drainage, pedestrian circulation, access and improve on-street parking. A potential layout is depicted below.

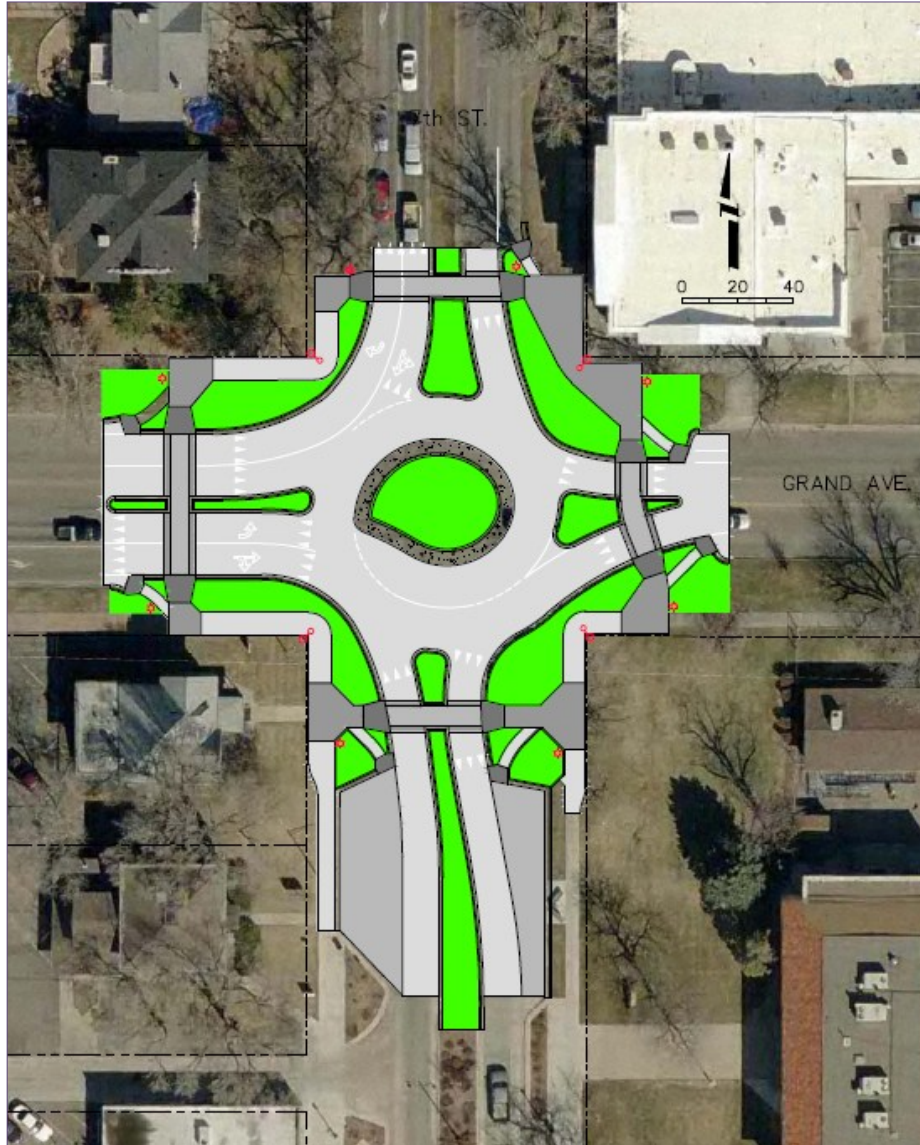


- **1<sup>st</sup> Street and Grand Avenue Intersection** – The Colorado Department of Transportation (CDOT) completed an Environmental Assessment for the I-70B/6 & 50 corridor which recognized circulation needs at the 1<sup>st</sup> and Grand intersection. A potential design is shown below. This design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

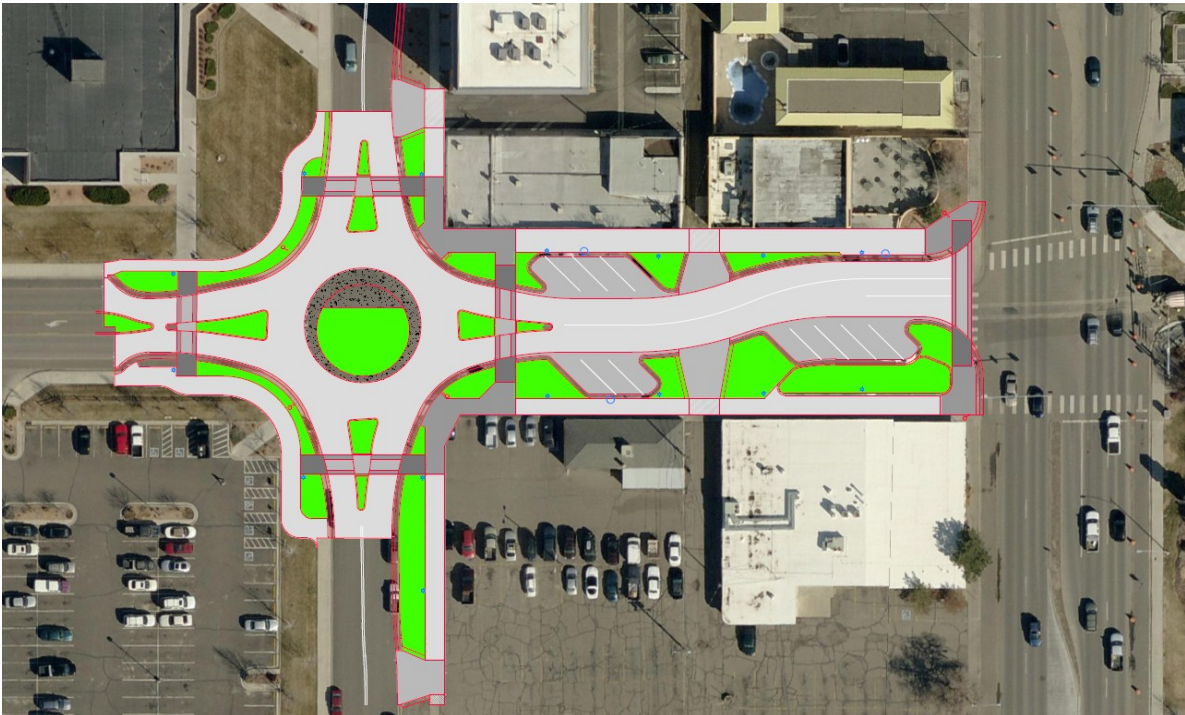




- **7<sup>th</sup> Street and Grand Avenue Intersection** – A design for a roundabout was included with the plans for 7<sup>th</sup> Street improvements that were completed in 2007-2008. The roundabout was not constructed at that time but the intersection still warrants vehicular and pedestrian improvements. The plan as originally proposed is shown below.



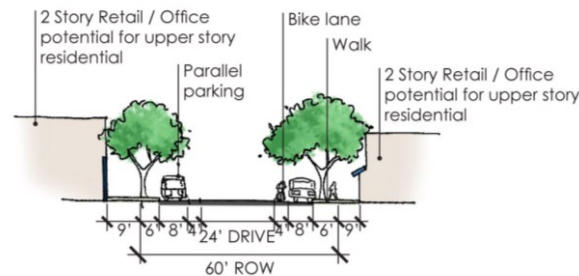
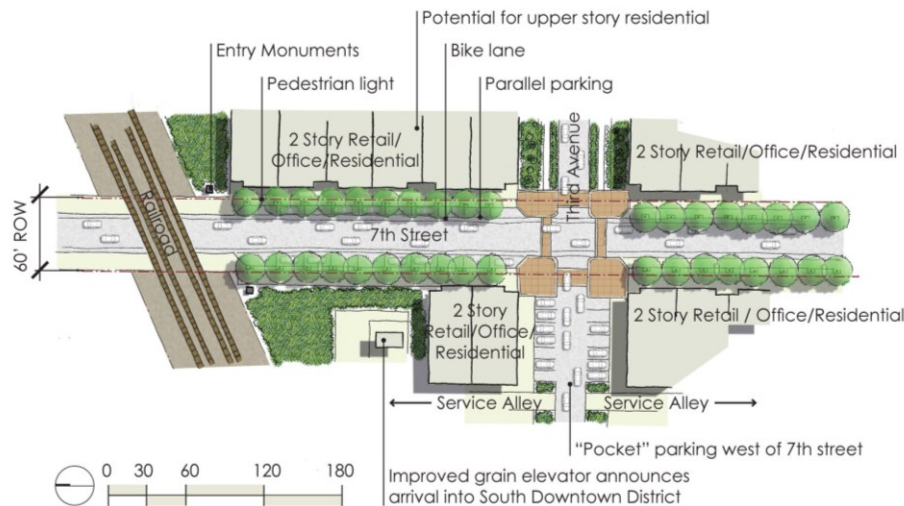
- **West Main Street and Spruce Street Intersection** – Vehicular and pedestrian traffic has increased on the West Main Street corridor due to activity at the County Justice Center and the Mesa County Central Services building. To ease traffic flow through the area and improve pedestrian safety, this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



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

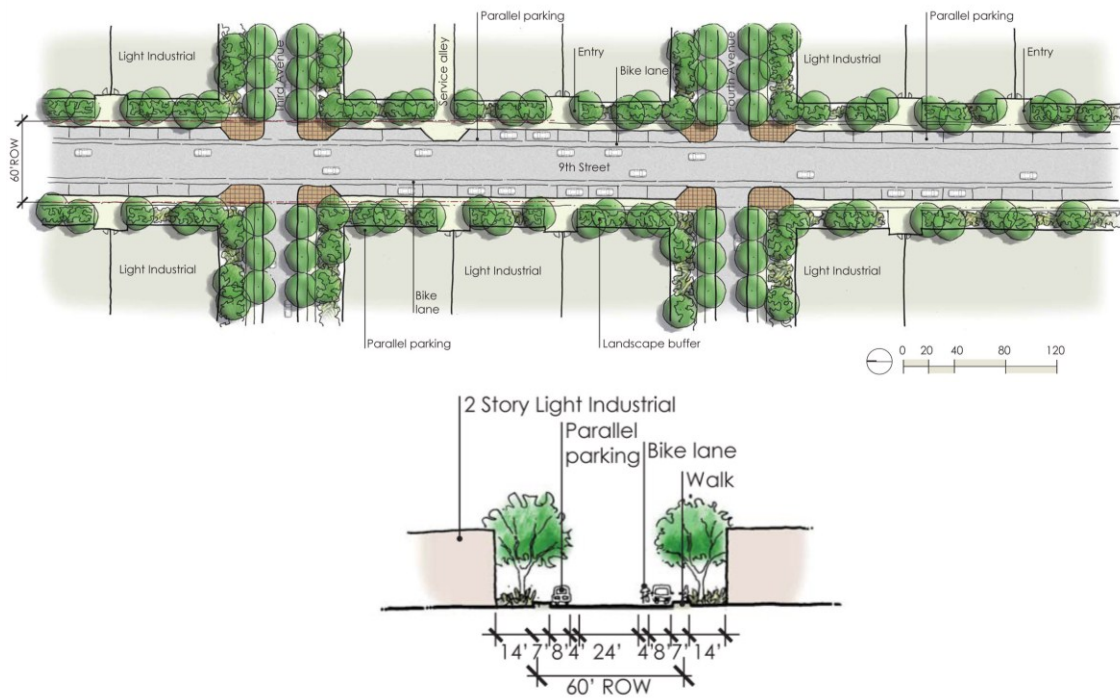


- South 7<sup>th</sup> Street** – Suggest 2 lanes; bike lanes; on-street parking both sides; detached walks with landscaping. The streetscape plan for South 7<sup>th</sup> Street should be enhanced with a similar design as what is currently under construction on 7<sup>th</sup> Street south of Grand Avenue. Generally, the design would continue the 7<sup>th</sup> Street boulevard treatments from downtown, Ute and Pitkin to the Botanical Gardens and riverfront area with additional street trees, historic street lights, street furniture and public art. This design would create a more consistent visual character to connect the River and Rail Districts to the traditional downtown area and improve the visual design of the corridor and emphasizes its use as the primary public north-south corridor through the neighborhood. The design features enhanced pedestrian facilities with colored concrete, pedestrian safe zones at the “bulb-outs” for easier crossing and additional landscaping.



**7th Street Section**

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



**9th Street Section**

- **Kimball Avenue** - Suggest 2 lanes; on-street parking on one side; detached walks with landscaping.



- **D Road (from 9<sup>th</sup> Street east to the Riverside Parkway)** – Section yet to be determined.

**Local Streets.** The Local Street network provides access to individual parcels and serves short length trips to and from collector and higher order streets. Trip lengths on local streets should be short with a lower volume of traffic along with slower speeds. Design of local streets occurs through the development process and will be in accordance with the City's adopted Transportation Engineering Design Standards (TEDS). It is important in the design process to provide connections to adjacent parcels and subdivisions for efficient vehicle travel and a safe network for pedestrians and bicycles.

**Trails.** The Grand Valley Trails Plan is a planning document that shows the location of future bicycle facilities, trails and pedestrian paths. It is currently under review prior to adoption by the City and County. Implicit in the plan is the construction of sidewalks in accordance with the adopted street cross-sections. One of the major purposes of the City's Urban Trails Committee is facilitating linkages from the riverfront trail system to the urban area. As development or redevelopment occurs, construction of trails, paths, bike lanes and pedestrian facilities in accordance with the adopted Grand Valley Trails Plan either occurs with the development or the City constructs the same with the collection of the Transportation Capacity Payment (TCP) as part of a more comprehensive capital improvement project.

The Grand Valley Trails Plan shows the following proposals within Greater Downtown.

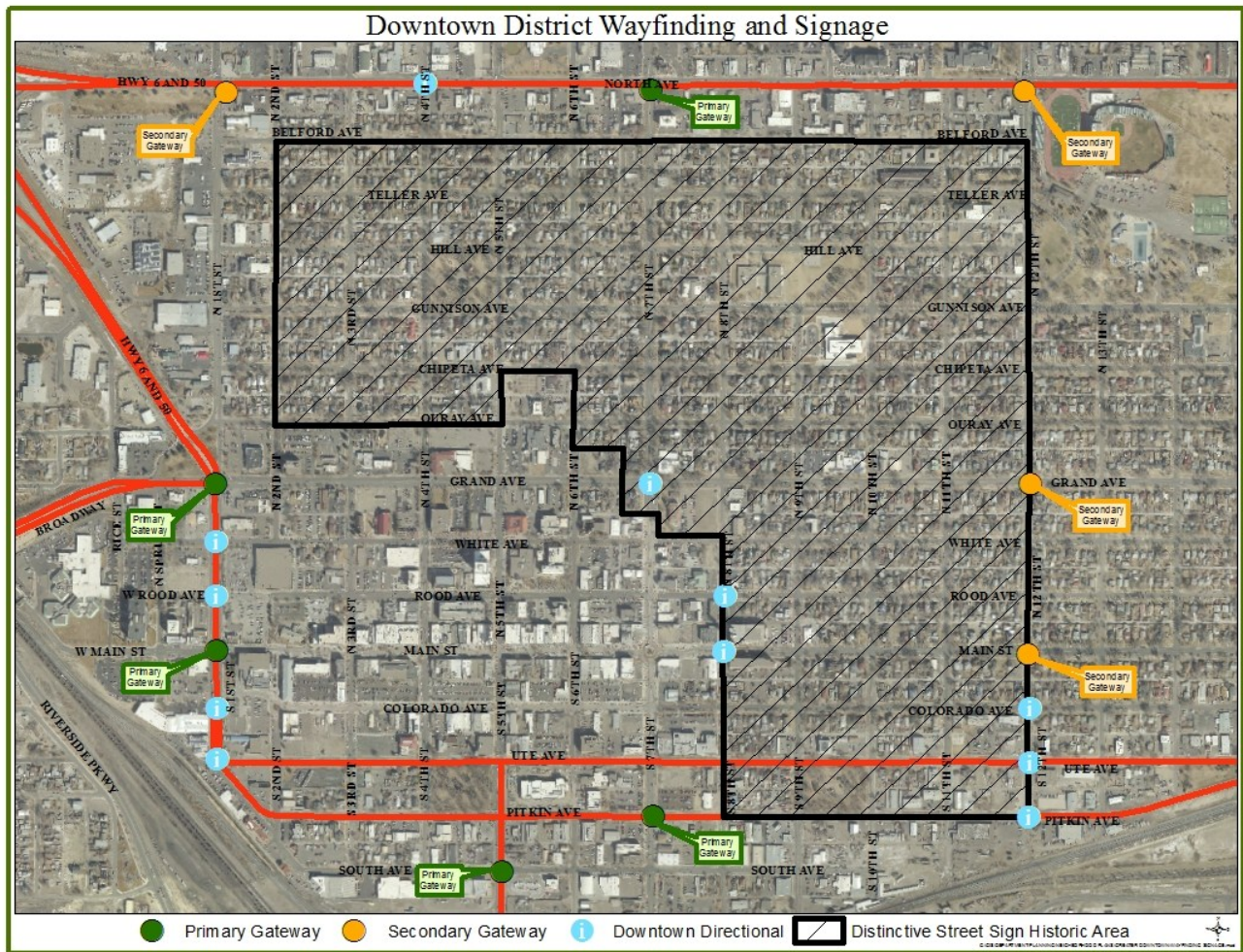
- Extension of Riverfront Trail from Las Colonias Park east to 28 Road (and beyond).
- Bike Routes (signs but no separate lane) on Grand Avenue from 7<sup>th</sup> Street east and 28 Road between the Riverside Parkway and C-1/2 Road.
- Sharrow Route (bikes share lane with cars) on Grand Avenue between 1<sup>st</sup> and 7<sup>th</sup> Streets.

**Riverside Parkway Pedestrian Overpass.** It is envisioned that eventually there may be need for one or more pedestrian overpasses from the commercial areas of the Rail District to the riverfront areas and Las Colonias Park. Development, activities and uses in the future park and types of development along the north side of the Parkway will dictate where these may be needed based on the level of pedestrian traffic. An overpass on the western end of the area in the vicinity of 7<sup>th</sup> or 9<sup>th</sup> Street could also serve as an entrance feature to the neighborhood as further discussed in section F. below.

**Public Transportation (GVT).** Grand Valley Transit (GVT) presently serves the Downtown District but does not provide service in the Rail and River Districts. Future transit needs within the Rail and River Districts will need to be monitored as more areas are developed or redeveloped and as Las Colonias Park becomes more developed and active.

## **F. Entryways and Signage**

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



### Downtown District Entryways and Signage

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

- 7<sup>th</sup> Street and North Avenue
- 1<sup>st</sup> Street and Grand Avenue
- 1<sup>st</sup> Street and Main Street
- 5<sup>th</sup> Street and South Avenue
- 7<sup>th</sup> Street and Pitkin Avenue

In addition, the distinctive public sign palette already started in the Downtown District should be continued and expanded to include street signs and directional signs that have recognizable poles, ornamentation, colors, fonts and logos. The City, together with the DDA, will further develop sign standards and guidelines for private signage placed on buildings or as freestanding signs.

### **Rail and River District Entryways**

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

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

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

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

## **G. Economic Redevelopment**

### **Downtown District Economic Redevelopment**

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

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

listed and described below.

- **The Downtown District is one submarket that competes with other submarkets in Grand Junction.** The downtown environment, while presenting tremendous opportunity for investment in a setting uniquely positioned to offer both heart and history, carries with it certain limitations, particularly for land-intensive non-destination-oriented land uses. Several market sectors, however, not only survive, but also thrive in a downtown setting. Recognize the obstacles associated with downtown development and encourage regulatory and financial solutions including public subsidies and creative financing mechanisms.
- **The Downtown District must be market-responsive** to changing conditions, with implementation tools and mechanisms in place to both offset competitive disadvantages and capitalize on competitive assets. Market conditions should be continually monitored and information distributed to a broad audience including developers, business and property owners, lenders, city staff and elected and appointed officials.
- **The Downtown District infrastructure must be protected and retained** including physical features, service organizations, mix of employers, historic residential neighborhoods and community attitudes toward the Downtown District. Unlike many communities across the country, Grand Junction's Downtown District existing infrastructure is more than sufficient to promote itself as a downtown neighborhood. These assets, which provide the impetus for investment, need to be protected and promoted.
- **The Downtown District's "tool bag" must contain a variety of strategies and mechanisms to attract investment.** These tools can be financial, physical, market, or organizational in nature and can be used independently or in various combinations. Given the obstacles associated with downtown development, it is imperative that whatever mix of tools is put in place it be comprehensive, flexible and creative.
- **Public investment must leverage private investment.** Historically, the planning, financing and implementation of projects in the downtown market were the primary responsibility of public sector entities such as the City and the DDA. However, while the public sector continues to play a significant role in most downtown efforts, a critical component to the success of any revitalization strategy today is participation by both the public and private sectors. Leveraging of resources is key, as no one entity, public or private, has sufficient resources alone to sustain a long-term downtown improvement effort.
- **Public policy must support development in the Downtown District.** Experience has proven that downtown development will best succeed if regional growth management programs reward efficient development patterns. If growth is allowed to occur in a land extensive, inefficient way that effectively subsidizes lower densities, downtown development will operate at a competitive disadvantage. Given Grand Junction's existing land use patterns, the Downtown District is susceptible to continued dilution of its role as the community's central business and shopping district.
- **Public-private partnerships are essential.** Under any investment strategy, local government needs to have strong involvement, a visible presence, perhaps be the entity that provides continuing leadership, regulatory incentives, and seed capital for early projects. Not only does



government have the legal responsibility to address many of the implementation components, but it is also the logical conduit to local, regional, state and federal funding sources.

### **Rail and River District Economic Redevelopment**

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

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

In addition, discussions with the Grand Junction Economic Partnership, Business Incubator, Manufacturers’ Council and Chamber of Commerce during development of the Greater Downtown Plan brought to light many opportunities for the area, the majority of which is within the established Mesa County Enterprise Zone. The Greater Downtown Plan outlines goals, policies and strategies that can be used to further the economic (re)development of the Rail and River Districts.

- Need for flex space for different types of small business – new to area or graduating from the Business Incubator. Opportunity for these businesses to serve employee base, residents and recreational users in the area.
- Opportunity to develop additional incentives for redevelopment that has taken advantage of partnerships and/or assembled parcels of land totaling a minimum of ½ acre or more
- Allow for live-work opportunities
- Opportunity to develop partnerships

### **H. Greater Downtown Area Parks**

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

#### **1. Hawthorne Park – 400 Gunnison Avenue**

- New restroom/shelter constructed 2010
- South picnic shelter requires new roof; scheduled 2013
- Playground surfacing replaced in 2012
- Playground equipment on a 5 to 7 year replacement schedule
- Irrigation is good, 10-15 year replacement



**2. Washington Park – 10<sup>th</sup> Street and Gunnison Avenue**

- No restrooms or shelter at this park
- Playground equipment scheduled for replacement in 2013
- Playground surface scheduled for replacement every 2 years
- Irrigation will be replaced every 5 to 7 years

**3. Whitman Park – 5<sup>th</sup> Street and Pitkin Avenue**

- Restroom scheduled for replacement in 2013
- Development of a new master plan for the park recommended (see possible concepts below)

**4. Emerson Park – 9<sup>th</sup> Street and Pitkin Avenue**

- Restroom scheduled for replacement in 2013
- Playground area for ages 2-5 is good
- Playground for ages 5-15 scheduled for replacement in 5 to 7 years
- Playground surfacing replaced in 2012

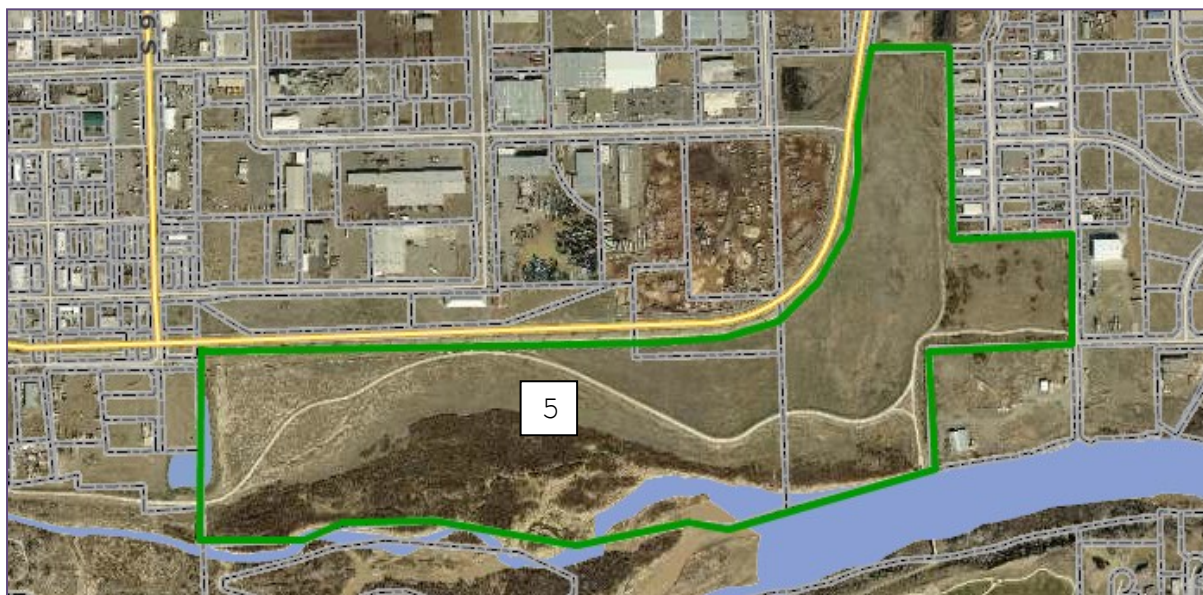
- Development of a new master plan for the park recommended (see possible concepts below)

**Potential Concepts for Whitman and Emerson Parks**

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

**5. Las Colonias Park – Struthers Avenue and 7<sup>th</sup> Street**

- A master planning process for the park will occur in 2013
- Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, kayak park, tree walk and a disc golf course.



**I. City-Owned Jarvis Property**

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

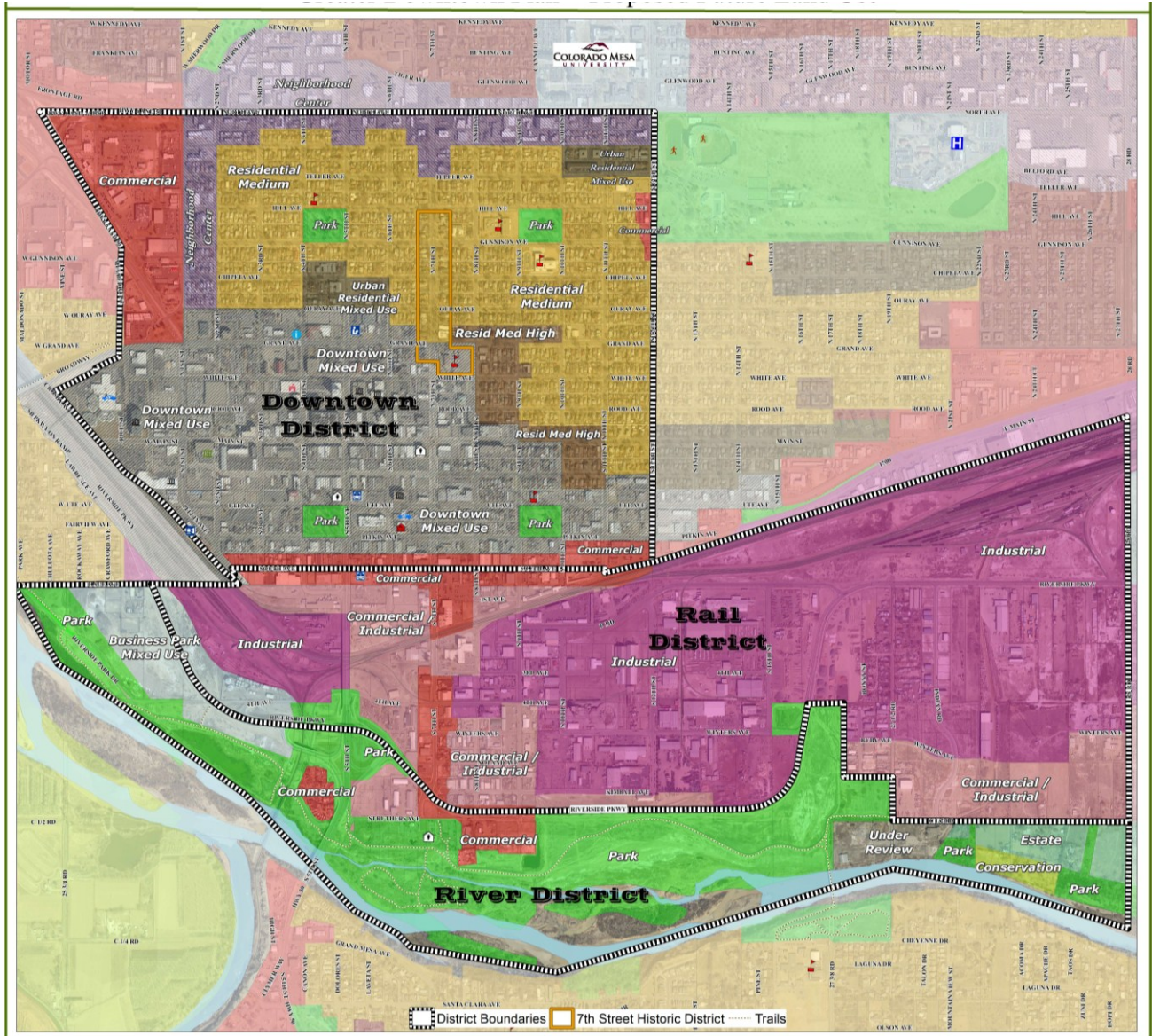
The initial study was to chart a direction for revitalization of the property. It summarized the key assets, identified some important issues and potential impediments to development, analyzed current market conditions and outlined a concept for organizing potential development of the property. The property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

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

## **APPENDICES**

- A. Future Land Use Map
- B. Zoning Map
- C. Circulation and Trails Plans
- D. Development Concepts
- E. Summary of Public Process and Questionnaires/Comments

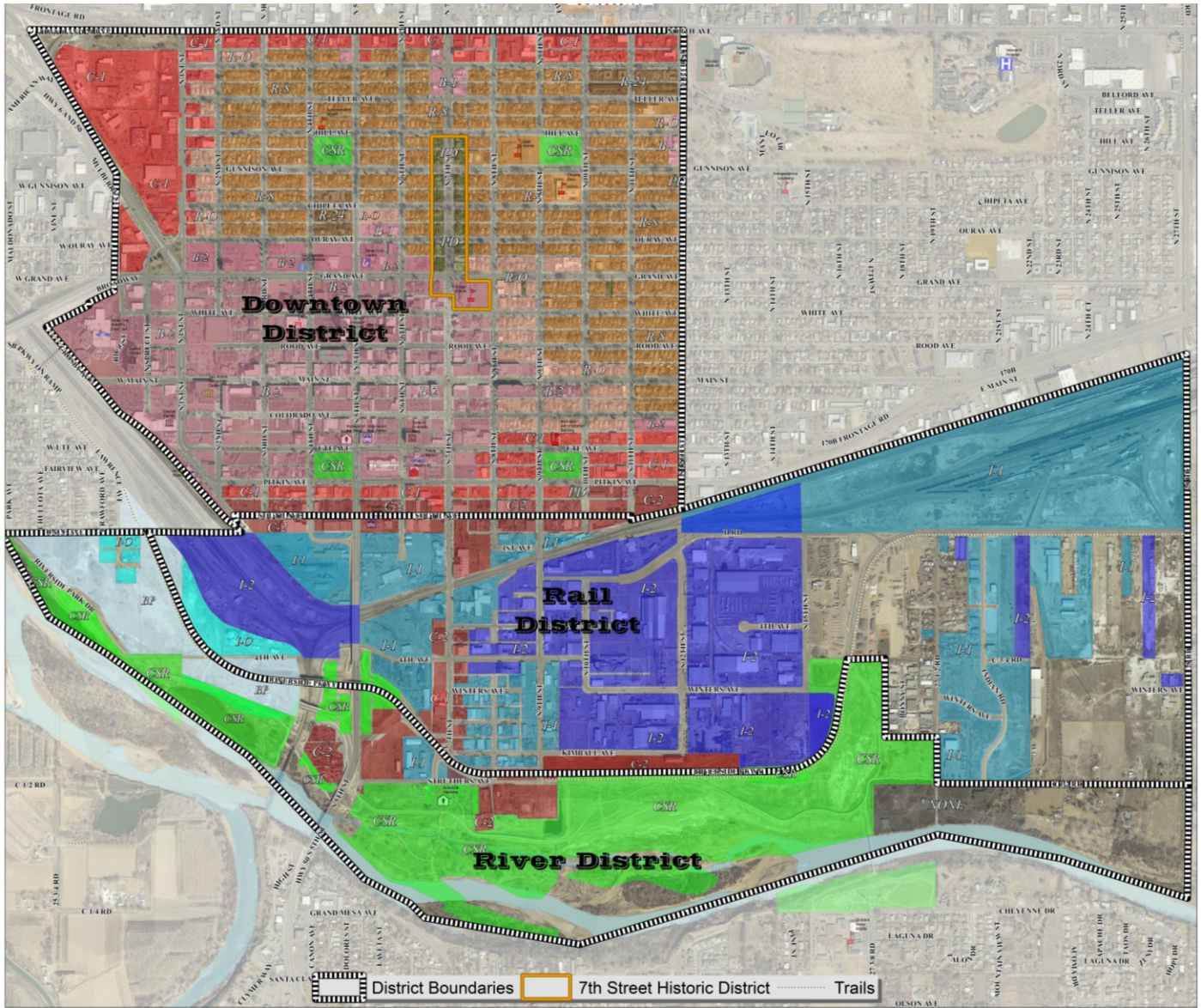
# Appendix A – Future Land Use Map



## Greater Downtown Future Land Use Categories

	Neighborhood Center (NCMU)		Commercial (COM)		Residential Med High (RMH)		Conservation (CON)
	Downtown Mixed Use		Industrial (IND)		Residential High Mixed Use or Resid. Med High		Urban Residential Mixed Use (URMU)
	Business Park Mixed Use		Commercial Industrial (CI)		Park (PK)		

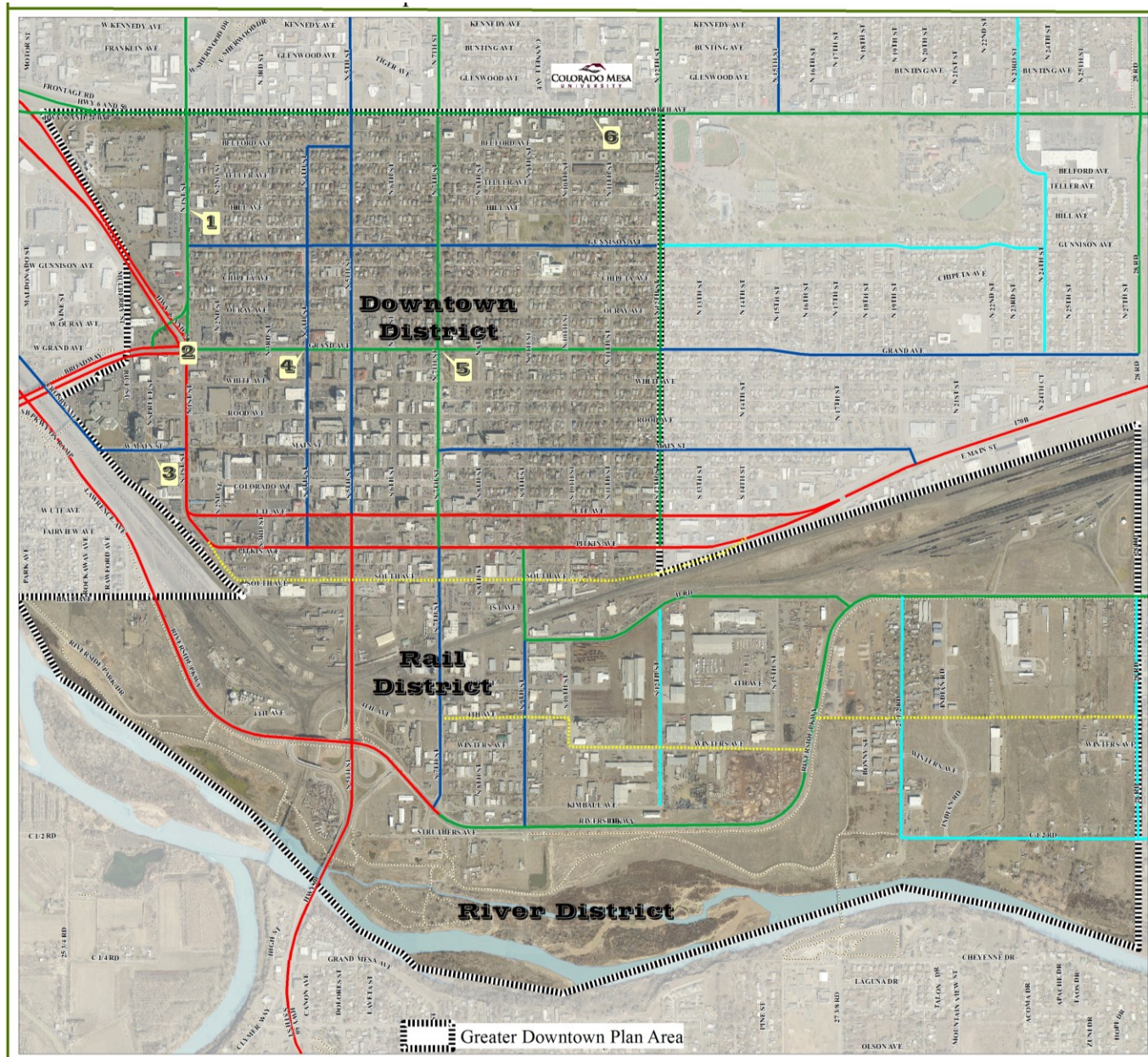
# Appendix B – Zoning Map



## Greater Downtown Zoning Categories

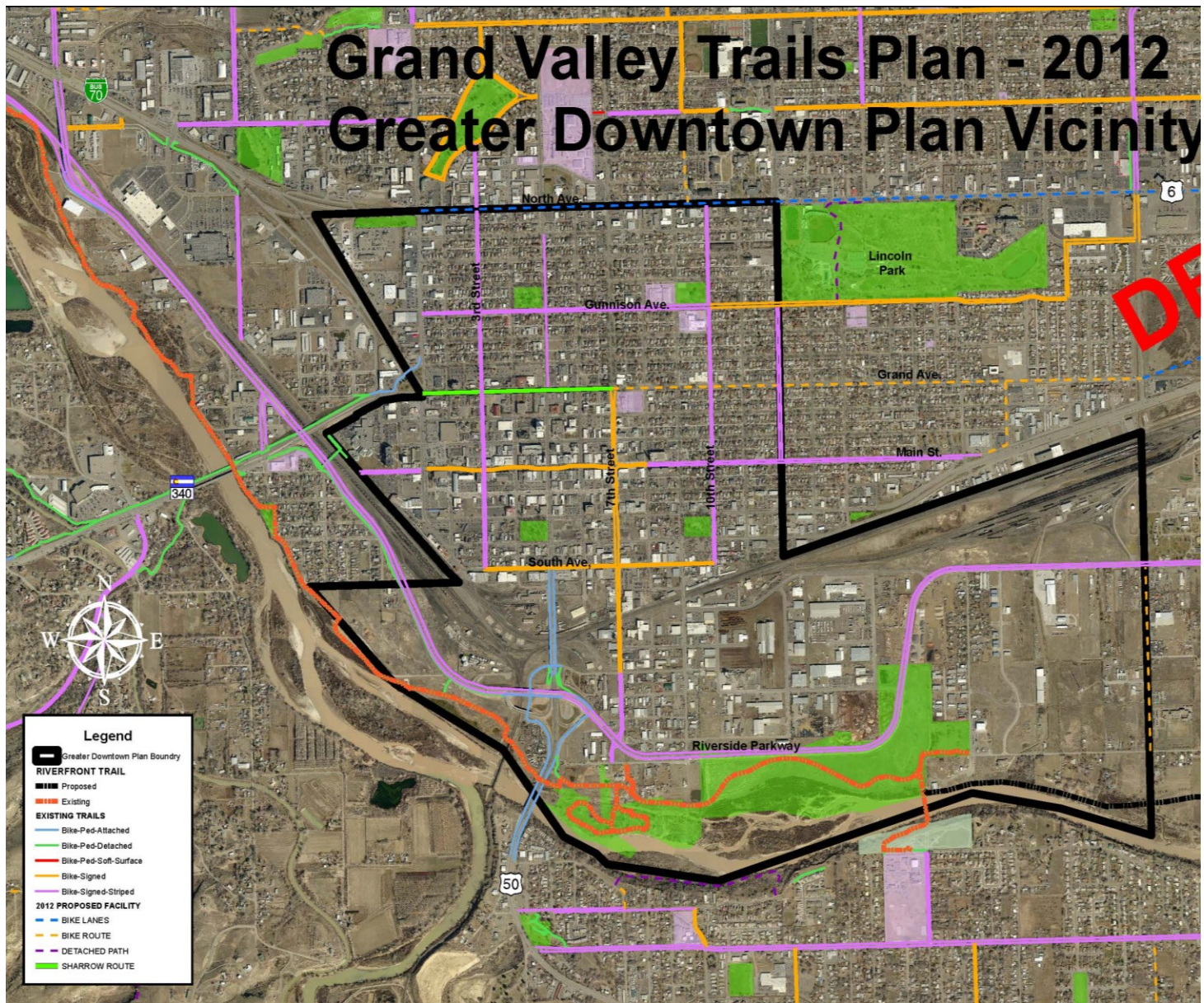
R-8	PD (Planned Development)	R-O (Residential Office)	B-2 (Downtown Business)	C-1 (Light Commercial)	I-O (Industrial Office Park)	I-2 (General Industrial)
R-24 (16-24 units/acre)	CSR (Community Services & Rec.)	B-1 (Neighborhood Business)	BP (Business Park)	C-2 (General Commercial)	I-1 (Light Industrial)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

# Appendix C – Circulation and Trails Plans

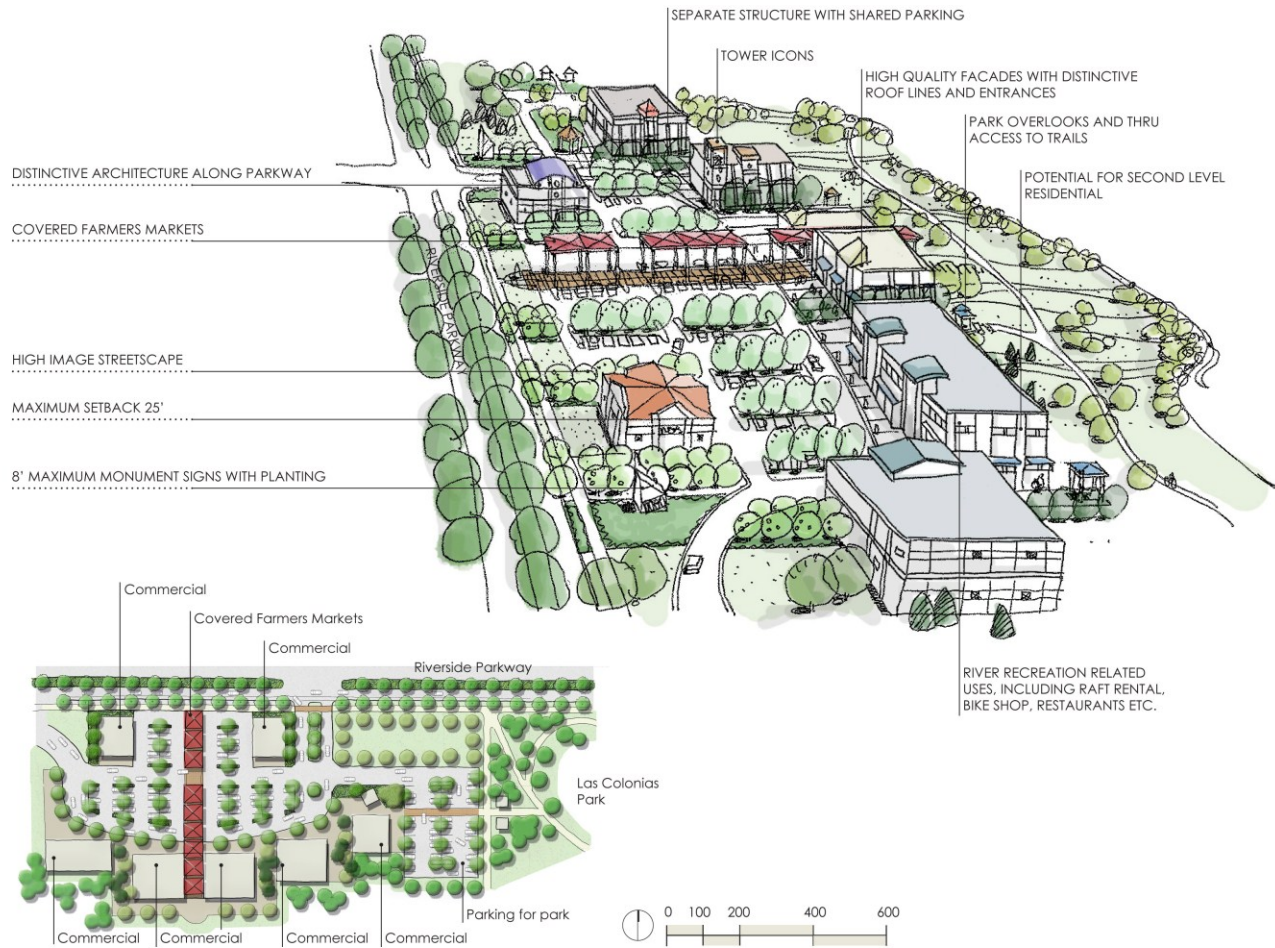


**Road Classifications** — Minor Arterial — Minor Collector — Riverfront Trail  
 — Principal Arterial — Major Collector — Proposed Road Unclassified





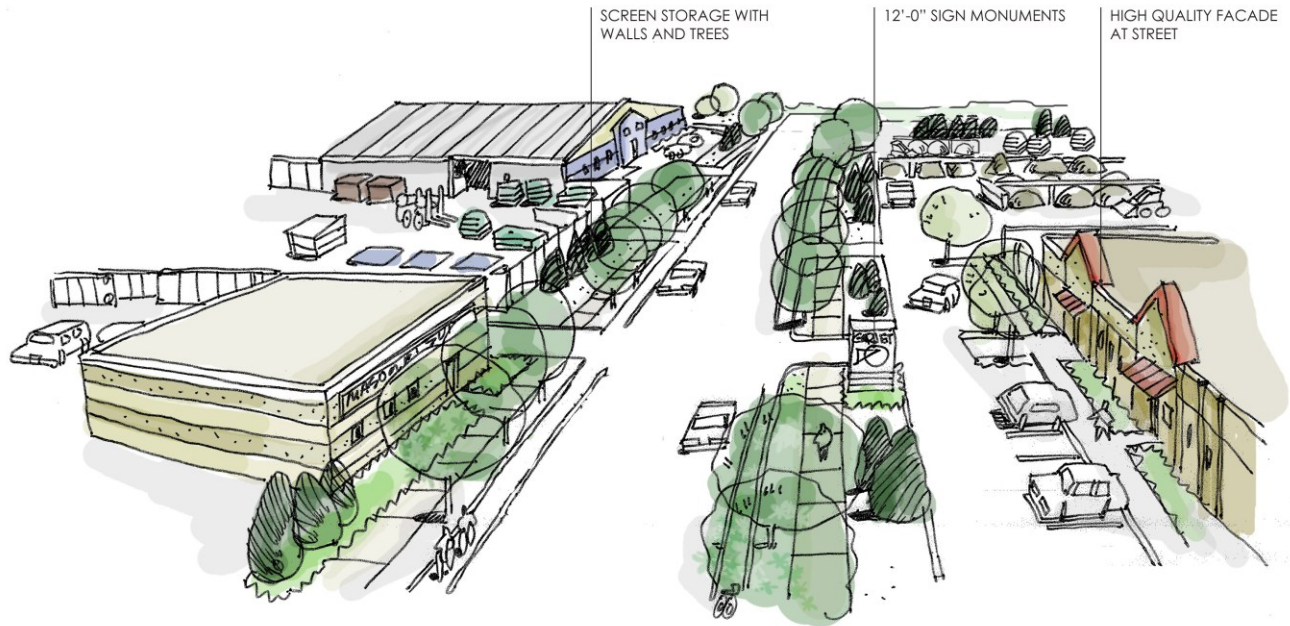
# Appendix D – Development Concepts



## 7th and Struthers Redevelopment

### SOUTH DOWNTOWN DESIGN GUIDELINES

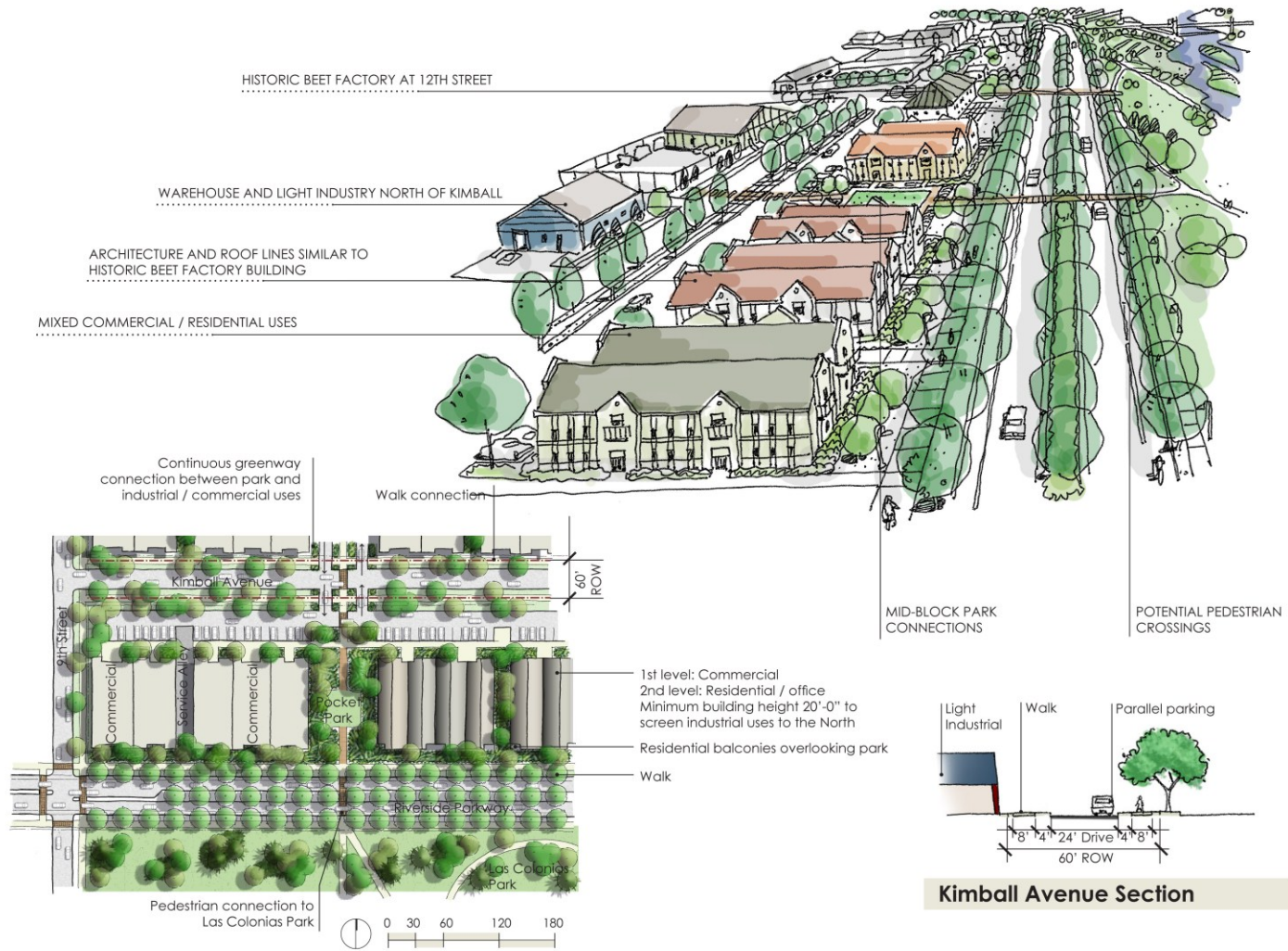
EDAW | AECOM



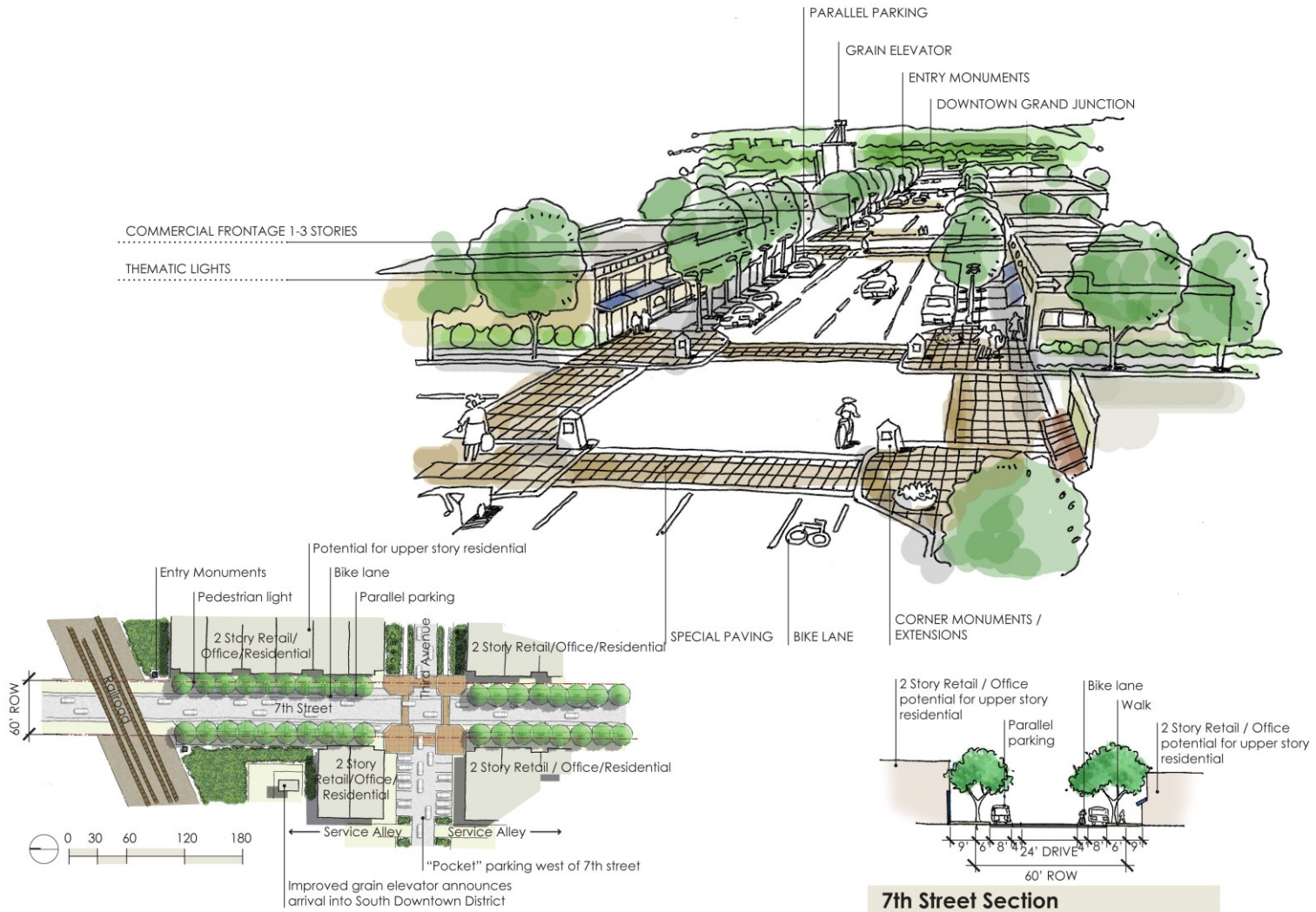
**Riverside Parkway Between 27 1/2 and 28 Road**

**SOUTH DOWNTOWN DESIGN GUIDELINES**

EDAW | AECOM



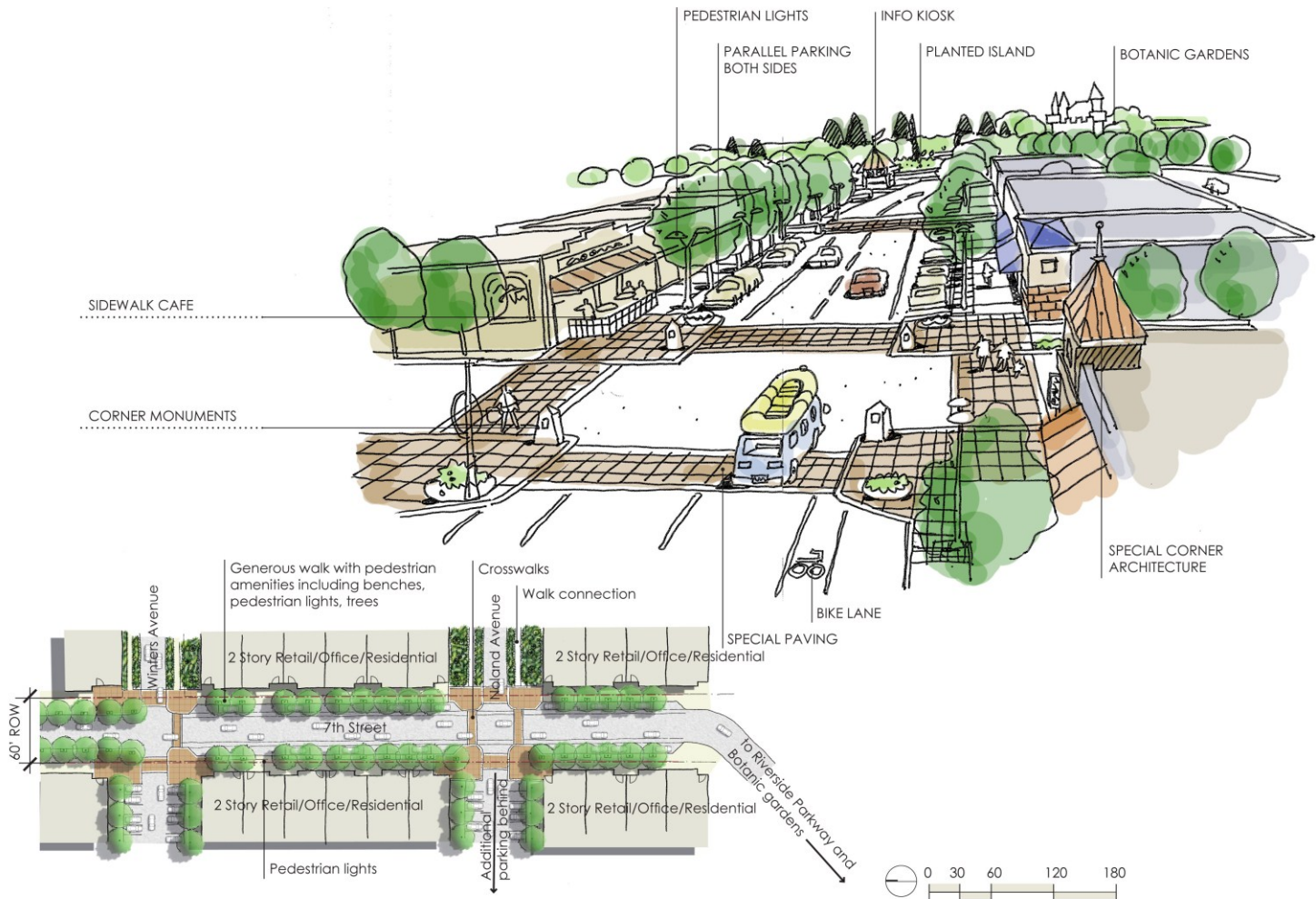
**Riverside Parkway Between 5th Street East and 12th Street**



**7th Street Looking North**

**SOUTH DOWNTOWN DESIGN GUIDELINES**

EDAW | AECOM



**7th Street Looking South**

**SOUTH DOWNTOWN DESIGN GUIDELINES**

EDAW | AECOM

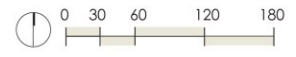


**Existing Conditions**

- FRONT YARD PATIO
- TREE LAWN
- NO PARKING ON SOUTH SIDE



- ON STREET PARKING NORTH SIDE
- RAISED BRICK CROSSWALK WITH CORNER PLANTING



## **APPENDIX E: PUBLIC PARTICIPATION PROCESS**

### **TECHNICAL COMMITTEE**

The Greater Downtown Plan technical committee was comprised of staff members from various public agencies including City Public Works and Planning, City Parks and Recreation, City Geographic Information Systems, Mesa County Planning, the Regional Transportation Planning Office, Mesa County Facilities and Parks, the Downtown Development Authority and the Mesa County Public Library District. The Committee met three times during the course of developing the Greater Downtown Plan and members attended public open houses to discuss concerns and proposals with participants.

### **PUBLIC OPEN HOUSES**

Two public open houses were held in December 2011 and February 2012 to present concepts and solicit input from property owners and interested citizens. Notifications/ invitations to both public open houses were mailed to all property owners within the Greater Downtown Plan area. Approximately 60 people attended the first open house and 40 attend the second open house. Another forum was provided for the property owners within the CBD on January 31, 2013, attended by 30 people.

### **QUESTIONNAIRES AND COMMENTS**

A series of questionnaires were available at the December 2011 open house and on the City's web site that were used to solicit public comment and weigh community opinions on design concepts that might be proposed with the Plan. 130 questionnaires were returned. In addition, citizens could provide other written comments at both open houses. The results of the questionnaires and the written comments are included on following pages.

### **LETTERS/MEETINGS WITH INDIVIDUAL PROPERTY OWNERS**

City Public Works and Planning staff coordinated meetings with key individual property owners, businesses or others that contacted the City regarding the Greater Downtown Plan. In addition, individual letters were mailed to property owners along the corridors that may be impacted by the land use and zoning proposals of the Greater Downtown Plan. Follow up meetings or conversations were held with property owners that responded to the letter. The meetings/conversations including the following individuals or businesses: Marie Ramstetter, Jim Golden, Woodstove Warehouse, 4NR Properties, Struth LLC, Peggy Cox, Kathy Ziola, John Crouch, the Redstone Group (Sugar Beet building), Butch Jarvis, VanGundy's, Castings, Inc., KelMac Industries (GJ Steel site), Sem Materials and Whitewater Sand and Gravel.

### **COMMUNITY PRESENTATIONS/DISCUSSIONS**

Public Works and Planning staff conducted several presentations and discussions regarding the Greater Downtown Plan with community groups and businesses including the Chamber of Commerce, Bray and Company Realty, the Downtown Development Authority and Rail and River District corridor property owners.

### **CITY COUNCIL, CITY PLANNING COMMISSION AND MESA COUNTY PLANNING COMMISSION WORKSHOPS**

City Public Works and Planning staff attended several workshops with elected and appointed City and County officials to inform and solicit input on the Greater Downtown Plan during its development.

In addition to these opportunities for public input, the final draft of the Greater Downtown Plan and the Greater Downtown Plan Overlay were made available to the public 5 weeks prior to the public hearing before the Grand Junction Planning Commission.



## Central Business District – Questionnaire Results

1. Establish a cohesive character/theme that harmonizes new structures with the existing buildings through common materials, scale and architectural details

#	Answer		%
1	Strongly Disagree		7%
2	Disagree		7%
3	Neither Agree nor Disagree		15%
4	Agree		37%
5	Strongly Agree		33%
	Total		100%

2. Promote high density, vertically mixed use structures (e.g. retail at street level and residential or office above)

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		4%
3	Neither Agree nor Disagree		4%
4	Agree		37%
5	Strongly Agree		56%
	Total		100%

3. Building height restrictions in the CBD should be based on guidelines that address compatibility with surrounding uses.

#	Answer		%
1	Strongly Disagree		7%
2	Disagree		26%
3	Neither Agree nor Disagree		19%
4	Agree		30%
5	Strongly Agree		19%
	Total		100%





4. Taller buildings should be located in the center of the CBD, with lower buildings on the edges of the CBD.

#	Answer		%
1	Strongly Disagree		4%
2	Disagree		12%
3	Neither Agree nor Disagree		31%
4	Agree		31%
5	Strongly Agree		23%
	Total		100%





5. Preserve and restore significant historic structures

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		0%
3	Neither Agree nor Disagree		13%
4	Agree		30%
5	Strongly Agree		57%
	Total		100%




6. Promote infill development that is compatible with the existing downtown character.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		9%
3	Neither Agree nor Disagree		13%
4	Agree		43%
5	Strongly Agree		35%
	Total		100%




7. The streetscape will be dominated by buildings rather than surface parking lots.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		9%
3	Neither Agree nor Disagree		13%
4	Agree		35%
5	Strongly Agree		43%
	Total		100%




8. Shared parking and parking structures should be encouraged in the CBD to reduce the amount of surface parking lots.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		0%
3	Neither Agree nor Disagree		17%
4	Agree		39%
5	Strongly Agree		43%
	Total		100%

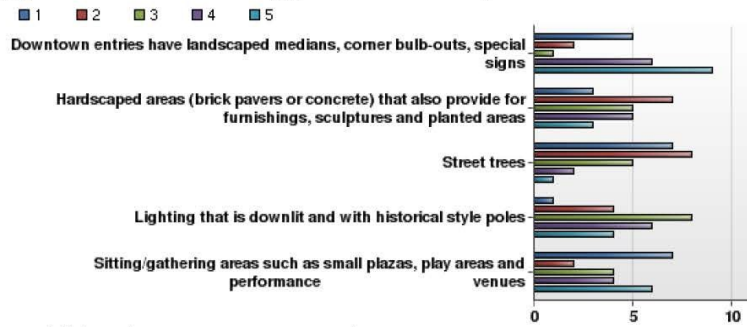
9. Explore new ways to pay for public parking.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		0%
3	Neither Agree nor Disagree		27%
4	Agree		36%
5	Strongly Agree		36%
	Total		100%

10. Provide streetscape details that complement the architectural character of downtown Grand Junction.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		0%
3	Neither Agree nor Disagree		9%
4	Agree		52%
5	Strongly Agree		39%
	Total		100%

11. The most important streetscape characteristics to me are (Please rank the options below in order of your most preferred with 1 being your favorite and 6 being your least favorite):



12. Please provide any additional comments you may have.

**Text Response**

#2 if you consider parking #4 Keep very tall buildings - like the Alpine Bank Building OUT of downtown.

#11 Xeroscape, dark sky!!, sitting/gathering along rail district as well

The focus within the CBD should be less on specific architectural styles and/or materials, but on those necessary elements to create a streetscape (location of entrances, location of parking, uses of the sidewalk, etc). The collection and range of architectural styles is what illustrates the evolution of a place and brings unique character to that place.

I think there should be a legitimate concrete Skatepark in the downtown park area as an anchor for destination based year round usage... feel free to contact me for any info or questions... (info@bin707.com)

The CBD has a core of historical structures on Main Street and Colorado, but the modern buildings on 7th and what the new Marriott adds is a varied and interesting streetscape with both modern and historic structures. This diversity of design allows for creativity, originality of builders and not a cookie cutter approach to the CBD dictated by code. That said, a 20 story medical center next to the transitional housing areas makes no sense so some type of restrictions should apply. The removal of trees on Main was necessary given the 50 year life cycle, but better planning needs to be done to assure we maintain a natural canopy of vegetation and the City also needs to do a better job of maintaining the fountains assuring they are functioning and serviced as needed. The one located across from the Avalon has malfunctioned much of the time since installation. Also winterization and maintenance of these wonderful outdoor water features must be planned operationally. Parking will always be an issue and the City needs to be more in touch with the reality of what they are approving as evidenced by the latest "VET" housing development done by Catholic Outreach which was totally lacking substantive evidence for the staff justification of parking. The result will be loss of parking for downtown businesses and there is no law that says the facility has to be used for VA occupants forever.

**Downtown Area-Wide Concepts – Questionnaire Results**

1. Examine the possibility of making 4th and 5th Streets both 2-way streets between Grand and North Avenues

#	Answer	%
1	Strongly Disagree	32%
2	Disagree	18%
3	Neither Agree nor Disagree	14%
4	Agree	18%
5	Strongly Agree	18%
	Total	100%

2. Establish a distinctive public sign palette for the original square mile to include street signs and directional signs that have recognizable poles, ornamentation, colors, fonts and logos.

#	Answer		%
1	Strongly Disagree		9%
2	Disagree		5%
3	Neither Agree nor Disagree		32%
4	Agree		27%
5	Strongly Agree		27%
	Total		100%

3. Emphasize “walkability” of Downtown through ongoing improvements to pedestrian crossings, bicycle facilities (e.g. bike lanes on streets, bike racks at strategic locations).

#	Answer		%
1	Strongly Disagree		4%
2	Disagree		0%
3	Neither Agree nor Disagree		4%
4	Agree		30%
5	Strongly Agree		61%
	Total		100%

4. Establish and improve gateways to the Downtown Area (please select your top 4 choices).

#	Answer		%
1	7th Street and North Avenue		37%
2	1st Street and Grand Avenue		84%
3	12th Street and Grand Avenue		16%
4	1st and Main Streets		84%
5	12th and Main Streets		21%
6	5th Street and South Avenue		68%
7	7th Street and Pitkin Avenue		58%
8	Other – please describe		32%

Other – please describe	
	River front trail
	1st - NORTH
	4th & North
	14th & I-70B (Desert Vista Park)
	7th and Main

2	Disagree		10%
3	Neither Agree nor Disagree		25%
4	Agree		40%
5	Strongly Agree		20%
	Total		100%

5. Please provide any additional comments you may have.

**Text Response**

Make the accessibility to the river and riverfront trails from downtown area more inviting.

#1 Why?

Make user-friendly ways to get to river trails

#4 improve how? They are all fine now Making 4th & 5th only partly 2-way would be a disaster. There would be auto accidents - people driving in the wrong lanes No more roundabouts!

In time pedestrian traffic will increase yet travel today in the next 20 years most travel will be via cars

#1 but make transition from 1-way to 2-way very clear with islands & other street features Main & Gunnison are ideal 7th from downtown to River is already bike-friendly ok

The directional signage beginning on Horizon Drive and leading to the Downtown along 7th Street already has a distinctive color scheme. However, this scheme was compromised at the intersection of 7th Street and Grand Avenue when the sign pole was painted black. If a color scheme is created, it should build on this work and must not be compromised.

**North Central Business District – Questionnaire Results**

1. Establish a cohesive character/theme that harmonizes new structures with the existing buildings through common materials, scale and architectural details

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		10%
3	Neither Agree nor Disagree		25%
4	Agree		45%
5	Strongly Agree		10%
	Total		100%





2. Promote vertically mixed use structures (e.g. retail or office at street level and residential or office above)

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		5%
3	Neither Agree nor Disagree		10%
4	Agree		50%
5	Strongly Agree		30%
	Total		100%



3. The maximum building height of 65 feet shall only be allowed on parcels that front Grand Avenue. The buildings should “step down” so that the front of buildings that are directly across the street from residential buildings or uses are only 35 feet in height.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		10%
3	Neither Agree nor Disagree		25%
4	Agree		40%
5	Strongly Agree		20%
	Total		100%

8. Where available, some parking for non-residential uses may be on the street but only in front of the actual use, not in front of other adjacent uses.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		16%
3	Neither Agree nor Disagree		37%
4	Agree		32%
5	Strongly Agree		16%
	Total		100%

9. Should similar guidelines and standards be applied to the 1st Street Corridor from Grand Avenue to Belford Avenue?

#	Answer		%
1	Yes		78%
2	No		22%
	Total		100%

10. Please provide any additional comments you may have.

**Text Response**

limit mixed-use intrusion into residential areas

#1 but not exactly alike #8 there's just no space on 4th St






#1 existing bldgs are crap #6 I don't notice anything about Grand west of 7th worth harmonizing with.

Keep it simple. Trees are such a gift. Keep it "big western town" rather than a city. Really, we have a choice western town here that offers relief from cities. May we manage to preserve & maintain that western "wide open spaces" air.

The one-block depth of this subarea creates a challenge. I agree that a maximum setback is necessary, both along Grand and 1st Street. However, this will result in the relocation of parking, loading, etc to the rear of the block, assuming the properties within the block are assembled. I believe that it would be a mistake to severely limit the height and/or building locations along Ouray and 2nd Street. The width of these streets and the streetscape itself would be better used as the transition. This would allow greater utilization of the properties and provide a better defined "edge" between the business and the residential area.

### Transitional Areas – Questionnaire Results

1. Front yards of transitional uses shall be reserved for landscaping, sidewalks and driveway access to parking areas and signage to maintain the residential character.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		11%
3	Neither Agree nor Disagree		16%
4	Agree		42%
5	Strongly Agree		26%
	Total		100%

2. Keep signs for the non-residential uses subordinate to the residential character.

#	Answer	%
1	Strongly Disagree	0%
2	Disagree	5%
3	Neither Agree nor Disagree	16%
4	Agree	58%
5	Strongly Agree	21%
	Total	100%

3. Regulate maximum building size in transitional corridors.

#	Answer	%
1	Strongly Disagree	11%
2	Disagree	21%
3	Neither Agree nor Disagree	16%
4	Agree	42%
5	Strongly Agree	11%
	Total	100%

4. Regulate hours of operation for transitional uses.

#	Answer	%
1	Strongly Disagree	11%
2	Disagree	33%
3	Neither Agree nor Disagree	28%
4	Agree	17%
5	Strongly Agree	11%
	Total	100%






5. Regulate building, site and signage lighting for transitional uses to minimize impact on adjacent residential core.

#	Answer	%
1	Strongly Disagree	5%
2	Disagree	0%
3	Neither Agree nor Disagree	5%
4	Agree	58%
5	Strongly Agree	32%
	Total	100%





6. Regulate parking and screening on non-residential sites to minimize impact on adjacent residential core.

#	Answer	%
1	Strongly Disagree	6%
2	Disagree	6%
3	Neither Agree nor Disagree	11%
4	Agree	39%
5	Strongly Agree	39%
	Total	100%






7. Transitional uses should not be allowed to have outdoor storage areas.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		16%
3	Neither Agree nor Disagree		37%
4	Agree		16%
5	Strongly Agree		26%
	Total		100%





8. Where available, some parking for non-residential uses may be on the street but only in front of the actual use, not in front of other adjacent uses.

#	Answer		%
1	Strongly Disagree		6%
2	Disagree		0%
3	Neither Agree nor Disagree		35%
4	Agree		41%
5	Strongly Agree		18%
	Total		100%

9. Reuse of residential structures and new construction in the transitional corridors shall retain residential character.

#	Answer		%
1	Strongly Disagree		6%
2	Disagree		12%
3	Neither Agree nor Disagree		6%
4	Agree		47%
5	Strongly Agree		29%
	Total		100%

10. Regulate the spacing of non-traditional residential uses (e.g., service organizations, group homes) so as to equitably disburse them throughout the downtown area.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		20%
3	Neither Agree nor Disagree		10%
4	Agree		50%
5	Strongly Agree		20%
	Total		100%



11. The most important residential characteristics to me are (check all that apply):

#	Answer		%
1	Maintain landscaped front yards (no parking in the front yard)		68%
2	Setback of building from street		32%
3	Small, low signage		53%
4	Maintain or construct building forms that are typical of residential architecture (e.g. 1-1/2 to 2 stories, sloping roofs, window pattern, porches)		53%
5	Use materials that are similar in color and texture as those in the residential neighborhood (e.g. roofing, siding)		37%
6	Minimize the visual impact of parking provided for the transitional uses		58%
7	Other – please describe		16%

Other – please describe

Cleanliness and general appearance. In general, the current businesses in this area look nicer than the residences.

blend old & new (modern) architecture thru committee approval/aesthetic guidelines ie: Bozeman, MT

Feel free to tear it up and start over

12. Please provide any additional comments you may have.

**Text Response**

I am a part owner of a business at 9th and Rood. My main concern is traffic control. There are regularly accidents at 9th and Main, we hear each one and watch them out our windows. In my opinion, having watched this intersection for over a decade, you could drastically reduce the number of these accidents by reducing or eliminating the on-street parking on Main street in the vicinity of this intersection. I'm convinced most of these accidents are caused by visual error. People travelling either way on 9th will stop, look each way, see traffic on Main, and PULL OUT ANYWAY because they think, in a quick glance, the vehicle they saw was parked on Main. In a quick glance, drivers sometimes cannot differentiate between a parked and a travelling vehicle. The City put blinking lights around the stop signs for a while, I see they're gone now, I suspect they statistically did not help reduce the number of accidents. Please try my idea. I'm sure the property owners will complain. But it could be you or your family that is in the next accident at 9th and Main.

Bozeman, MT!!!

#9 the transitional area has no redeeming qualities.





The Transistional Area needs to be redefined. It encompasses existing commercial uses between 7th and 12th Street, many with frontage on North Avenue, which are identified as part of a student commercial/entertainment district. It also encompasses the Ratekin and Qwest towers, both zoned Downtown Business, which should be included in the CBD.

**Residential Areas – Questionnaire Results**




1. No large-scale redevelopment projects should be allowed within the downtown residential core.

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		20%
3	Neither Agree nor Disagree		20%
4	Agree		20%
5	Strongly Agree		30%
	Total		100%



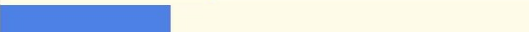
2. The downtown residential core should be preserved for residential uses only with no further encroachment of non-residential uses.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		24%
3	Neither Agree nor Disagree		29%
4	Agree		10%
5	Strongly Agree		38%
	Total		100%





3. Maintain the existing character of the house styles within the downtown residential core neighborhood – new construction or alteration must be compatible with key architectural characteristics and site elements of the neighborhood.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		15%
3	Neither Agree nor Disagree		0%
4	Agree		45%
5	Strongly Agree		40%
	Total		100%






4. Maintain and enhance the pattern of landscaped front yards that gives the downtown residential core neighborhood a distinctive, friendly appearance.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		0%
3	Neither Agree nor Disagree		14%
4	Agree		48%
5	Strongly Agree		38%
	Total		100%



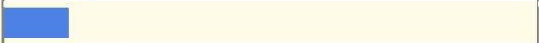


5. Regulate the scale of accessory structures to maintain their character as subordinate to the primary residence.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		14%
3	Neither Agree nor Disagree		10%
4	Agree		43%
5	Strongly Agree		33%
	Total		100%






6. New construction of accessory structures may be allowed to be built at historic setbacks (e.g. there could be a zero foot setback from the alley and only 3 feet from neighboring property line).

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		20%
3	Neither Agree nor Disagree		25%
4	Agree		35%
5	Strongly Agree		10%
	Total		100%



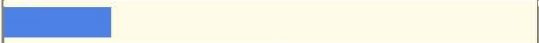


7. Where existing residential zoning allows, provide a diversity of housing types through development of multi-family housing that is in keeping with the character of the neighborhood.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		19%
3	Neither Agree nor Disagree		14%
4	Agree		29%
5	Strongly Agree		33%
	Total		100%

8. Discourage tearing down existing historic homes in order to construct new residential structures.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		10%
3	Neither Agree nor Disagree		19%
4	Agree		38%
5	Strongly Agree		33%
	Total		100%

9. Regulate the spacing of non-traditional residential uses (e.g. service organizations, group homes) so as to equitably disburse them throughout the downtown residential area.

#	Answer		%
1	Strongly Disagree		0%
2	Disagree		6%
3	Neither Agree nor Disagree		24%
4	Agree		59%
5	Strongly Agree		12%
	Total		100%

10. Enhance access to and improvements within existing public open spaces (e.g. parks and school grounds) within the downtown residential core.

#	Answer	%
1	Strongly Disagree	0%
2	Disagree	0%
3	Neither Agree nor Disagree	18%
4	Agree	47%
5	Strongly Agree	35%
Total		100%

11. Maintain and enhance the historic character of the streetscape.

#	Answer	%
1	Strongly Disagree	0%
2	Disagree	0%
3	Neither Agree nor Disagree	6%
4	Agree	63%
5	Strongly Agree	31%
Total		100%

12. The most important streetscape characteristics to me are (check all that apply):

#	Answer	%
1	Street Trees	94%
2	Landscaping rather than parking or other uses in park strips (area between sidewalk and curb)	71%
3	Distinctive street signs for downtown residential core	24%
4	Distinctive street lighting for downtown residential core	41%
5	Minimally maintained landscaping in front yards	6%
6	Detached sidewalks (space between the sidewalk and the curb)	47%
7	Other – please describe	0%
Other – please describe		

13. Please provide any additional comments you may have.

Text Response

Allow for Bed & Breakfast establishments to operate within original square mile, provided that signage, parking areas and lighting can blend in with neighboring properties.

#8 depending on the existing quality of the building #11 evergreens!

#2 small-scale mixed use would be ok #8 "historic" does not necessarily mean "good" The trees and lawns are pleasant, but GJ could afford to mlpout a significant effort toward xeriscape concepts. Honestly it seems criminal how folks in this town gush the Colorado River al over the place with little or no thought toward making a more rational truce with the desert.

I'd love to see softer lighting, going upward. For good ideas, check out [www.darksky.org](http://www.darksky.org). Xcel says people need only a 60 watt bulb (or equivalent on houses). I recommend (& long for) banishment of motion-sensor lighting... My plea is keep it simple. Preserve the "big western town" feel of this town. No more narrowing of streets. Please avoid turning into a city (like Boulder). THANKS!

Prohibiting "non-residential" uses can create unintended outcomes. For example, should a church be allowed to expand and offer a coffee shop or other gathering place open to the public? This sort of amenity within the residential area is what adds value to the area. It is important to permit multi-family (re)development within the original square mile for two reasons. One, it has excellent infrastructure to service the population and proximity to services. Two, it is the only area within Grand Junction that has lost population in the 2010 Census (Tract 2 and 3), suggesting a loss of families from the area and/or an aging population of smaller households.

## Corridor Overlays – Questionnaire Results

1. Create a mix of higher quality, new uses along South Avenue.

#	Answer	%
1	Strongly Disagree	9%
2	Disagree	0%
3	Neither Agree nor Disagree	18%
4	Agree	9%
5	Strongly Agree	64%
	Total	100%

2. Create a more pedestrian-friendly commercial and service corridor along South Avenue/South 7th Street that complements the street improvements that have already been completed.

#	Answer	%
1	Strongly Disagree	9%
2	Disagree	0%
3	Neither Agree nor Disagree	18%
4	Agree	18%
5	Strongly Agree	55%
	Total	100%






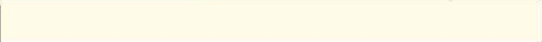
3. Do not allow billboards on the South Avenue/South 7th Street corridor.

#	Answer	%
1	Strongly Disagree	5%
2	Disagree	5%
3	Neither Agree nor Disagree	27%
4	Agree	9%
5	Strongly Agree	55%
	Total	100%







4. Promote higher quality architecture and screening of outdoor uses for sites that face South Avenue and South 7th Street.

#	Answer	%
1	Strongly Disagree	10%
2	Disagree	5%
3	Neither Agree nor Disagree	14%
4	Agree	14%
5	Strongly Agree	57%
	Total	100%







5. Should similar guidelines and standards be applied to the 1st Street corridor from South Avenue to Grand Avenue?

#	Answer		%
1	Strongly Disagree		14%
2	Disagree		0%
3	Neither Agree nor Disagree		24%
4	Agree		14%
5	Strongly Agree		48%
	Total		100%



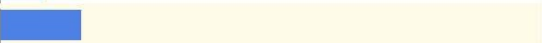


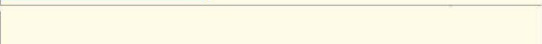
6. Limit expansion and construction of any new outdoor uses and operations (such as outdoor operation of rail yards, salvage yards, etc.) on properties that abut the South 5th Street right-of-way.

#	Answer		%
1	Strongly Disagree		14%
2	Disagree		14%
3	Neither Agree nor Disagree		14%
4	Agree		9%
5	Strongly Agree		50%
	Total		100%

7. Provide screening on the South 5th Street bridge that limits views to adjacent uses but still provides longer vistas to the east (Grand Mesa) and west (Colorado National Monument and Uncompahgre Plateau).

#	Answer		%
1	Strongly Disagree		23%
2	Disagree		5%
3	Neither Agree nor Disagree		23%
4	Agree		9%
5	Strongly Agree		41%
	Total		100%

8. Promote higher quality architectural features on building facades that directly face or can be seen from the 5th Street bridge on the east and west sides of the bridge.

#	Answer		%
1	Strongly Disagree		9%
2	Disagree		9%
3	Neither Agree nor Disagree		18%
4	Agree		18%
5	Strongly Agree		45%
	Total		100%

9. Do not allow billboards on the South 5th Street corridor.

#	Answer		%
1	Strongly Disagree		9%
2	Disagree		18%
3	Neither Agree nor Disagree		23%
4	Agree		5%
5	Strongly Agree		45%
	Total		100%

10. Create a mix of higher quality, new uses along South 7th Street and Riverside Parkway.

#	Answer		%
1	Strongly Disagree		9%
2	Disagree		5%
3	Neither Agree nor Disagree		27%
4	Agree		18%
5	Strongly Agree		41%
	Total		100%

11. Create a more pedestrian-friendly commercial core for area employees, residents and visitors.

#	Answer		%
1	Strongly Disagree		9%
2	Disagree		0%
3	Neither Agree nor Disagree		23%
4	Agree		14%
5	Strongly Agree		55%
	Total		100%

12. Integrate new commercial and mixed use with park, trail, recreation and open space uses.

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		5%
3	Neither Agree nor Disagree		14%
4	Agree		19%
5	Strongly Agree		52%
	Total		100%

13. Do not allow billboards along the South 7th Street/Riverside Parkway business park mixed use corridor.

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		0%
3	Neither Agree nor Disagree		19%
4	Agree		14%
5	Strongly Agree		57%
	Total		100%

14. Promote commercial and mixed uses along the north side of the Riverside Parkway that would transition to and screen industrial areas behind to the north.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		15%
3	Neither Agree nor Disagree		20%
4	Agree		30%
5	Strongly Agree		30%
	Total		100%

15. Use the remnant building of the historic sugar beet factory as a guide for scale, height and architectural elements for potential new development along Riverside Parkway.

#	Answer		%
1	Strongly Disagree		10%
2	Disagree		5%
3	Neither Agree nor Disagree		19%
4	Agree		19%
5	Strongly Agree		48%
	Total		100%

16. Promote higher quality architectural treatments for building facades that face the Riverside Parkway.






#	Answer		%
1	Strongly Disagree		14%
2	Disagree		5%
3	Neither Agree nor Disagree		5%
4	Agree		36%
5	Strongly Agree		41%
	Total		100%

17. Regulate screening of outdoor storage in the front yard area to minimize visual impact of these uses along the Riverside Parkway.






#	Answer		%
1	Strongly Disagree		14%
2	Disagree		9%
3	Neither Agree nor Disagree		5%
4	Agree		27%
5	Strongly Agree		45%
	Total		100%



18. Promote higher quality streetscape with minimal building setbacks, use of front yard space, signage, fencing and landscaping regulations.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		10%
3	Neither Agree nor Disagree		15%
4	Agree		40%
5	Strongly Agree		30%
	Total		100%

19. Do not allow billboards along the Riverside Parkway commercial/industrial corridor.

#	Answer		%
1	Strongly Disagree		5%
2	Disagree		5%
3	Neither Agree nor Disagree		33%
4	Agree		5%
5	Strongly Agree		52%
	Total		100%

20. Please provide any additional comments you may have.

Text Response

NO BILLBOARDS

I think your survey is biased - where do you say you want NO OVERLAYS

Encouraging progressive developers/landowners to make a few "1st moves" needs to be a kick-start for these standards. Once a few are on board this plan can be used as an incentive to get businesses to locate and upgrade in these districts. I envision that as the riverfront and other areas develop, GJ may be able to attract Denver businesses that cannot afford the downtown real estate they want there.

Looks good!

#7 waste of \$;#8 If you do this, no need for a screen; #9 I kinda like them; #10 Keep good reliable businesses in place; #12 if it will help our economy & Bring more businesses downtown; #14 Waste of \$. What is, is. I like seeing the rock yard. Keep it simple. Keep it real. Keep night lighting subtle, friendly, rather than glaring & blinding. Go for quality (which it sounds like you are doing). Yet please make it possible for "old-timers" to maintain their business without undue expense for dubious purpose. Keep our town Western! (that's my plea) open & friendly & not too fancy THANKS

I agree w/ all. The "strongly agree" s are of greatest importance. #15 that and lower

Mistake to not allow residential in rail district. ie: LODO in Denver, has the potential to be urban atmosphere that would attract young professionals to work & reside ie: living/working lofts. Densely populated "downtown" area can prevent urban sprawl, lessen carbon footprint and make this area a desirable place to live & work

1) This is a convoluted process. 2) Driving for answers you want 3) We need jobs, business & honor private property rights

With respect to the South Avenue corridor, is there still discussion about rerouting the I-70B corridor to Pitkin/South? If so, then that changes the type of character along that corridor, though pedestrian access should still be provided. South 5th Street (bridge) does serve as an entry point into the downtown; however, since it essentially "flies over" the existing industrial areas, it is not necessary to completely restrict those uses. The main focal point should be the end of the bridge and the forward vista into downtown, not what is underneath. The orientation of the Riverside Parkway paralleling Las Colonios Park presents something of a challenge for future commercial development, since direct access is only available at 7th St, 9th St, and Winters Avenue. These intersections should be the focus of the integration of commercial to open space concept. The areas along Kimball Avenue adjacent to the sugar beet factory are perhaps too far away from these nodes to be viable for mixed-use development

**Greater Downtown Plan Open House**  
**December 8, 2011**  
**Citizen Comments**

- I don't want changes in zoning OR overlays – leave it alone for now – that's the best way to stimulate job growth.
- # one priority should be emphasis on maintaining and enhancing the character of the downtown residential and business to provide character, charm and livability within the core area. Increased bike lanes/racks, pedestrian crossings and a strong control of architectural features will serve to ensure an attractive downtown for years to come.
- Would love to see better use of Whitman Park connected to the Museum, Renaissance Fair, Farmer's Market etc. An East/West traffic corridor south of Ute would make the area more pedestrian-friendly to downtown visitors.
- Must have strict sign codes & restrictions; NO lighted signs in residential district; Same for R-O zones.
- R-O must provide parking for residents & employees, clientele during business hours. Parking is a big problem in R-O areas where renters & employees are not allowed to park during business hours and take parking from residents. Sometimes R-O residents tie up parking for days at a time leaving homeowners without parking and must carry groceries and other items from alley or further from home. Limit the amount of families living in existing homes. Some homes have multiple families living there (with numerous vehicles).
- NO parking of vehicles on parkway.
- Support for the Ute/South shift of one-ways.
- Encourage continued support for the "Arts" and Museum in downtown.
- Support for safety for bicyclists and pedestrians. WALKABILITY!
- Support for parks and active recreation in the area.
- Agree with – no billboards on South Ave/S 7<sup>th</sup> Street/S 5<sup>th</sup> Street corridors.
- Promote higher architecture and screening for site South Ave.
- Set minimum height requirements for downtown – Build Taller.
- I like the corridor concepts connecting downtown to the river. I live &\* work downtown, bike the river and only need a couple connections to get there, so 5<sup>th</sup> Street & 7<sup>th</sup> Street corridors bike-friendly are important to me personally; and I think, good for the area in general.
- With proposed rezone of block between 5<sup>th</sup> & 6<sup>th</sup>, Ouray & Chipeta – would a credit union or bank be a compatible use? – Eve Tallman 683-2424.
- I agree that building sizes need to blend as they approach the residential districts from Grand Ave.
- We need better ways to notify owners of the meetings. I didn't know of the Chipeta Elementary meeting.
- Clean tamarisk, Russian Olive (tents, dogs) between S 5<sup>th</sup> Street and Railroad Bridge.
- Improve bike, pedestrian route Main to River trail.
- Put soft path along river thru Los Colonias (something easy to replace if floods).
- Put pedestrian bridge over cut in Jarvis pond from soft path loop.
- Improve pedestrian, bike route W. Main to River (by Dual Immersion Academy school, etc).
- I would like to see more development along the river. Has city planning ever taken a "field trip" to Littleton to see what they have done with their river trail? I grew up there and saw it transform from trash to a treasure.
- Since this town is named after the confluence of 2 rivers, why not have a confluence park? Buy all the trashed area down at the confluence.
- River District – Concerned with Cities priority on present & future Riverfront Trail maintenance. Does not appear to be a priority. Also concerned with City "real" concern & commitment to the River District development for the Park & Future Trail to 29 Road.
- The industrial use of the 2 blocks south of Pitkin should remain due to the already constructed infrastructure i.e. – rail yards, holding tanks, etc. to re-set this area into another location would be very cost prohibited.

Regarding the workshop at City Hall 09.19.2011 regarding  
Zoning and Future Land Conflicts

1) South downtown area;

1) South Downtown, the OPTION 3 submitted by Kathy Portner was the plan she said matched current use and that she would propose. The City Council concurred. That the “triangle on 6th Street should be I-1, historical use of rail; take change North to South side of South Ave.; West side of 7th to accommodate current users. Council agreed with one dissenting vote.

There was talk of “conditional use” and “over-lays”.  
The Mayor’s remarks were that both of these ‘conditions’ on zoning creates unpredictability. Both should be avoided whenever possible. Council concurred.

At the work shop, there was also concern that the South Downtown should be considered separate from the Downtown Plan. However, we note this has been put as one.

Meeting 12.08.2011 at Whitman Center

No property owners have been for a change of zoning in South Downtown. The Council and Planning Department discussed this at length at 9.19.2011 workshop and felt uses should be kept for current users and zoning should remain the same.

- 1) Why are the same meetings necessary – over and over?
- 2) Why are minutes not kept of previous meetings?

Please consider keeping the zoning the same for the South Downtown so businesses have predictability and continue operating – instead of wondering what the City is going to do to them.

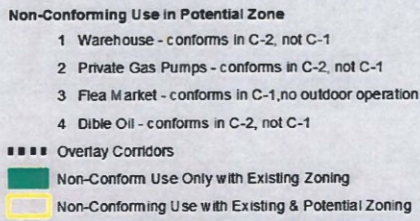
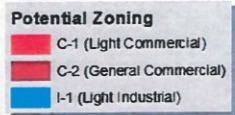
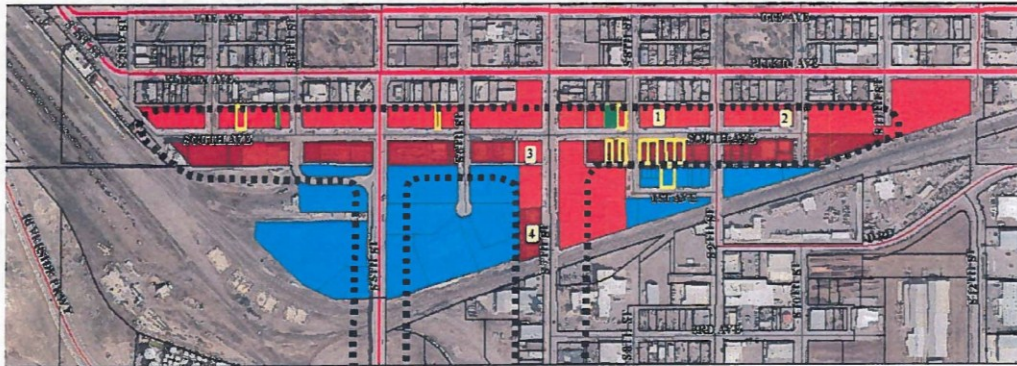
Thank you.



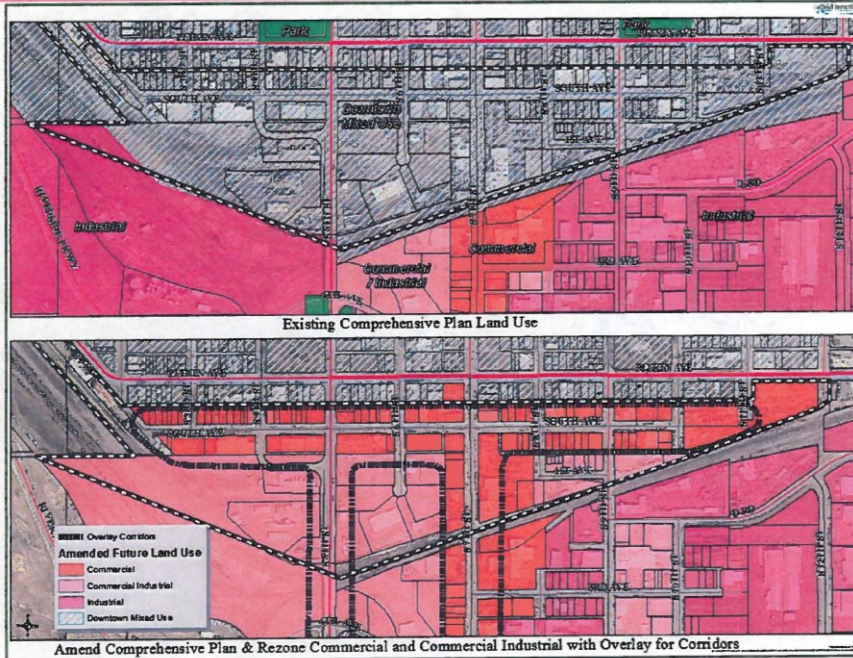
Lois Dunn  
PO box 1889  
Grand Junction CO 81502  
970-243-8843  
loisgdunn@gmail.com

Attached: Proposal 3 as presented at the 9.19.2011 workshop

## OPTION 3: Omitted Area South Ave to RR Tracks Potential Zoning



## OPTION 3: Omitted Area South Ave to RR Tracks Extend Concepts from South Downtown Plan



**Greater Downtown Plan Open House  
February 23, 2012  
Citizen Comments**

**DOWNTOWN OVERLAYS**

- Transitional Areas – Need parking guidelines for business & residential uses. What about parking guidelines for rentals? Currently property owners do not have any requirements to have renters park on or in front of units. What about off street parking requirements? We need them.
- Transitional Area – Text seems to primarily be geared to business discussion. We need guidelines & standards to be inclusive of the residential aspects!! All readers need to understand we are an inclusive neighborhood comprised of residential and business interests. Current zoning states “Residential/Office”.
- 1<sup>st</sup> Street from Main St south to the depot – slow traffic/Parkway/landscaped median, shift of Ute/Pitkin to Pitkin/South.
- On street parking should be encouraged to slow traffic and act as a buffer on collector streets (e.g. Grand Ave) to buffer traffic from residential yards. Parked cars area a safety buffer for children playing in yards.
- No uses earlier than 7:30 am or after 8 pm. The Yoga Collective would immediately be in violation of this on 10<sup>th</sup> & Main.

**PROPOSED LAND USE MAP**

- It doesn't seem to make sense putting a Commercial/Industrial area on the river, breaking up the continuity of the park areas.
- Train Depot – Why not encourage Amtrak, GVT & Greyhound Bus Co. to make a true intermodal center @ 1<sup>st</sup>/2<sup>nd</sup> and Pitkin? Then encourage higher density housing and mixed use for this area.
- Isn't the Neighborhood Center supposed to serve clients who “walk” from the immediate neighborhood? On 1<sup>st</sup> Street there are barely sidewalks to serve the NC. Isn't this commercial area being used by the “Driving” community more than the walking neighbors? Do you expect this to change?

**PROPOSED ZONING MAP**

- The infamous Brady property will be surrounded by parks on 3 sides according to the FLU. How does the I-1 zoning make any sense? Why not get Brady to trade for some vacant land to it's north and east.
- Rail industrial zone inhibits residential uses & remodels – should be mixed use zone. This area is full of houses – not just industrial uses.
- County zoning missing from maps; any changes to County zoning considered?
- Brady Trucking need to be moved to the vacant industrial land to the east of where they are now and the land by the River needs to be part of the Park.
- Winters/Kimball – 7<sup>th</sup>/9<sup>th</sup> – There area residences there that should be retained for that use! Why can't we have residential blended use in ANY work areas? It makes not sense to segregate them and force their use change when we supposedly are trying to create a walkable city.
- Why is the Industrial use STILL specified by the Riverfront Trail? OM elevation looks right down on that area. Retain our Riverfront for a beautiful recreational feature, please!!!
- BP – doesn't allow museums; concerned that some retail sales are not allowed in the BP. Compare BP to C-2 uses.
- S 7<sup>th</sup> Street – look at potential of leaving the C-2 zoning and utilize the overlay zone for design standards.
- Would like to do mixed use, but business – residence requires owner or employee live there.
- Suggest incentives for new uses or upgrades we'd like to see – 1111 S 7<sup>th</sup> Street.
- Attached letter from John Crouch.
- Attached letter from Margaret Cox.

**CIRCULATION/TRAILS/BUS**

- NO MORE ROUNDABOUTS. THEY DO NOT AID IN TRAFFIC FLOW! Courtesy is not practiced, yield signs are not followed. They increase traffic congestion!

- The homes that area between 7<sup>th</sup> & 9<sup>th</sup> and Winters to Noland should be preserved as residential. This area needs residential if you want such things as a brew pub & other business to make this area a beautiful thriving area – Not a home for the homeless – Thank you, Kathy Jordan.
- 1<sup>ST</sup> & Grand – Uh... Roundabout! It's a perfect intersection; DCOT & the City already own the land.
- Main Street east of 8<sup>th</sup> Street is too wide. Install some central medians or something to slow traffic, increase interest, create more neighborhood identity.
- 7<sup>th</sup> Street needs a sign that keeps large 53 feet long trucks off of it between Ute and Grand.
- 7<sup>th</sup> and Grand roundabout may cause vehicle/pedestrian conflict. Have walk signs/lights now. Traffic exiting roundabout does not expect or look for pedestrian traffic. These conflicts exist at 7<sup>th</sup> and Main roundabout.
- #2 – Spruce St @ Grand Ave – needs to be a right-in/right-out only – unclear if it is planned that way.
- #3 – Spruce & Main improvements look great - & should be a priority with new and increased traffic on South Spruce – Mesa County Central Services. In short term remove diagonal parking spaces closest to the intersection – poor sight distance now.
- Will a pedestrian connection from Ute Ave to Pitkin Ave be built where 6<sup>th</sup> St is now closed for the Fire & Police Facilities?
- More marked bike lanes would improve safe traffic flow.

### **CORRIDOR OVERLAYS**

- 1101 Kimball owner Bryan Wiman – We support the corridor overly that affects our property “Sugar Beet Factory”. We understand that the existing use is not affected and that is important to us. We also respect the significant beauty of the Colonias Park area and we support re-development if market demands.
- Indian Road plans contradict this?? Follow up on – 396/398 & 397/399 Indian Road
- Moving Pitkin/Ute one way traffic to Pitkin/South should not occur. The Grand Valley Transit facility would be very negatively impacted – both pedestrian users and bus ingress-egress from such a drastic increase in traffic. – John Heidernan.
- A traffic light at S 5<sup>th</sup> and South Ave would back up north bound traffic significantly worse on the overpass. The one at Pitkin already does. Moving it one block south – not a good idea. - John Heidernan.
- The proposal to move Pitkin & Ute one way traffic to Pitkin & South is of concern to us. That would essentially put our 2 businesses, Enterprise & All Pets Center in the median strip of I-70B. Our access is already a huge problem for our clients and this would make it worse.

### **PARKS**

- Brady trucking should expand to the east NOT on the riverfront.

### **GENERAL**

- Please, no more parking meters. – Rob Rubin

City of Grand Junction  
 City Neighborhood Services  
 Attn Kristen Ashbeck, Senior Planner  
 250 North 5<sup>th</sup> Street  
 Grand Junction, CO 81501

05/15/2012

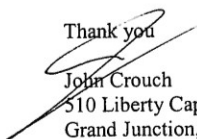
Dear Kristen:

Thank you for speaking with me regarding the proposed rezone from General Commercial (C-2) to Light Commercial (C-1).

The area of concern is commercial and best suited for the highest zoning available.. The railroad, junk yards, metal processors etc. and decades of investment in the area below Pitkin is not conducive to spotty zoning. Keep it all the highest zoning available.

To do what is suggested will force businesses that need higher zoning to move to Fruita or to the County.

Thank you

  
 John Crouch  
 510 Liberty Cap Court  
 Grand Junction, Co 81507

Rec'd 4/25/12

Margaret Cox  
P.O. Box 2422  
Grand Junction, CO 81502

Grand Junction City Council  
City Hall  
250 N. 5<sup>th</sup> St.  
Grand Junction, CO 81501  
April 24, 2012

**RE: Re- Zone and Over-Lay Plan for South Downtown Grand Junction**

Dear City Council members,

I have recently been made aware of proposed changes to the zoning of south downtown that would negatively affect my commercial property at 805 Struthers Avenue. This 2 acre parcel is presently zoned C-2 and borders Riverside Parkway between 8<sup>th</sup> and 9<sup>th</sup> street on the south side. It is adjacent to city land that will someday become Los Colonias Park. Long range city plans include possible commercial development of privately owned land in my specific area. I am not opposed to the gradual development of the area for recreation, retail and even some residential uses. I have reviewed the proposals over the years with some interest. The only consistent conclusion I draw of these proposals is that they are projected endlessly into the future. There is never a start date.

The Planning Department has not been able to give any specific time-line on the creation of the park, saying it will take way more funding than is now in the budget. Re-zoning of that area should not take place until much of the park is completed and can demonstrate a draw for both the public and investors.

One compromise could be to change the zoning to C-1 only for individual parcels as requested by their owners. I would have no objection to that change, but would not want 805 Struthers re-zoned to C-1 at this time.

My property is a non-conforming site with non-conforming use since the zoning changed from Industrial to C-2. In years past I have sacrificed the flexibility of industrial usage. Should I decide to change my use or expand my facilities the C-2 designation already requires a major investment to meet city building codes, screening, landscaping and parking, etc. If the zoning were to change to C-1 I would no longer be allowed to use the land for storage and other outdoor uses if I changed my activities or have a building expansion over 20 percent, or if a potential buyer envisioned another use outside the C-1 zoning specifications. This limits my property's potential. It devalues my property. Quibbling about which zoning is more valuable is not productive at this point. I value my land based on the revenue it generates and its potential to provide me an income far into the future. This is based on the flexibility zoning allows.

Although the argument may someday be made that the potential use will be more valuable as a C-1 property, I see no evidence at all of this being so at this time. There is almost no retail anywhere in the area. There is no city park as a destination for the public. Efforts at upgrading the river corridor have been minimal, with the exception of the parkway itself and are not visible to the traveler on that parkway. There is no entrance to the park, no parking lot or access to the river or the pedestrian bridge to the east from the Parkway. No business has invested in a C-1 business on Struthers or anywhere near. I feel this is not the time to make changes to zoning that effect the possibilities for land owners to find tenants, have a variety of commercial functions, or ultimately to sell the real estate.

One exception, in particular, to the "grandfathering" of my outdoor usage I find unfair and would like addressed. If a property is vacant for more than one year the zoning requirements will kick in and protection as a "non-conforming" site will be lost. This does not accommodate the economic downturn that both Grand Junction and our national economy have experienced. Coming years could even be more challenging. This would represent a "taking" of sorts to force a revision of that non-conforming status. Commercial properties often times cannot be occupied consistently and, unfortunately, can remain vacant for well over twelve months. Owners already have taxes and other related expenses and should not have to lose their effective zoning status because of the misfortune of a vacancy. I would ask that this provision be removed from any Over-Lay or Re-Zoning considerations.

Please leave my property at 805 Struthers Avenue at the current zoning of C-2.  
Thank you for your consideration.

Sincerely,



Margaret Cox

970-778-9000



>>> Marie Ramstetter <ramstet@gmail.com> 3/14/2012 3:46 PM >>>  
I am still opposed to the down zone

On Wed, Mar 14, 2012 at 12:23 PM, Kristen Ashbeck <[kristena@ci.grandjct.co.us](mailto:kristena@ci.grandjct.co.us)> wrote:  
Hi Marie,

Thank you for your comment regarding the Greater Downtown Plan. We understand your concerns and would like to provide you with additional information concerning the proposed zone change of your property from C-2 to C-1. If you review the attached information, it outlines the differences between the two zones. You will see that there is not a great difference between the uses that you might consider for your property, especially since the building already exists and there is very little room on the site for expansion or for outdoor uses. The zone change certainly would not impact a current use of the building or the building itself.

If after reviewing the information (or if you are unable to open the attachment), you have further questions or comments, please do not hesitate to contact me.

Kristen Ashbeck  
Neighborhood Services / CDBG  
[970.244.1491](tel:970.244.1491)  
[kristena@gjcity.org](mailto:kristena@gjcity.org)  
[970.256.4114](tel:970.256.4114) fax

City of Grand Junction  
250 North 5th Street  
Grand Junction CO 81501

>>> Marie Ramstetter <[ramstet@gmail.com](mailto:ramstet@gmail.com)> 3/13/2012 2:19 PM >>>

I am absolutely opposed to your attempt at down zoning my property, tax id 2945-231-00-008 located at 803 S 7th Street. Consider this a formal protest to the City.

**From:** Donna <[donna@bresnan.net](mailto:donna@bresnan.net)>  
**To:** <[kristena@gjcity.org](mailto:kristena@gjcity.org)>  
**Date:** 7/29/2012 7:10 PM  
**Subject:** Greater Downtown Area Plan

Dear Kristen,

Thank you for your hard work and dedication to the development of the Greater Downtown Plan. We have reviewed the current draft and it is our hope that the Plan is approved by the City Council.

Unfortunately, a plan is only as good as the adherence, and we are not optimistic that the City will direct the appropriate departments to assure compliance. As you are aware, several ordinances currently on the books are not enforced. We are not optimistic that this will change with a new Plan.

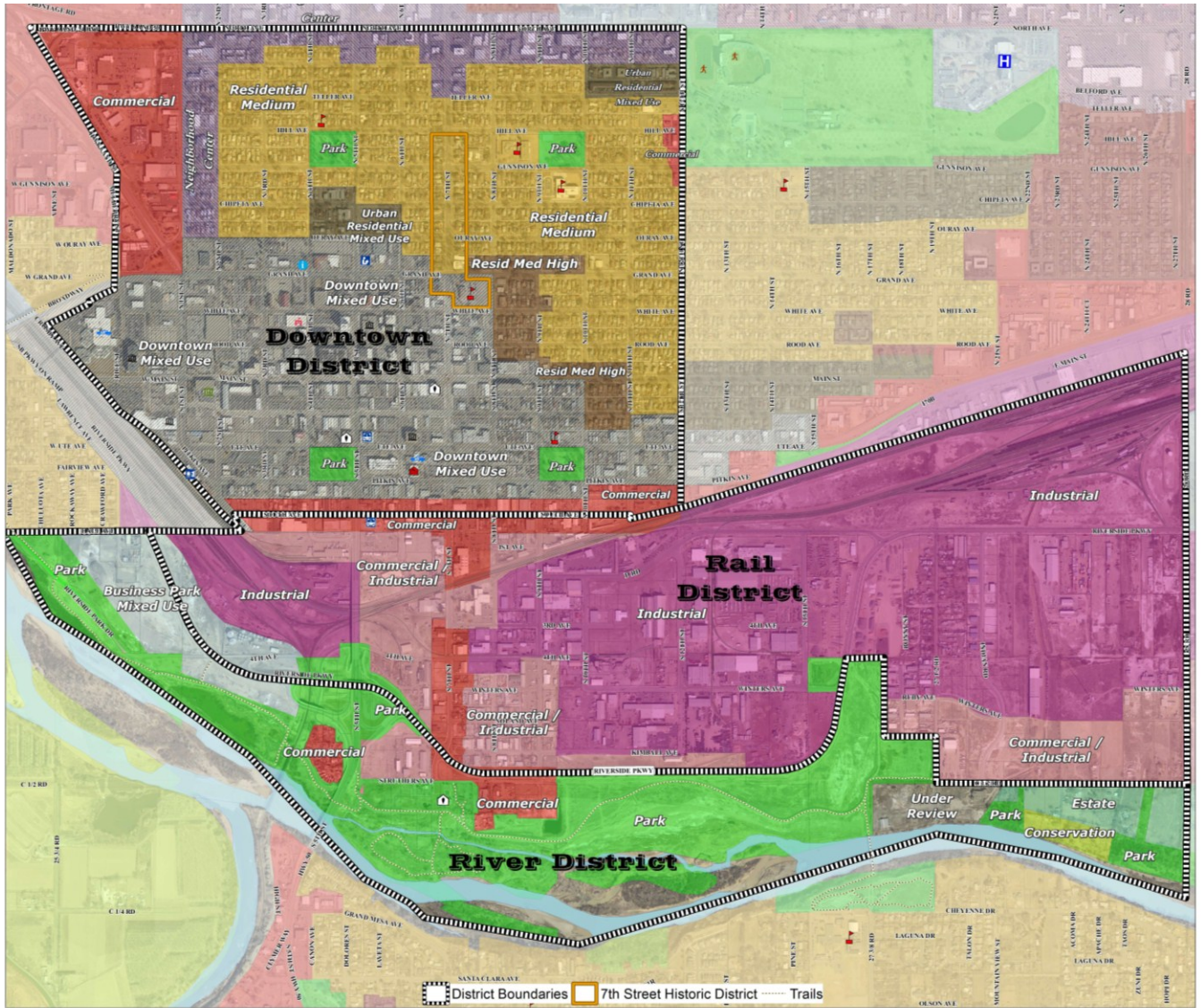
Sincerely,

James and Donna Patton  
341 Gunnison Avenue  
970-245-1678

Exhibit B - (d) Districts to Implement the Comprehensive Plan.

Zoning District	Comprehensive Plan Land Use Designation																
	RESIDENTIAL								NONRESIDENTIAL								
	Low				Medium		High										
	Rural	Estate	RL	RML	RM	RMH	RH-MU	UR RH-MU	Commercial	NC-MU	VC-MU	DT-MU	Industrial	C/I	BP-MU	P & OS	Conservation/ Mineral Extraction
RR	.	.	.	.													.
R-E	.	.	.	.													
R-1	.	.	.	.													
R-2	.	.	.	.													
R-4	.	.	.	.	.	.											
R-5	.	.	.	.	.	.											
R-8					.	.			.	.				.			
R-12					.	.			.	.				.			
R-16						.	.	.	.	.	.			.			
R-24+							.	.		.	.			.			
R-O					.	.	.	.	.	.	.	.		.			
B-1								.	.	.							
B-2											.						
C-1									.	.	.	.					
C-2									.				.				
CSR	.													.	.		.
M-U									.			.	.				
BP													.	.			
I-O													.	.	.		
I-1													.	.			
I-2													.				
MXR-3																	
MXG-3									.	.	.						
MXS-3																	
MXR-5																	
MXG-5										.	.						
MXS-5																	
MXR-8																	
MXG-8											.						
MXS-8																	

# EXHIBIT C – GREATER DOWNTOWN PLAN FUTURE LAND USE MAP



### Greater Downtown Future Land Use Categories

- Neighborhood Center (NCMU)
- Business Park Mixed Use
- Industrial (IND)
- Residential Med High (RMH)
- Park (PK)
- Urban Residential Mixed Use (URMU)
- Downtown Mixed Use
- Commercial (COM)
- Commercial Industrial (CI)
- Residential High Mixed Use or Resid. Med High
- Conservation (CON)

District Boundaries 7th Street Historic District Trails



PUBLISHED: JANUARY 28, 2011  
© GOVERNMENT OF THE STATE OF CALIFORNIA, COUNTY OF SAN JOAQUIN. ALL RIGHTS RESERVED. FOR INFORMATION ONLY. NOT A CONTRACT. CONSULT AN ATTORNEY FOR LEGAL ADVICE.

**ATTACHMENT 3**

**CITY OF GRAND JUNCTION, COLORADO  
ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE ZONING AND DEVELOPMENT CODE TO ADD  
SECTION 21.07.080 GREATER DOWNTOWN PLAN ZONING OVERLAY**

RECITALS.

One of the recommendations of the Greater Downtown Plan was to create standards and guidelines as a first step for implementing the Plan. The Plan recommends adoption of these standards and guidelines as a zoning overlay to apply to portions of the Greater Downtown area as specified in the Plan.

Overlay zoning is one way to create a more flexible and discretionary alternative to traditional zoning. An overlay zone is defined as “an overlay district superimposed on one or more established zoning districts which may be used to impose supplemental regulations on development in these districts, permit uses otherwise disallowed, or implement other forms of incentives”.

An overlay zone supplements the underlying zone with additional standards, guidelines and/or incentives while generally leaving the underlying zoning regulations in place. Examples might include different setbacks, increased height allowance or varied allowed uses. A parcel within the overlay zone area will thus be simultaneously subject to two sets of zoning regulations: the underlying and the overlay zoning standards and guidelines.

Overlay zone boundaries are not restricted by the underlying zoning district’s boundaries. An overlay zone may or may not encompass the entire underlying zoning district. Likewise, an overlay zone can cover more than one zoning district, or even portions of several underlying zone districts.

The Greater Downtown Plan Zoning Overlay is being proposed to cover the Central Business District (CBD), Residential and Transitional subareas of the Downtown District as well as those properties that have frontage on defined street corridors including South 5<sup>th</sup> and 7<sup>th</sup> Streets, Pitkin and South Avenues and the Riverside Parkway.

The Grand Junction Planning Commission is charged with the legal duty to prepare and consider and recommend action to City Council regarding amendments to the Zoning and Development Code for the City.

The Greater Downtown Plan Zoning Overlay was heard in a public hearing by the Grand Junction Planning Commission on \_\_\_\_\_, 2013 where the Planning Commission recommended that the City Council adopt the Zoning Overlay.

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

The Zoning and Development Code is hereby amended to add section 21.07.080 entitled "Greater Downtown Plan Zoning Overlay" to be applied to the areas described in the Greater Downtown Plan Zoning Overlay (Exhibit A) and generally described above.

That the Greater Downtown Plan Zoning Overlay, City of Grand Junction, Colorado, in the form of the document attached hereto, and as recommended for adoption by the Grand Junction Planning Commission is hereby adopted.

The full text of the Ordinance, including the text of the Greater Downtown Plan Zoning Overlay, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

**INTRODUCED** on first reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published pamphlet form.

**PASSED** and **ADOPTED** on second reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

---

President of City Council

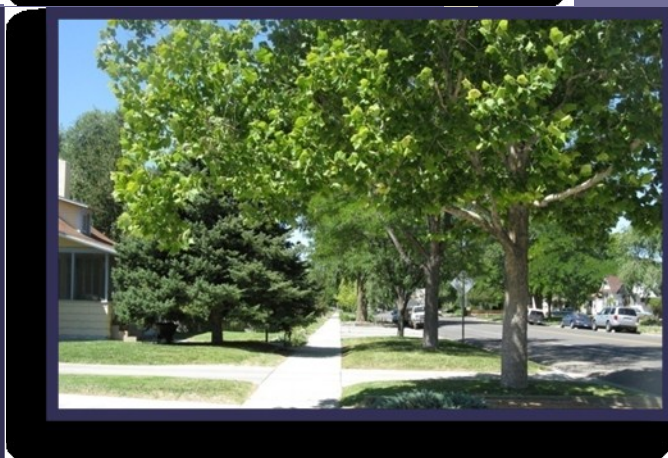
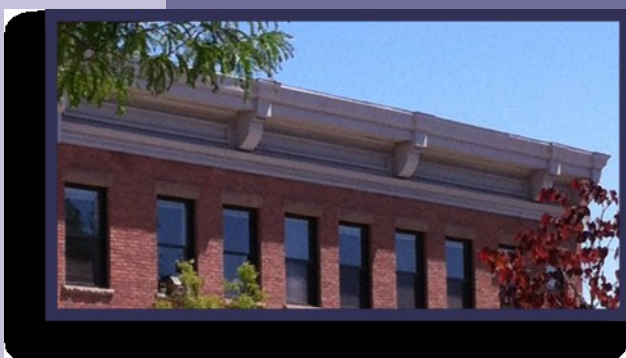
ATTEST:

---

City Clerk

# Greater Downtown Plan Zoning Overlay

# DRAFT



## TABLE OF CONTENTS

### INTRODUCTION

### CORRIDOR STANDARDS AND GUIDELINES

1. Overall Corridor Vision/Concepts
  - A. Architectural Features
  - B. Building Materials
  - C. Streetscape and Site Design
2. Commercial Corridor Standards and Guidelines
  - A. New Site Development or Redevelopment
  - B. Architectural Design of New Buildings/Additions or Substantial Exterior Remodel
  - C. Landscaping for New Site Development or Redevelopment
  - D. Signage
3. Industrial Corridor Standards and Guidelines
  - A. 5<sup>th</sup> Street Industrial Corridor Standards
  - B. Riverside Parkway Industrial Corridor Standards

### DOWNTOWN DISTRICT STANDARDS AND GUIDELINES

1. Overall Downtown District Vision/Concepts
2. Area-Wide Standards and Guidelines
  - A. General
  - B. Transportation
  - C. Entryways and Public Signage
3. Central Business District (CBD) Standards and Guidelines
  - A. Application of Standards and Guidelines
  - B. Land Use / Architecture
  - B. Site / Area Improvements
4. Residential Areas Standards and Guidelines
  - A. Policies
  - B. Standards
  - C. Guidelines
5. Transitional Areas Standards and Guidelines
  - A. Policy
  - B. Standards
  - C. Guidelines

## INTRODUCTION

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

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

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

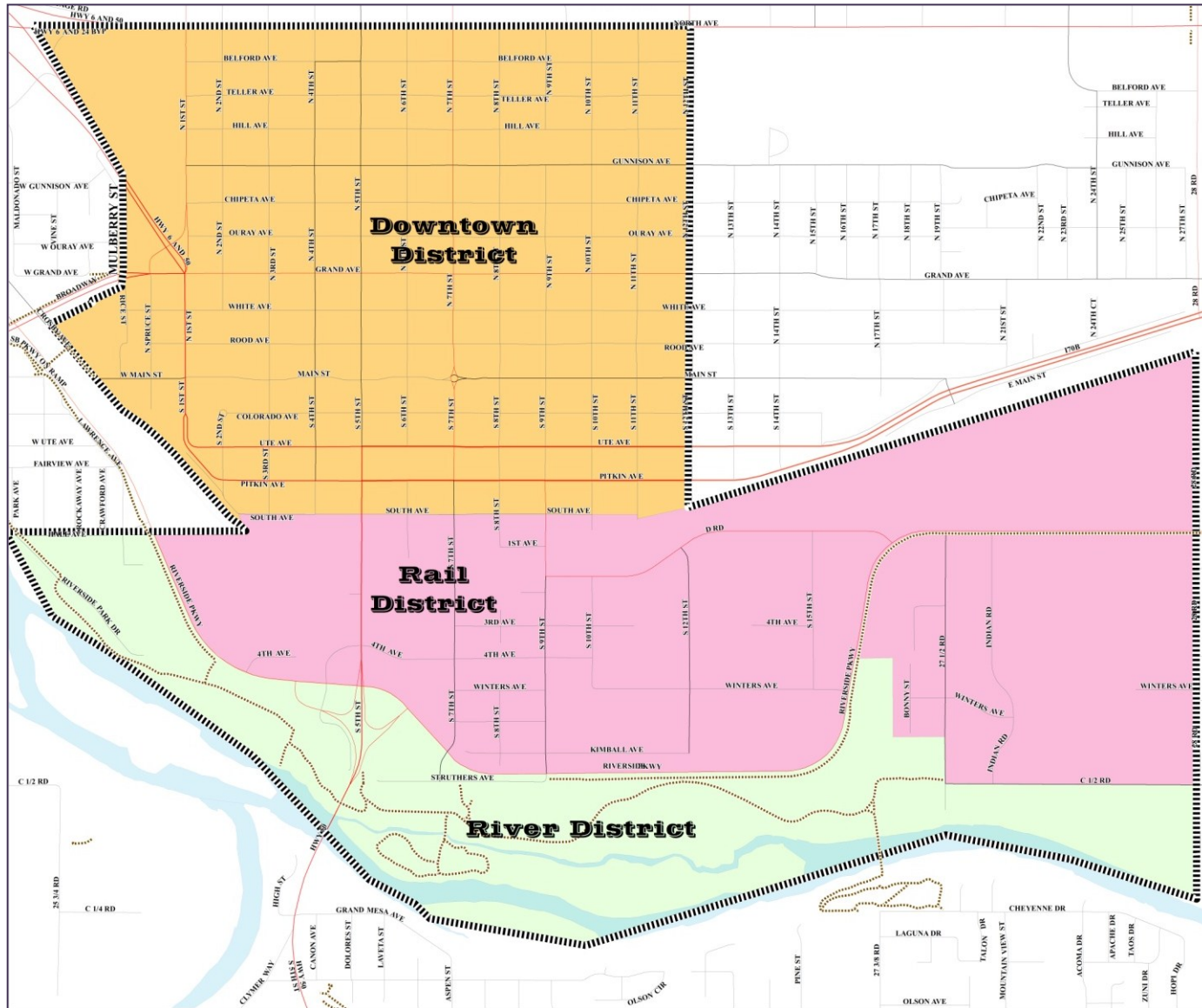
The standards and guidelines were developed upon an analysis of the existing character of the Greater Downtown area. The area was divided into subdistricts and the Downtown District was further divided into subareas based on existing zoning, character of existing development and potential for redevelopment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

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

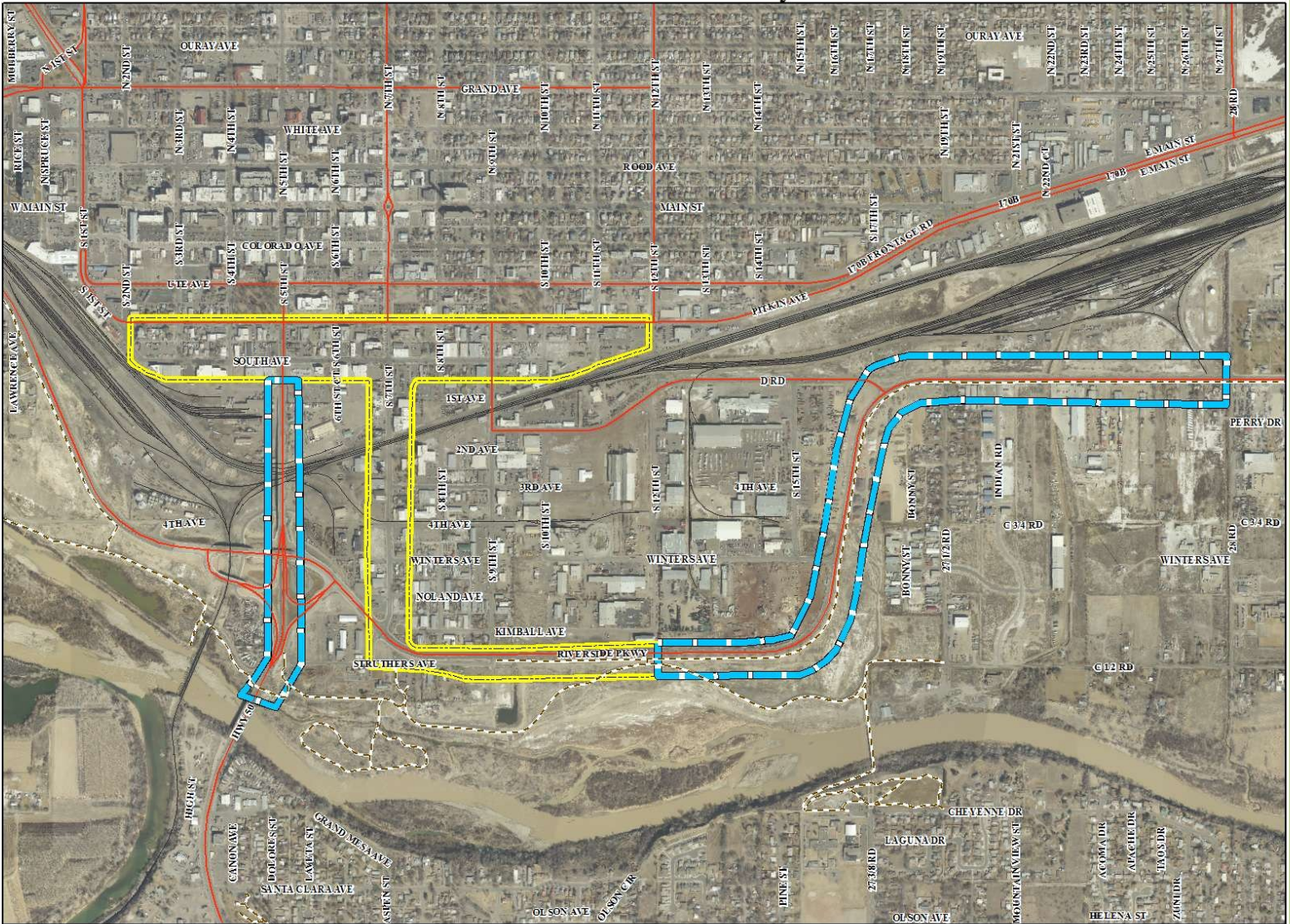
The standards identify design alternatives and specific design criteria for the visual character and physical treatment of private development and public improvements within Greater Downtown. They are adopted through an overlay zoning district, which will establish the means by which the standards are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



# Greater Downtown Plan Subdistricts



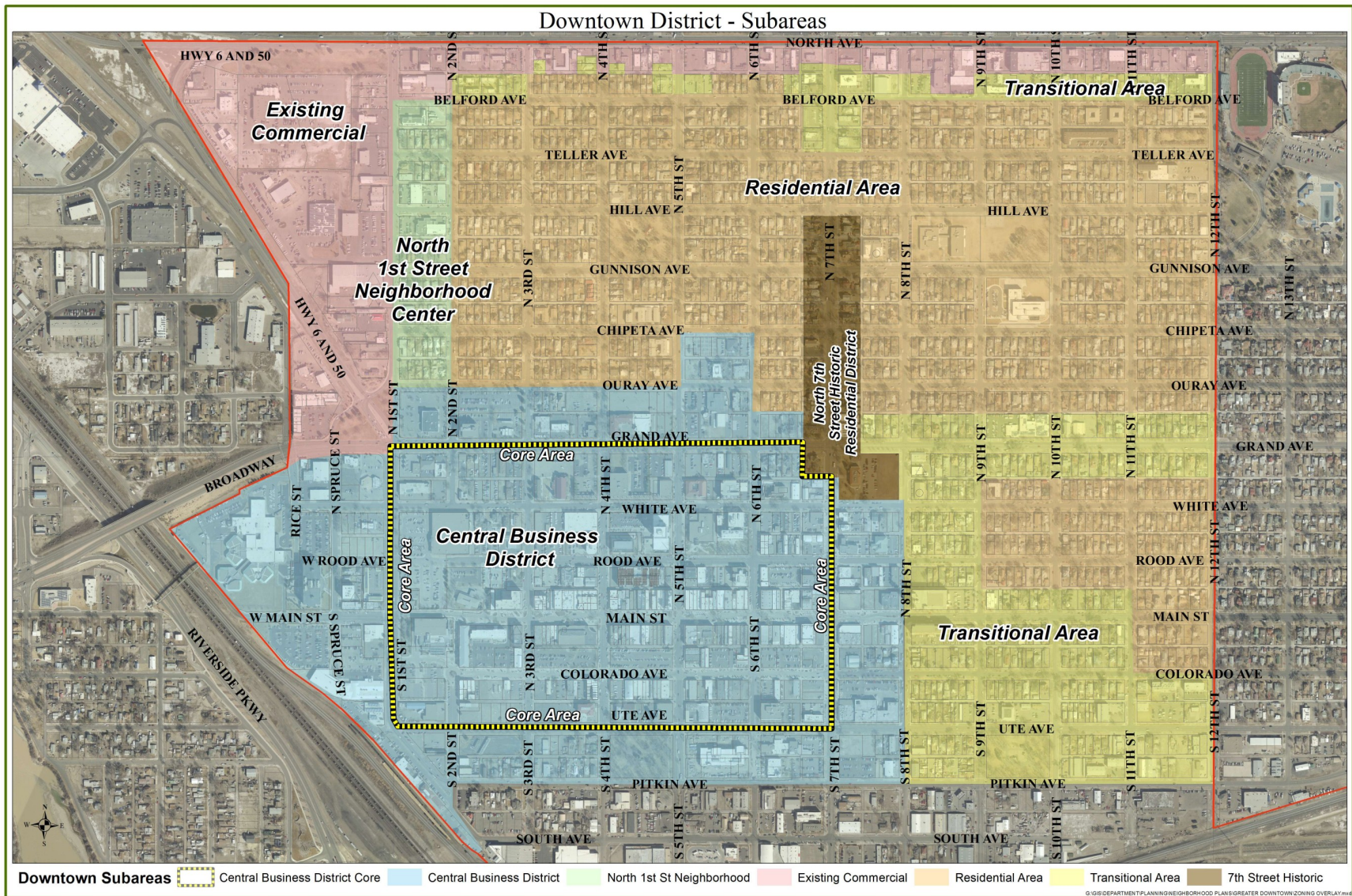
# Greater Downtown Overlay Corridors



Greater Downtown Overlay Corridors — Industrial Corridor — Commercial Corridor

---- Trails

GIS DEPARTMENT / GIS / NEIGHBORHOOD PLANNING / GREATER DOWNTOWN PLANNING / CORRIDORS



**[PAGE INTENTIONALLY LEFT BLANK]**

# CORRIDOR STANDARDS AND GUIDELINES

## 1. OVERALL CORRIDOR VISION/CONCEPTS

The Greater Downtown Plan Zoning Overlay standards for the Greater Downtown Commercial and Industrial Corridors in the Rail and River Districts begin to implement goals of the *Greater Downtown Plan* to 1) improve the visual impact of development along the corridors; and 2) promote higher quality architectural treatment and site design as new development and redevelopment occurs along the corridors. The visual features identified below define the concepts proposed along the corridors and, as implemented as new development and redevelopment occurs, will shape the desired character of the built environment. The features are grouped into three categories: Architectural Features; Building Materials; and Streetscape and Site Design.

### A. Architectural Features

1. Façade modulation and roofline variations. The corridors can be improved through use of visually interesting architectural features that are designed to reduce mass and scale, including variation in the building form with recessed or projecting bays and variation in the rooflines.



2. Façade design. Design details can be used to emphasize architectural features such as the modulation and roof line changes discussed above or other features such as entryways and windows. Façade design details that break up a façade and add visual interest include:

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

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

4. Window sizes and shapes. The shape and sizes of windows used on a building break up the façade, provide visual variety and provide a pedestrian- and customer friendly character.

5. Awnings and porticos. Awnings and porticos are encouraged to help provide architectural interest.

**B. Building Materials**

1. Mix of materials. Variations of materials used on exterior facades break up large building forms and walls.



2. Different textures, colors and tones. Use of different textures, colors and tones provide visual interest and can be used to accentuate architectural features.



**C. Streetscape and Site Design**

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

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

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



*Example Existing Streetscape Landscaping*

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



*Existing 7<sup>th</sup> Street Landscaping*

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



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

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



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

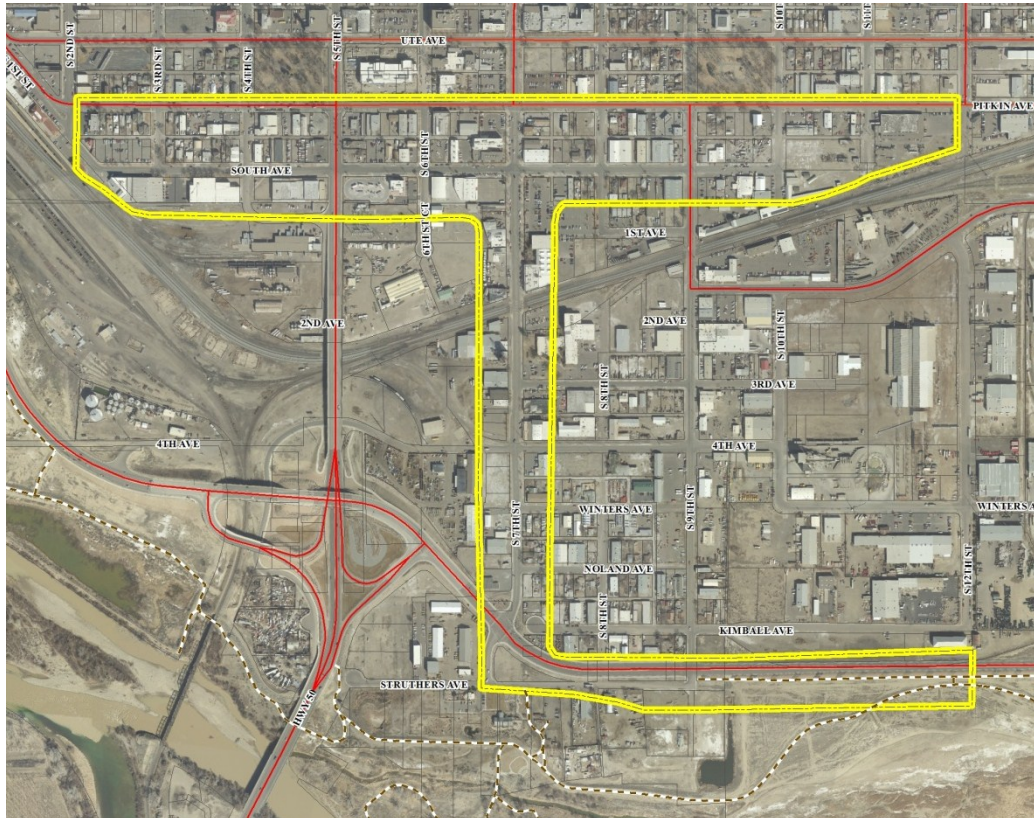


*Screening Example on Riverside Parkway*



## 2. COMMERCIAL CORRIDOR STANDARDS AND GUIDELINES

The following Commercial Corridor Standards and Guidelines apply to those parcels on the south side of Pitkin Avenue between 2<sup>nd</sup> Street and 12<sup>th</sup> Street as shown on the map below: all parcels, or aggregation of parcels to be developed that have frontage on: 1) the east side of 2<sup>nd</sup> street between Pitkin Avenue and South Avenue; 2) South Avenue between 2<sup>nd</sup> Street and 12<sup>th</sup> Street; 3) South 7<sup>th</sup> Street between Pitkin Avenue and the south side of the Riverside Parkway; and 4) Struthers Avenue and Riverside Parkway area from just west of South 7<sup>th</sup> Street to the alignment of 12<sup>th</sup> Street. This area shall be referred to hereafter as the Commercial Corridor.



### A. New Site Development or Redevelopment

#### Policies

1. In order to prevent parking from dominating the visual setting of the Commercial Corridor, front yards shall allow only principal structures, landscaping, sidewalks, driveway access to parking areas and signage. No parking shall be allowed in the front yard.

#### Standards

1. Outdoor storage and permanent display areas shall only be allowed in the rear half of the lot, beside and/or behind the principal structure. For properties with more than one street frontage, the front of the lot shall be considered, for purposes of this standard, to be the side abutting the higher or highest order street. Portable display of retail merchandise may be permitted subject to the provisions of the Zoning and Development Code.

2. Parking is not to be located in the front yard. All parking that is accessory to a principal use shall be located behind or to the side of the building.
3. Front yard setbacks for principal structures on parcels within the Commercial Corridor are allowed to be reduced to zero feet.
4. Residential uses are allowed as allowed in the Light Commercial (C-1) zone district in the Zoning and Development Code, regardless of how the property is zoned.

## **B. Architectural Design of New Buildings/Additions or Substantial Exterior Remodel**

### **Standards**

1. For construction of new buildings and additions, or substantial exterior remodel (see definition below), any façade(s) on all buildings that face a street within the Commercial Corridor shall be designed to relate directly to and reinforce the pedestrian scale and quality of the abutting streets, civic and open spaces.
2. Any façade(s) of a new building, addition or substantial exterior remodel (see definition in 3 below) that face a street within the Commercial Corridor or that face the public property containing the Riverfront Trail, shall have visually interesting architectural features and patterns that are designed to reduce mass and scale and reflect the desired vision for the corridors as described in Section 1 on pages 8 through 11. In order to do so, the façade(s) of a new building, addition or substantial remodel that face a street within the Commercial Corridor shall exhibit a minimum of 3 of the following 9 architectural design elements.
  - a. Variation in materials, material modules, expressed joints and details, surface relief and texture to break up building forms and wall surfaces. Such detailing may include sills, headers, belt courses, reveals, pilasters, window bays or similar features.
  - b. Façade articulation/variation such as recessed or projecting bays or pilaster/column projections a minimum of every 30 feet.
  - c. Variation in color.
  - d. Facade feature that emphasizes the primary building entrance through projecting or recessed forms, detail, color and/or materials.
  - e. Variation in roof lines/roof materials in order to add interest to and reduce the scale of buildings or expanses of blank wall. This can be accomplished through design elements such as overhangs/eaves, recesses/projections, raised cornice parapets over doors or bays and peaked roof forms.
  - f. Screening of mechanical equipment either located on the roof or on the ground.
  - g. Windows.
  - h. Window or entry awning.

i. Other architectural features that achieve the goals of the overall corridor vision/concept as outlined on pages 8 through 11 as determined by the Director.

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

**Guidelines**

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

**C. Landscaping for New Site Development or Redevelopment**

**Standards**

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

- a. A higher quality of architectural design is achieved with greater than three of the architectural design elements listed in B above.
- b. Fifty percent (50%) or more of the building façade is setback no more than 15 feet.
- c. Street trees and other finished landscaping or hardscape exists within the public street immediately in front of the property.
- d. All parking is located to the side and/or rear of the building.
- e. All outdoor storage and operations are located behind the building.

**D. Signage**

**Standards**

- 1. Only flush wall and monument style signs are allowed on the parcels that have frontage on 7<sup>th</sup> Street, Struthers Avenue, and/or Riverside Parkway within the Commercial Corridor. Flush wall signs are allowed per the Zoning and Development Code. Monument signs shall be a maximum of 12 feet in height with a maximum total of 100 square feet per sign face allowed per parcel. Illumination shall comply with the City of Grand Junction Zoning and Development Code.
- 2. New off-premise signs and billboards as defined by the Zoning and Development Code are not allowed on properties within the Commercial Corridor.

**3. INDUSTRIAL CORRIDOR STANDARDS AND GUIDELINES**

The following Industrial Corridor standards and guidelines apply to all properties or aggregation of parcels to be developed with frontage on 5<sup>th</sup> Street or the 5<sup>th</sup> Street/Riverside parkway intersection Right-of-way, south of South Avenue to the River, referred to hereafter as the 5<sup>th</sup> Street Industrial Corridor, and on Riverside Parkway from the east edge of 12<sup>th</sup> Street, if extended to the Riverside Parkway, east to 28 Road, referred to hereafter as the Riverside Parkway Industrial Corridor. Please

see the maps (refer to maps on page 15). Collectively, the two shall be referred to as the Industrial Corridors.



**5<sup>th</sup> Street Industrial Corridor**



**Riverside Parkway Industrial Corridor**

## **A. 5<sup>th</sup> Street Industrial Corridor Standards**

1. No new outdoor uses and operations shall be allowed on parcels that have frontage on 5<sup>th</sup> Street or on the right-of-way for the 5<sup>th</sup> Street/Riverside Parkway interchange. Maximum expansion and construction of any outdoor uses and operations (such as outdoor operation of rail yards, salvage yards, etc.) on properties that abut the 5<sup>th</sup> Street right-of-way shall be 25 percent of the total square footage as it existed on (insert effective date of the ordinance).
2. For uses that require screening per the Zoning and Development Code and will be visible from the elevated portions of the 5<sup>th</sup> Street viaduct, screening shall be provided on the viaduct that limits views to adjacent uses but still provides longer vistas to the east (Grand Mesa) and west (Colorado National Monument and Uncompahgre Plateau).
3. Off-premise signs and billboards as defined by the Zoning and Development Code that did not exist as of (insert effective date of the ordinance) are not allowed on properties within the 5<sup>th</sup> Street Industrial Corridor.

## **B. Riverside Parkway Industrial Corridor Standards**

### 1. New Site Development or Redevelopment

- a. Service entrances, service yards and loading areas shall be located only in the rear or side yard. For properties with more than one street frontage, the front yard shall be considered, for purposes of this standard, to be the side abutting the higher or highest order street. The rear and side yards are any other sides that do not meet the definition of a front yard. Along the Riverside Parkway right-of-way, a six-foot (6') high solid fence or wall of stone, wood or masonry shall screen: each service yard or area from adjoining single family residential zones and uses which are not separated by a street (not counting an alley or any easement).
- b. Outdoor storage and permanent display areas shall be allowed per the zone district of the property. Any storage in the front yard adjacent to the Riverside Parkway right-of-way shall be screened with a six-foot high solid architectural wall constructed of stone, masonry or combination thereof with a minimum 14-foot landscape buffer provided outside of the wall unless modified per the landscaping section below.
- c. The front yard setback for principal structures on parcels within the Riverside Parkway Industrial Corridor is allowed to be reduced to zero feet.

### 2. Architectural Design of New Buildings or Substantial Exterior Remodel

- a. Any side of a new building, addition or substantial remodel that the Riverside Parkway or the public property containing the Riverfront Trail shall exhibit a minimum of 3 of the following 8 architectural design elements:
  - (i) Variation in materials.
  - (ii) Façade modulation/articulation a minimum of every 30 feet.
  - (iii) Variation in color.
  - (iv) Facade feature that emphasizes the primary building entrance.

- (v) Variation in roofline.
- (vi) Windows.
- (vii) Window or entry awning.
- (viii) Other architectural features that achieve the goals of the overall corridor vision/concept as outlined on pages 8 through 11 as determined by the Director.

### 3. Landscaping for New Site Development or Redevelopment

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

- (i) A higher quality of architectural design is achieved with greater than three of the architectural design elements listed in 2 above.
- (ii) Fifty percent (50%) or more of the building façade has no more than a 20-foot setback.
- (iii) Street trees exist within the abutting public street.
- (iv) All parking is located to the side and/or rear of the building.
- (v) All outdoor storage and operations are located behind the building.

### 4. Signage

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

b. Off-premise signs and billboards as defined by the Zoning and Development Code that did not exist as of (*insert effective date of the ordinance*) are not allowed on properties within the Riverside Parkway Industrial Corridor.

## **DOWNTOWN DISTRICT STANDARDS AND GUIDELINES**

### **1. OVERALL DOWNTOWN DISTRICT VISION/CONCEPTS**

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

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

## 2. DOWNTOWN DISTRICT AREA-WIDE POLICIES, STANDARDS AND GUIDELINES

### A. Policies

1. Maintain and enhance the economic, cultural and social vitality of downtown
2. Promote downtown living by providing a wide range housing opportunities
3. Enhance the transportation system to accommodate automobiles, bikes and pedestrians and provide adequate, convenient parking
4. Stabilize and enhance the historic residential neighborhoods
5. Establish and promote a unique identity
6. Preserve and restore significant historic structures
7. Activate the edges of the downtown parks with mixed use and programmed/active use of the park as urban open space rather than passive green parks.

### B. Standards

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

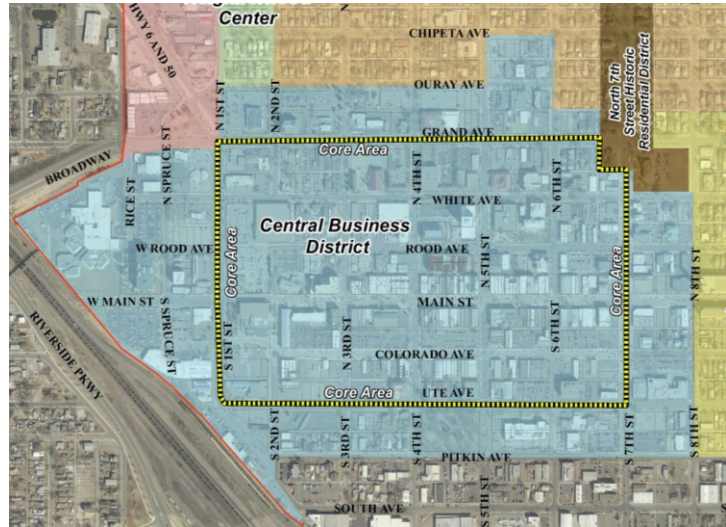
1. Hardship Unique to Property, Not Self-Inflicted. There are exceptional conditions creating an undue hardship, applicable only to the property involved or the intended use thereof, which do not apply generally to the other land areas or uses within similar zone districts, and such exceptional conditions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

### C. Guidelines

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

### 3. CENTRAL BUSINESS DISTRICT (CBD) STANDARDS AND GUIDELINES

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



#### A. Application of Standards and Guidelines

1. Unless otherwise noted below, all of the standards and guidelines shall apply under the following conditions:

a. Construction of a new building

b. Addition – Construction of an addition to an existing building if the addition increases total building square footage by 100 percent or greater (baseline is building square footage of existing building on *(insert date ordinance becomes effective, 2013)*). This expansion standard is cumulative after this date in 2013. Once square footage has exceeded 100 percent of the 2013 square footage, the standards and guidelines shall apply to all further expansions.

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

2. The standards and guidelines do not apply to:

a. Construction of an addition to an existing building if the addition will increase the total building square footage by less than 100 percent (baseline is building square footage of existing building on *(insert date ordinance becomes effective, 2013)*). This expansion standard is cumulative after



this date in 2013. Once square footage has exceeded 100 percent of the 2013 square footage, the standards and guidelines shall apply to all further expansions.

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

c. Interior remodel of an existing building.

## B. Overall Central Business District (CBD) Vision/Concepts/Policies

1. Activate the Downtown Core area streets through emphasis on higher pedestrian traffic, businesses on the ground level that are oriented towards attracting higher pedestrian volumes, and buildings that “turn the corner” (invite activity on both the primary and cross streets). Refer to the CBD Core Area map on page 19.



*Existing Downtown Street Activity*

2. Maintain the prominence of buildings along the streets by minimizing building setbacks.

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

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

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



*Example Downtown*

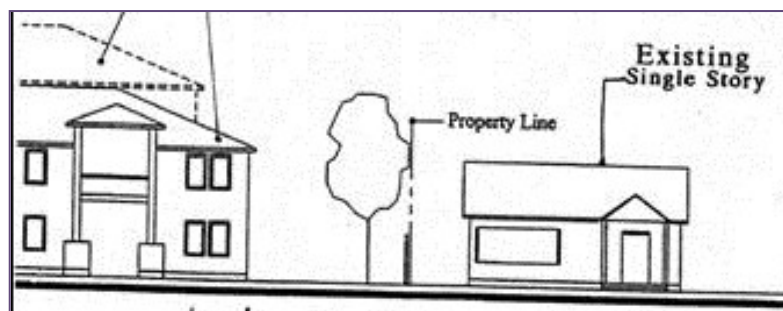
*Building Materials*

*Existing Downtown Mixed Use*

6. Encourage gradual scale transitions between the CBD and adjacent neighborhoods. Taller buildings will be located in the center and southern and western perimeter of the CBD, with shorter buildings on the northern and eastern edges of the CBD.
7. Encourage maximizing building scale and intensity/density by offering incentives to build above the required minimum height.
8. Minimize single use, surface parking throughout the CBD.
9. Maintain streetscapes dominated by buildings with parking located behind. Consider elimination of existing curb cuts as a performance benefit.
10. Encourage shared parking.
11. Encourage new infill development on existing, under-utilized surface parking lots.
12. Provide streetscape details and landscaping that compliment the architectural character of the CBD and exhibit urban character.
13. Create entries to the CBD at strategic locations as shown on the Wayfinding and Signage Map in the Greater Downtown Plan report. Enhancements may include landscaped medians, corner bulbs and special signs.
14. The DDA will assist in developing sign standards and guidelines for private signage placed on buildings or as freestanding signs for consideration and adoption by the City.

**C. Overall Central Business District (CBD) Standards**

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



*Example of Building Stepping Down to Single Family Residential Scale*

4. Scale and massing of buildings or portions of buildings along Ouray and Chipeta Avenues will be compatible with residential scale.

5. If off-street parking is provided, it shall be located behind buildings on private property. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, “behind the building” shall mean on the opposite side of the building from the front door or the main public door entrance to the building.

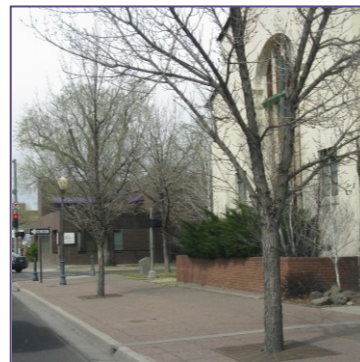
6. Maximize opportunities for on-street parking by minimizing curb cuts along the street .

7. All pedestrian level lighting shall be downlit and, if on poles, shall be in a historical style light standard.

8. The streetscape along Grand Avenue and 4<sup>th</sup> and 5<sup>th</sup> Streets north to Ouray Avenue within the CBD will continue in a design compatible with the existing improvements along Grand Avenue (e.g. decorative pavement and street trees).

9. Landscaping is expected to comply with the Zoning and Development Code per the requirements of the zone district. The Director may approve variations for new development or redevelopment in the CBD if: 1) street trees exist within the abutting public street; and 2) streetscape elements (plantings, low walls and/or street furniture) are proposed with the development consistent with the urban design character of the CBD.

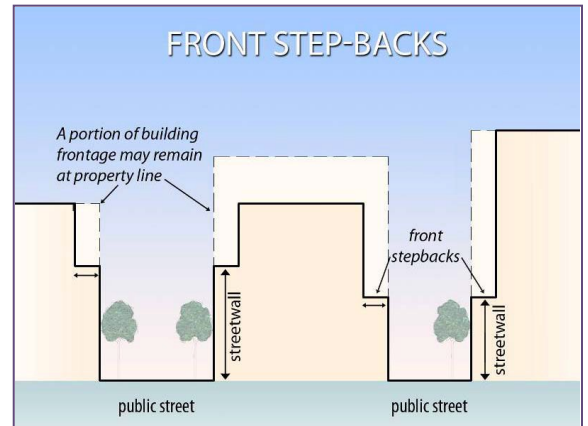
10. The streetscape along 5<sup>th</sup> and 6<sup>th</sup> Streets north of Ouray Avenue to Chipeta Avenue within the CBD shall transition between the urban hardscape and a more residential streetscape character (e.g. detached sidewalk, landscaping in park strip between curb and sidewalk and street trees).



*Existing Grand Avenue Streetscape*

#### D. Central Business District Core Area (Downtown Core) Guidelines

1. Façade detailing should be compatible with, but not be identical to, that of a neighboring historic building. New facades should have their own, unique design. To create continuity, horizontal lines should be in alignment with neighboring buildings.
2. Entrances are often the primary focal point of a building and, as such, should be designed to fit with the overall character of the area.
3. Doorways may be finished with paints, stains, metal and aluminum cladding set to match the existing trim colors.
4. Single, double, revolving and corner doorways are acceptable in new construction or substantial remodels.
5. Consider stepping back the upper floors of street-facing facades on buildings taller than the traditional three stories in the CBD all step back a minimum depth of 10 feet in order to enhance the traditional scale of the CBD and ensure adequate air and light at the sidewalk level.



#### E. Central Business District Core Area (Downtown Core) Standards

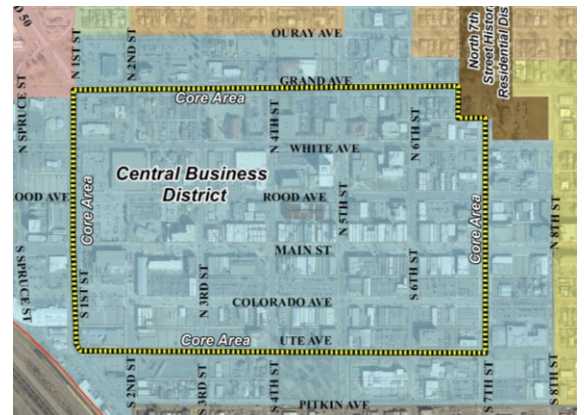
The following standards apply only to the Downtown Core shown on the map (within the yellow-black dashed line).

##### 1. Building Height

- a. Minimum building height in the Downtown Core shall be two stories.

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

- Schools, Colleges and Universities
- Vocational, Technical and Trade Schools
- Community Activity Building
- All Other Community Service
- Museums, Art Galleries, Opera Houses, Libraries
- Day Care
- Detention Facilities
- Hospital/Clinic
- Parks and Open Space
- Religious Assembly
- Funeral Homes/Mortuaries/Crematories



- Safety Services
- Utility Infrastructure and Corridors
- Car Wash, Gasoline Service Station, Quick Lube
- Industrial Services, Contractors and Trade Shops with Indoor Operations and Storage

*Existing Downtown Core Scale*

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

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

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

2. Building Setbacks/Site Placement , Scale, Massing and Street Encroachment

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

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

c. Architectural features on stories above street level may encroach on the public right-of-way, provided all safety considerations have been met. A revocable permit for such encroachments shall be reviewed and may be approved by the Director or a permanent easement for such encroachments may be reviewed and considered for approval by City Council.

d. Awnings that overhang windows or entries on street level facades are encouraged and shall be constructed of canvas or heavy cloth or metal (no plastic), utilizing primarily neutral colors.



*Existing Canopy on Main Street Building*

3. Architectural Character – The façade(s) of a new building, addition or substantial exterior remodel that abut the streets within the Downtown Core shall have articulated architectural features and patterns that are designed to reflect the desired vision for the CBD described in B on pages 20-21. In order to do so, the façade(s) of a new building, addition or substantial exterior remodel within the Downtown Core shall exhibit a minimum of four of the following nine architectural design elements.

a. On corner parcels, façade design of ground floors “turn the corner” to induce activity and interest in the streetscape on the north-south streets within the Downtown Core.

b. Facades are articulated and have ornamentation such as varied brick patterns, change in material or color accents and window headers or columns that create shadow lines are examples of acceptable ornamentation.



*Example*

*Ornamentation*

*for Visual Interest*

c. The street level front façade of the building is “active” with at least 50 percent of the façade in windows, with doors spaced no more than 50 feet apart. Side facades shall meet a minimum of 50 percent of this requirement.

d. Façade features that emphasize the primary building entrance through projecting or recessed forms, detail, color or materials.

e. Building facades are articulated on any street-facing side. Larger buildings are articulated in a hierarchy of smaller volumes and masses that better relate to other buildings and the scale of streets. This is accomplished through establishment of building bays that are distinguished by recessed or protruding elements or a variation in materials or color to break up the façade and reduce the overall scale of large buildings.



*Example Façade Articulation to Define Smaller Scale Bays*

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



*Existing Facades with Diminishing Fenestration on Upper Floors*

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

*Façade Cap*

*Example Three Dimensional*

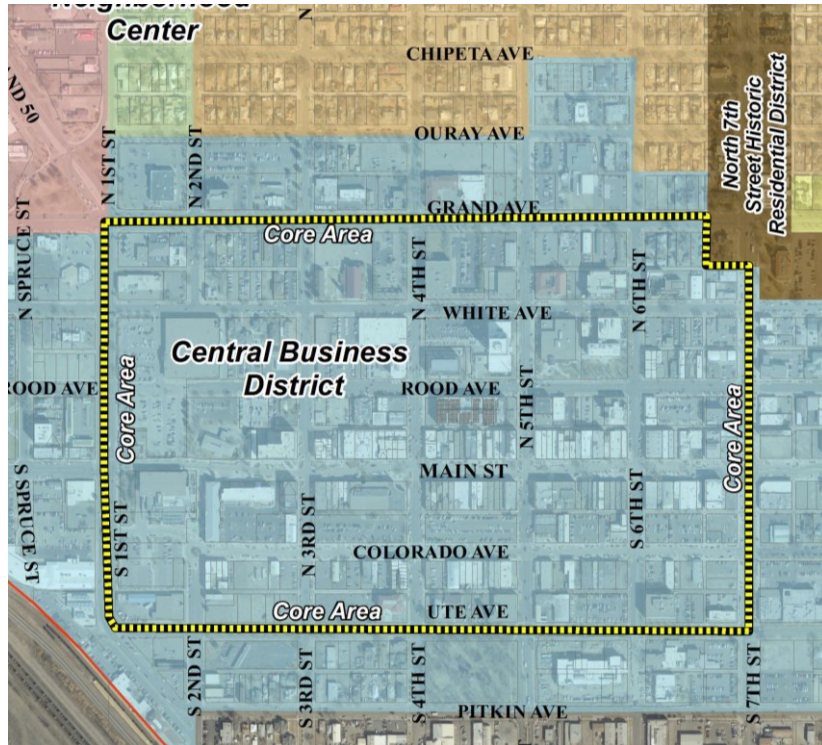


h. Building design minimizes the visual impact of mechanical equipment located on the roof as viewed from the adjacent streets.

i. Other architectural features that achieve the goals of the overall Central Business District (CBD) vision/concept as outlined in B on pages 20-21 as determined by the Director.

4. On-street parking shall be located and designed to maintain and support a safe pedestrian environment on streets located within the Downtown Core (yellow-black outline on map below). This includes coordinating crosswalks with parking location and eliminating visual and physical obstructions to the pedestrian travel way.



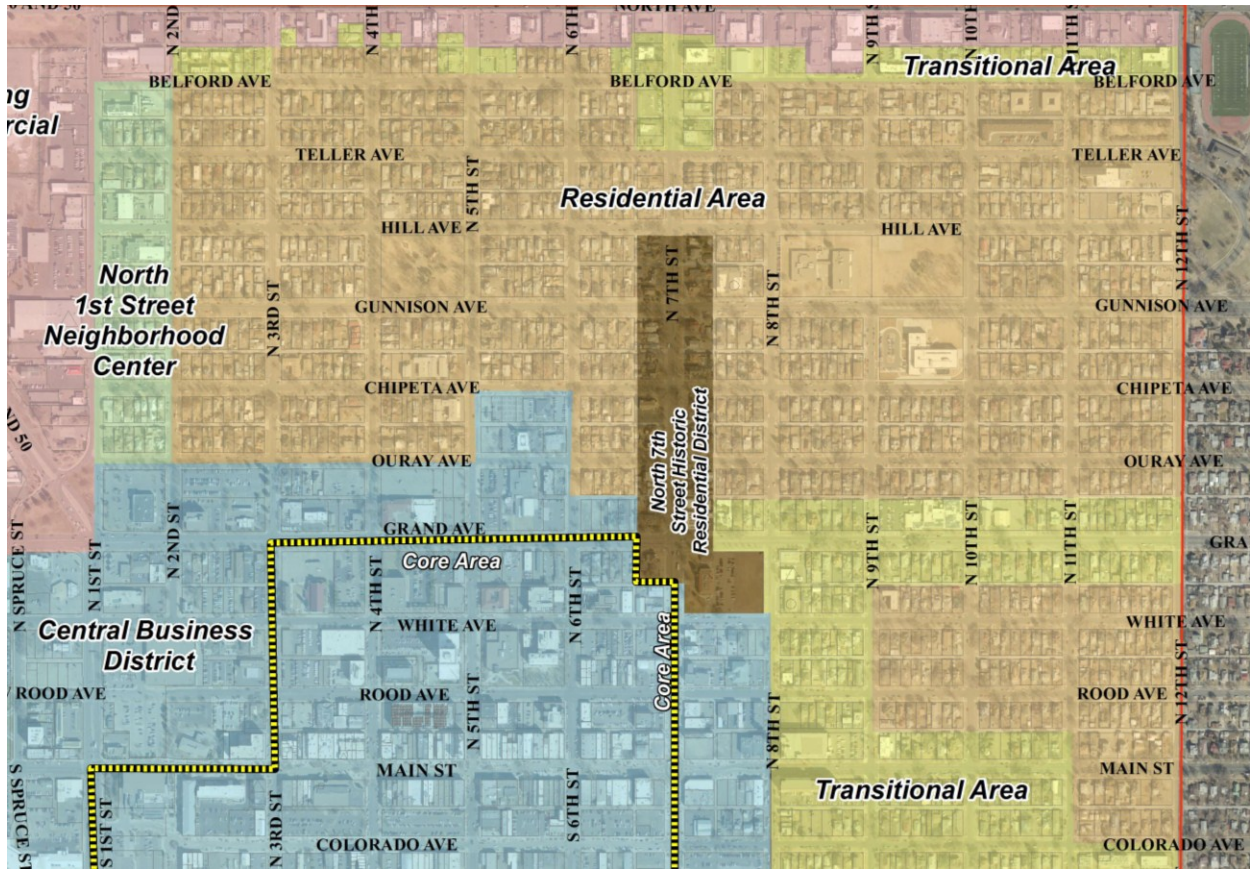


**4. RESIDENTIAL AREAS STANDARDS AND GUIDELINES**

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

**A. Policies**

1. The existing historic residential neighborhoods within the Downtown District will be stabilized and enhanced.
2. The existing historic residential neighborhoods within the Downtown District will be preserved for residential uses, with no further encroachment by non-residential uses.
3. Where existing residential zoning allows, provide a diversity of housing types through development of multifamily housing that is in keeping with the character of the neighborhood (refer to Multifamily Development section on page 30).
4. Enhance access to and improvements within existing public open spaces (e.g. parks and school grounds) within the downtown residential core such as enhanced pedestrian crossings and lighting for safety.



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



*Existing Residential Subarea Streetscape Character*

**B. Standards**

1. Architectural Considerations

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

b. Accessory Structure Setbacks. The setback for accessory structures is a zero foot setback from the alley and three feet from neighboring property line(s).



*Existing*

*Residential Building Alignment*

c. Building Mass/Scale and Proportion. New buildings or additions to existing buildings shall be visually compatible with the area. Visually compatible means compatible with adjacent and neighboring buildings including mass and scale, shape, windows, doors, openings, roof shape, roof pitch and orientation.

d. Roof Shape. The roofs of new buildings shall be visually compatible with nearby dwellings. If pitched, the roof pitch shall be at least 4:12.

e. Fenestration. Structures shall be visually compatible with surrounding residential structures. Visually compatible includes the relationship of width to height, and the spacing of windows and doors. For example, tall evenly-spaced rectangular windows are typical of many of the residential styles in the downtown area.



*Example Existing Architectural Character*

f. Materials. The exterior materials of all new buildings, additions and alterations shall be similar in size and appearance to nearby dwellings.

g. Setbacks. On a corner lot, front yard setbacks along side streets may be reduced to 10 feet on properties within the Downtown District Residential subareas.

2. Accessory Structures

a. Accessory structures shall be no taller than the highest eave line of the principal structure.

b. The footprint size of an accessory structure shall be a maximum of 35 percent of the footprint of the principal structure.

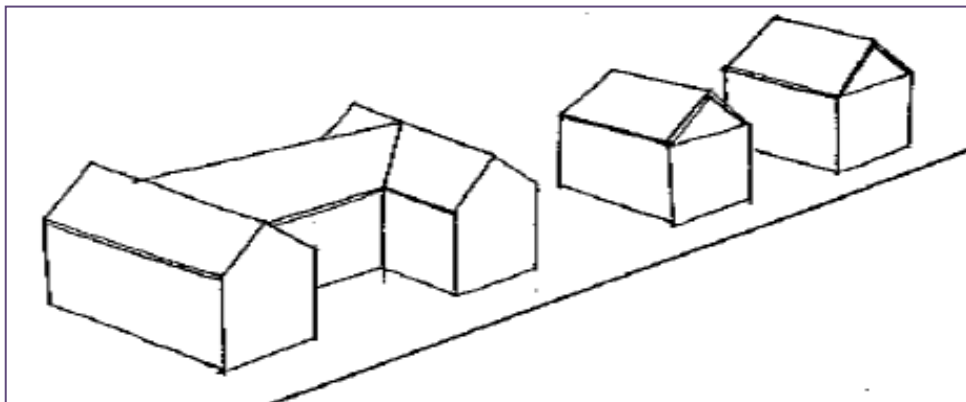
3. Multifamily Development

Infill of new multifamily buildings may occur where zoning allows within the residential neighborhoods of the Downtown District. However, the site design and structures for this type of development must maintain a scale and character compatible with the residential neighborhoods in the Downtown District. In addition to the Architectural Considerations listed in 1. above, multifamily development shall follow the standards below.

a. Incorporate forms typical of the single family residential architecture of downtown including sloping roofs, porches, roof dormers and other architectural details.

b. Break up the mass of larger buildings into forms that are similar in scale to the single family residential character.

c. Facades must be composed of smaller sections, similar in scale and material finish to single family residential structures.



*Example – Break Up Façade of Larger Structure to be Compatible with Single Family Scale*

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

e. Develop pedestrian links between the front sidewalk and building entrances and between parking and rear or side entrances.

**C. Guidelines**

1. Demolition of existing historic homes in order to construct new residential structures is strongly discouraged.

2. Maintain and enhance the pattern of landscaped front yards that gives the residential neighborhoods within the Downtown District a distinctive, friendly appearance.

3. Each new building and addition should be located so that it aligns with existing neighborhood buildings. “Aligns” means elevation (e.g. horizontal lines of peaks of roofs, cornices and window sills) and plan (e.g. setbacks from the street and rear property lines and spacing between structures/setbacks from side property lines).

4. Main entrances should open onto a street and should align with those of adjacent residential buildings. For example, on many of the downtown homes, raised foundations and steps that define the main entrance are prevailing characteristics. Door styles should be similar to those found on residential buildings within the area.

5. New buildings and additions should have the same number of stories and a height which is compatible with buildings within the same block.

6. Parks strips will be landscaped in a traditional style, including street trees, grass, and low plantings or a combination thereof. Park strip landscaping should include some live material – use of all non-living material such as rock is discouraged. Use of drought-tolerant plants is encouraged.



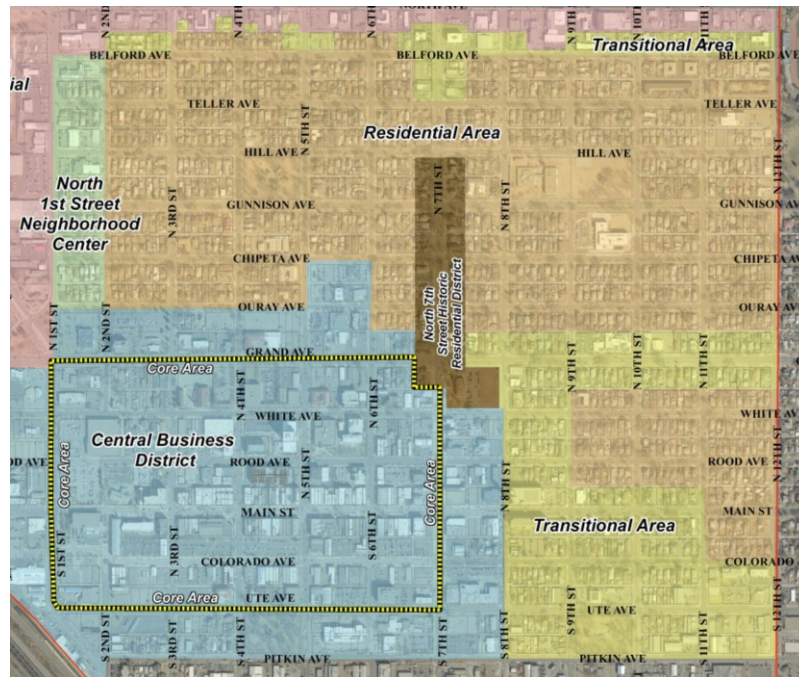
*Existing Character of Front Yards and Park Strips*

**5. TRANSITIONAL AREAS STANDARDS AND GUIDELINES**

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

**A. Policy**

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



**B. Standards**

1. Land Use and Development Intensity

- a. Any mix of residential and nonresidential uses on the same lot shall be located in the same structure.

- b. No uses within the Transitional Subareas shall open earlier than 7:30 am and shall close no later than 8:00 pm.
- c. Maximum building size shall not exceed 10,000 square feet unless a Conditional Use Permit is issued.
- d. Outdoor storage and display areas are prohibited in the Transitional Subareas.

## 2. Architectural Considerations

New residential or non-residential construction, including additions and rehabilitations, in the Transitional Subareas shall be designed to have a single family residential character consistent with existing buildings in the area. "Consistent" means the operational, site design and layout, and architectural considerations described below.

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



*Example Infill Development in Transitional*

*Area - 9<sup>th</sup> Street and Colorado Avenue*

- b. Main entrances shall open onto a street and shall vertically align with those of adjacent residential buildings in the same block. For example, in areas adjacent to the Transitional Subareas, raised foundations and steps that define the main entrance are prevailing residential characteristics. Door styles shall be similar to those found on residential buildings.
- c. Each new principal building, its mass in relation to open spaces and its windows, doors, and openings shall be visually compatible. Visually compatible means compatible with adjacent and neighboring buildings including mass, shape, window, doors, openings, roof shape, roof pitch and orientation. For example, a large building shall be compatible with surrounding smaller dwellings by dividing its mass into smaller components to create a building elevation that is more like the size and proportion of the nearby single family homes.
- d. The roofs of new principal buildings or additions to principal buildings shall be visually compatible with buildings within the same block. When pitched, the roof pitch shall be at least 4:12.
- e. Structures shall be visually compatible with surrounding residential structures. Visually compatible includes the relationship of width to height, and the spacing of windows and

doors. For example, tall evenly-spaced rectangular windows are typical of certain residential styles near the Transitional Subareas.

### 3. Signs

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

- a. Flush wall signs and monument signs shall be the only sign type allowed. Only one real estate sign advertising the property for sale or lease shall be allowed and shall not exceed 10 square feet.
- b. Signs shall be located at least 10 feet behind the front property line. Total sign area, excluding real estate signs advertising the property for sale or lease, shall not exceed 25 square feet per street frontage. The sign allowance for one street frontage may be transferred to a side of a building that has no street frontage, but cannot be transferred to another street frontage. Monument signs shall not exceed eight feet in height.



*Example Signs within Transitional Subarea*

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

### 4. Parking and Site Development

- a. Non-single family uses in the Transitional Subareas shall be designed and utilized not to increase on-street parking in front of single family dwellings in the neighborhood.
  - On-site parking shall be provided pursuant to the Zoning and Development Code; and
  - On-site parking spaces shall only be located in the side and rear yards. If the property abuts an alley, the parking area shall take access from the alley. If the property has more than one street frontage, side and rear yards shall mean on the opposite side of the building from the front door or the main public door entrance to the building; and
  - On-site parking shall be screened from nearby single family residential uses by a solid wall, fence or vegetation having a height of not less than four feet nor more than six feet (vegetation may exceed 6 feet in height).



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

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

### **C. Guidelines**

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

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

**ATTACHMENT 4**

**CITY OF GRAND JUNCTION, COLORADO  
ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE ADOPTING A NEW ZONING MAP FOR PROPERTIES WITHIN  
THE GREATER DOWNTOWN PLAN AND ZONING OVERLAY**

**GENERALLY INCLUDING THE ORIGINAL SQUARE MILE, THE AREA BETWEEN  
SOUTH AVENUE AND THE COLORADO RIVER AND THE RIVERSIDE  
NEIGHBORHOOD TO 28 ROAD**

RECITALS.

The City has adopted the Greater Downtown Plan as a part of the Comprehensive Plan. The Greater Downtown Plan includes a Future Land Use Map identifying uses for parcels within the Greater Downtown area. As part of the implementation of the Greater Downtown Plan, a Zoning Map has been created that is consistent with the Future Land Use Map and the goals set forth in the Greater Downtown Plan.

The Grand Junction Planning Commission is charged with the legal duty to prepare and consider and recommend action to City Council regarding amendments to the Zoning and Development Code for the City.

The Greater Downtown Plan Zoning Overlay was heard in a public hearing by the Grand Junction Planning Commission on February 26, 2013 where the Planning Commission recommended that the City Council adopt the Zoning Overlay.

City Council finds that the proposed Greater Downtown Plan Zoning Map are in conformance with the zoning criteria stated in section 21.02.140 of the Municipal Code.

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

That the Greater Downtown Plan Zoning Map, City of Grand Junction, Colorado, in the form of the document attached hereto (Exhibit A), and as recommended for adoption by the Grand Junction Planning Commission is hereby adopted.

The existing maps depicting and describing the zone and districts of lands within the Greater Downtown Plan area, which are a part of the City's Zoning and Development Code are hereby repealed and reenacted with the attached map (Exhibit A).

The Greater Downtown Zoning Map, including the text of the Greater Downtown Plan Zoning Overlay, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

**INTRODUCED** on first reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published pamphlet form.

**PASSED** and **ADOPTED** on second reading the \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

---

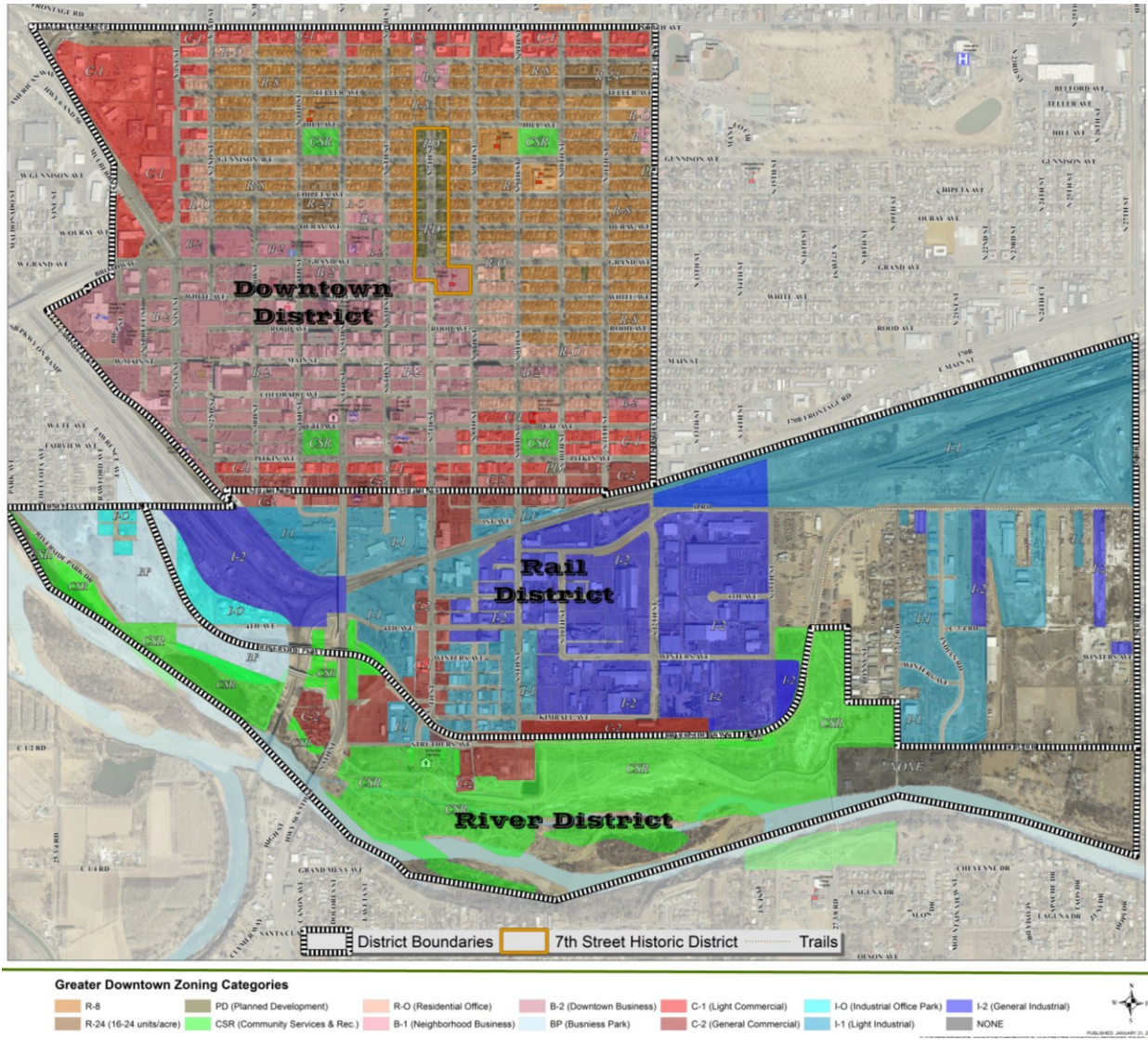
President of City Council

ATTEST:

---

City Clerk

# EXHIBIT A – GREATER DOWNTOWN PLAN ZONING MAP





**Attach 4  
CITY COUNCIL AGENDA ITEM**

Date: 02/26/2013  
Author: Jay Valentine  
Title/ Phone Ext: Internal Services  
Manager x1517  
Proposed Schedule: March 6, 2013  
2nd Reading  
(if applicable): \_\_\_\_\_  
\_\_\_\_\_  
File # (if applicable):

<b>Subject:</b> Purchase One Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift
<b>Action Requested/Recommendation:</b> Authorize the City Purchasing Division to Purchase Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift from Macdonald Equipment Co. of Commerce City, CO in the Amount of \$91,491.
<b>Presenter(s) Name &amp; Title:</b> Jay Valentine, Internal Services Manager

**Executive Summary:**

This purchase will provide a Pickup 1-Ton Flat Bed Standard Cab w/Scissor Type Platform Lift for the Transportation Engineering Division. This vehicle is a replacement to the fleet. There will also be a reduction to the fleet size as the division will be trading in the existing 1-ton truck and a Ford Explorer. This action will replace two units with one multiple purpose unit.

**Background, Analysis and Options:**

The one-ton pickup flat bed is a replacement for an existing 2003 one-ton truck. The division requested the scissor type platform lift to increase the versatility and usefulness in carrying out the signing, striping, marking and signal duties. A 1999 Ford Explorer assigned to the division will also be sold and funds from it used toward the replacement cost.

In researching a compressed natural gas (CNG) option for this vehicle, it was found that the manufacturer's required placement of the lift system eliminates the space required to install medium capacity CNG Tanks. In order to maintain proper vehicle weight distribution, the lift system is mounded directly behind the cab of the truck where the CNG tank would typically be installed.

A formal Invitation for Bids was via the Rocky Mountain Bid System, an on-line site for government agencies to post solicitations, and advertised in The Daily Sentinel. One vendor responded.

<b>FIRM</b>	<b>LOCATION</b>	<b>COST</b>
Macdonald Equipment	Commerce City, CO	\$91,491

The recommendation is to award to the bidder, Macdonald Equipment, Commerce City, Colorado in the amount of \$91,491.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

This purchase is budgeted and will be funded out of the Fleet Replacement Fund.

**Legal issues:**

N/A

**Other issues:**

N/A

**Previously presented or discussed:**

N/A

**Attachments:**

N/A



**Attach 5  
CITY COUNCIL AGENDA ITEM**

Date: 02/26/2013  
Author: Jay Valentine  
Title/ Phone Ext: Internal Services  
Manager x1517  
Proposed Schedule: March 6, 2013  
2nd Reading  
(if applicable): \_\_\_\_\_  
\_\_\_\_\_  
File # (if applicable):

<b>Subject:</b> Purchase Four Large 4 Door 2x4 Sport Utility Police Special Services Vehicles
<b>Action Requested/Recommendation:</b> Authorize the City Purchasing Division to Purchase Four Large 2x4 Sport Utility Police Special Services Vehicles from John Elway Chevrolet of Colorado Springs, CO in the Amount of \$146,248
<b>Presenter(s) Name &amp; Title:</b> Jay Valentine, Internal Services Manager

**Executive Summary:**

This purchase of four large 2x4 sport utility vehicles will replace three police sedan patrol vehicles and one 4x4 patrol vehicle. As part of the Fleet Replacement Program, these new units will continue to be used as patrol vehicles in the Police Department.

**Background, Analysis and Options:**

These vehicles are replacements to the fleet and will be purchased through accruals in the Fleet Replacement Fund. More than any other vehicle in the City’s fleet, Police vehicles are in constant use and driven through adverse conditions which diminish the life span of the units. The replacement of these vehicles will help insure the equipment maintains the highest practical state of suitability, reliability, safety, and efficiency.

The Fleet Services Division administers the equipment replacement program and vehicle operating budgets. This includes evaluation and determination of equipment replacement, preparation of specifications which insure acquisition of effective equipment and asset management of all equipment from purchase through disposal.

All vehicles and equipment with a purchase or replacement value of \$5,000 and above and all vehicles or equipment that requires registration and licensing shall be included in the Fleet accrual fund.

A formal Invitation for Bids was via the Rocky Mountain Bid System, an on-line site for government agencies to post solicitations, and advertised in The Daily Sentinel. E-mail notifications were also sent to selected local dealers. Two vendors responded.

<b>Company</b>	<b>Location</b>	<b>Amount</b>
John Elway Chevrolet	Colorado Springs CO	\$146,248.00

Stevinson Chevrolet West	Lakewood CO	\$176,452.56
--------------------------	-------------	--------------

The recommendation is to award to the bidder, John Elway Chevrolet, Colorado Springs, Colorado in the amount of \$146,248.00.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

This purchase is budgeted and will be funded out of the Fleet Replacement Fund.

**Legal issues:**

N/A

**Other issues:**

N/A

**Previously presented or discussed:**

N/A

**Attachments:**

N/A





Date: February 19, 2013  
 Author: Justin Vensel  
 Title/ Phone Ext: Project Engineer, ext. 4017  
 Proposed Schedule: March 6, 2013  
 2nd Reading  
 (if applicable): N/A  
 \_\_\_\_\_  
 File # (if applicable) \_\_\_\_\_

**Attach 6  
 CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Contract for the 2013 Asphalt Overlay Project
<b>Action Requested/Recommendation:</b> Authorize the City Purchasing Division to Enter into a Contract with Oldcastle SW Group Inc., dba United Companies of Mesa County of Grand Junction, CO for the 2013 Asphalt Overlay Project in the Amount of \$1,917,676
<b>Presenter(s) Name &amp; Title:</b> Greg Trainor, Public Works, Utilities, and Planning Director Jay Valentine, Internal Services Manager

**Executive Summary:**

This request is to award a construction contract for the asphalt resurfacing project at various locations throughout the City of Grand Junction with the most notable locations being: B ½ Road from Sherman Drive to 29 Road, 1<sup>st</sup> Street from Hall Avenue to Patterson Road, 15<sup>th</sup> Street from North Avenue to Patterson Road and 28 ¼ Road from Hall Avenue to Patterson Road. In all, a total of 15 locations were selected.

**Background, Analysis and Options:**

The annual street maintenance project generally consists of resurfacing City streets with up to 2 ½” of new asphalt pavement based on the condition of the existing street section. Work items associated with the paving include: milling of existing asphalt pavement where needed, adjusting manhole lids and valve covers to grade, and placing shoulder gravel on roads that do not have curb and gutter. Various streets were selected for the 2013 overlay project using the following parameters: Traffic volume, pavement quality, structural adequacy and surface distress. All of the streets that were selected currently have a pavement condition index less than a value of 40. Forty and less indicates that the street is currently in very poor condition and if not addressed the street will need to be reconstructed soon depending on traffic volumes.

The 2013 Overlay Project includes 87,200 square yards of asphalt milling, 2200 SY of asphalt patching at depth of 4” along with 1,000 SY at a depth of 2” for trench patching and 14,791 tons of Hot Mix Asphalt.

The street selected for the 2013 are as follows:

1. 28 ¼ Rd – Hall Ave to Patterson Rd
2. 15<sup>th</sup> St – North Ave to Patterson Rd
3. Bunting Ave - 12<sup>th</sup> St to 15<sup>th</sup> St
4. Elm Dr – Elm Ave to 28 ½ Rd
5. 1<sup>st</sup> St – Hall Ave to Patterson Rd
6. 23<sup>rd</sup> St - Bunting Ave to Orchard Ave
7. Elm Ave – 23<sup>rd</sup> St to 25<sup>th</sup> St
8. 24<sup>th</sup> St – Bunting Ave to Elm Ave
9. Noland Ave – 7<sup>th</sup> St to 9<sup>th</sup> St
10. 1<sup>st</sup> Ave – 8<sup>th</sup> St to 9<sup>th</sup> St
11. S 9<sup>th</sup> St – Railroad Crossing to I 70B
12. S 7<sup>th</sup> St – Railroad Crossing to I 70B
13. Spruce St – West Main to White Ave
14. 6<sup>th</sup> St – Grand Ave to Ouray Ave
15. B ½ Rd – Sherman Dr to 29 Rd

A formal solicitation was advertised in the Daily Sentinel, and sent to Western Colorado Contractor’s Association (WCCA), and posted on the City’s website.

The following bids were received:

<b>Firm</b>	<b>Location</b>	<b>Amount</b>
Oldcastle SW Group Inc.	Grand Junction, CO	\$1,917,676.00
Elam Construction Inc.	Grand Junction, CO	\$1,948,890.00

This project is scheduled to begin on early June with an expected final completion date of mid August.

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

**Goal 9:** Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.

Street overlays improve the existing streets, provide longevity of the asphalt and prevent having to reconstruct the street cross section. This is a needed maintenance activity to maintain the existing street system to move traffic throughout the community safely and efficiently.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

\$3,100,000 is budgeted in the Sales Tax Capital Improvements Fund as detailed below:

<b><u>Budget</u></b>	
Contract Street Maintenance	\$2,500,000.00
Chip Seal Program	<u>\$ 600,000.00</u>
<b>Total Budget</b>	<b>\$3,100,000.00</b>
 <b><u>Project Costs</u></b>	
<b>Proposed Construction Contract Amount -</b>	<b>\$1,917,676.00</b>
*Reimbursement from sewer funds for trench Patching	<u>\$ (97,561.00)</u>
<b>Remaining Budget</b>	<b>\$1,279,885.00</b>

The remaining funds in these accounts have been allocated to the reconstruction of Epps Drive and a section along Orchard Avenue from 7<sup>th</sup> Street to Cannell Avenue and to complete the chip seal program.

**Legal issues:**

N/A

**Other issues:**

N/A

**Previously presented or discussed:**

N/A

**Attachments:**

N/A



Date: March 1, 2013  
 Author: John Shaver  
 Title/ Phone Ext: x1506  
 Proposed Schedule: March 6, 2013  
 2nd Reading  
 (if applicable): \_\_\_\_\_  
 File # (if applicable): \_\_\_\_\_

**Attach 7  
 CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Resolution Affirming the City Manager’s Actions to Convey Real Estate Interests to Realign the Frontage Road at West Independent Avenue
<b>Action Requested/Recommendation:</b> Adopt Resolution
<b>Presenter(s) Name &amp; Title:</b> John Shaver, City Attorney

**Executive Summary:**

The City has been working with the State and the owner of the property at 1274 West Independent to correct title problems and to create a safer connection between West Independent Avenue and the highway frontage road.

The parties entered into the agreements necessary to accomplish the work (which is constructed) some months ago.

The State needs affirmation of the City Manager’s authority, which is provided by the proposed resolution.

**Background, Analysis and Options:**

See summary

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

**Goal 9:** Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.

The conveyance of this property will allow a safer connection between West Independent Avenue and the highway frontage road.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

The City expended \$380.04 for the acquisition of the new alignment right of way and conveyed an interest in the property where the old alignment was located.

**Legal issues:**

The City Attorney has reviewed and approved the underlying documents and drafted the resolution. Legal counsel recommends approval of the resolution.

**Other issues:**

None.

**Previously presented or discussed:**

N/A

**Attachments:**

Proposed resolution

**RESOLUTION NO. \_\_\_\_-13**

**A RESOLUTION RATIFYING THE CITY MANAGERS CONVEYANCE OF  
LAND/INTERESTS IN LAND TO THE STATE OF COLORADO FOR THE WEST  
INDEPENDENT AVENUE FRONTAGE ROAD ALIGNMENT**

Recitals.

The City, the State and Colorado West Outdoor Advertising Company, a private property owner near 1274 West Independent Avenue recently negotiated an exchange of property interests for the purpose of realigning the access to the frontage road. The resulting alignment is depicted on the attached exhibit.

In order for the transaction to be affirmed by the State a resolution of the City Council ratifying the action by the City Manager is required.

The City Council having duly considered the conveyances for the purposes described herein does hereby ratify the City Manager's action and signature on the contract agreements for conveyance and any additional documents necessary to complete the terms of the agreements.

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

That the City Council finds and determines that the conveyance made for the alignment of the frontage road at and near 1274 West Independent Avenue are in the public interest and further the interests of the City and therefore the City Council does ratify and adopt the actions heretofore taken.

PASSED and ADOPTED the \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
President of the Council

ATTEST:

\_\_\_\_\_  
City Clerk



Date: 2-12-13  
 Author: Tim Moore  
 Title/ Phone Ext: Deputy City Manager / 1557  
 Proposed Schedule:  
 First Reading 2-20-13  
 2nd Reading: 3-6-13  
 File # (if applicable): \_\_\_\_\_

**Attach 10  
 CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Amending the Policy Concerning Transportation Capacity Payments (TCP) and Amendments to Section 21.06.010(b)(2) of the Grand Junction Municipal Code to Eliminate the TCP for a Change of Use
<b>Action Requested/Recommendation:</b> Adopt Proposed Resolutions and Hold a Public Hearing and Consider Final Passage and Final Publication in Pamphlet Form of the Proposed Ordinance
<b>Presenter(s) Name &amp; Title:</b> Tim Moore, Deputy City Manager Greg Trainor, Utilities, Streets, and Planning Director Greg Moberg, Economic Development and Sustainability

**Executive Summary:**

Council will consider the following: 1) a resolution to increase the base rate of the Transportation Capacity Payment (TCP) for non-residential uses to equal the base rate for residential uses from \$1,589 to \$2,554 incrementally over three years, 2) a resolution that adopts a new Redevelopment Boundary Map as part of the Infill and Redevelopment Implementation Program and reduces the TCP requirements for new development within the Redevelopment Area, and 3) an ordinance amending Section 21.06.010(b)(2) eliminating the TCP for a change of use.

**Background, Analysis and Options:**

The City requires new development to pay a Transportation Capacity Payment (TCP) to help defray the cost to the City for the impact of development on City Streets. In 2008 the City Council increased the TCP base rate for residential uses to \$2,554 but did not increase the non-residential base rate which remains at \$1,589. At the February 4, 2013 Workshop and at the January 11, 2013 Retreat, Council directed staff to develop additional data and options to increase the non-residential base rate to \$2,554 over the next 3 years.

During the Workshop discussion, members of the Council raised the concern of whether an increase to the non-residential base rate could be a disincentive to future development. Council agreed that, included with the increase to the non-residential base rate, options should also be presented that might mitigate the base rate increase and encourage future development within certain areas of the City.

In 2004, Ordinance No. 3641 was approved repealing Ordinance No. 2750. The adoption of Ordinance No. 3641 amended the Zoning and Development Code concerning Transportation Capacity Payments (TCP). The Ordinance included calculations, credits and methodologies to fairly evaluate individual developments and the impacts they would have on the transportation system. In addition, the Ordinance also stated the need for such a payment. First, it was determined that safe and efficient streets are one of the most important services provided by the City. Second, that sales and use tax revenues were not sufficient to provide for the necessary road improvements required by a growing community. Finally, that a specific financing mechanism was needed to help pay for all the needed road improvements.

When reviewing the options, staff wanted to make sure that the elimination or reduction of the TCP requirement would not go against these declarations. Staff also wanted to make sure that any new policy would not unduly increase traffic on an existing transportation system thereby placing a financial burden on an already tight budget.

Therefore, it is the opinion of staff that there are three options that will not place a financial burden on the City or the existing transportation system. Furthermore, it is staff's opinion that the proposed options provide the following objectives:

- More efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Opportunities to reduce commuting distance/automobile dependency;
- May help with the development of affordable housing; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

The proposed options are as follows:

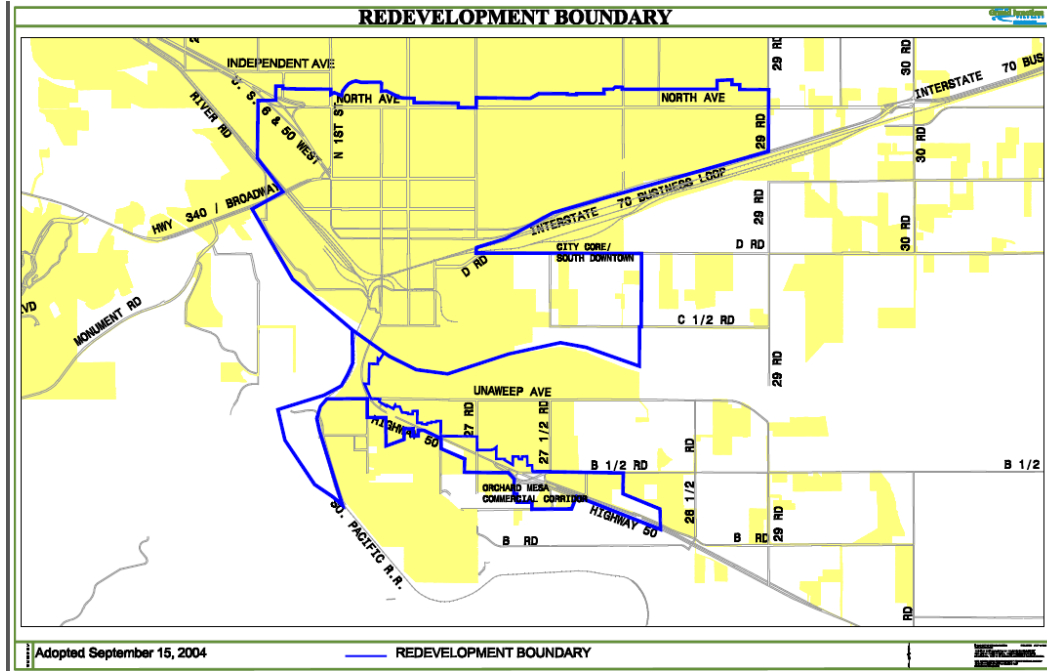
- Reduce the area surrounded by the Redevelopment Boundary, thereby, making sure that any development that occurs within the Boundary meets the above stated objectives;
- Reduce the TCP requirement for new development within the Redevelopment Boundary using a specific calculation.
- Eliminate the TCP requirement for any change of use that does not increase the size of an existing building (contained within the attached Ordinance);



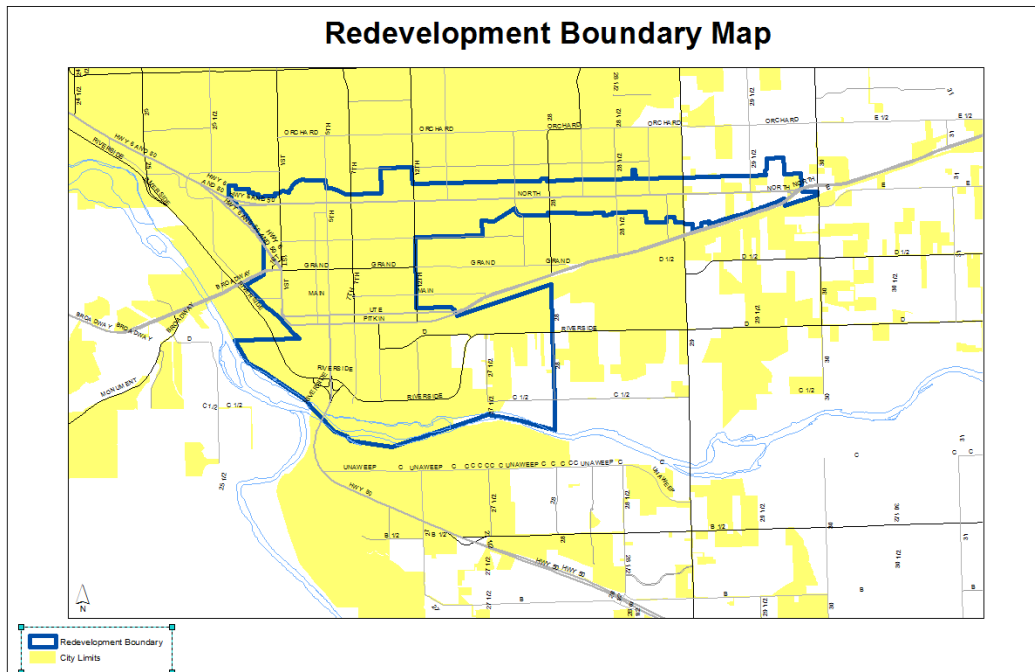
**Reduce the TCP for new development within certain areas of the community.**

Adopt a new Infill and Redevelopment Area Map within which a reduction calculation for TCP is proposed for all new development.

Current Redevelopment Boundary



Proposed Redevelopment Boundary



**Reduce the TCP requirement for new development within the Redevelopment Boundary.**

Within the Redevelopment Area any new development would be assessed a TCP using the following calculation:

$$rTCP = (tTCP/n)*.5$$

rTCP – Reduced Transportation Capacity Payment

tTCP – Total Transportation Capacity Payment calculated for all uses within the building

n – The number of floors

**Eliminate the TCP for a change of use within existing buildings.**

Section 21.06.010(b) requires that any person who applies for a building permit for an impact-generating development shall pay a transportation impact fee in accordance with the most recent fee schedule prior to issuance of a building permit. It is proposed that this section of the Code be amended to exempt changes of use from the TCP requirement (see the attached Ordinance).

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

**Goal 9:** Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air and freight movement while protecting air, water and natural resources.

The TCP was established to ensure new and re-development projects participated in the cost to construct and improve the local transportation system. By increasing the TCP base rate of non-residential to \$2554, new development projects will pay approximately 37% of the costs to improve the transportation system.

**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.

The options proposed to reduce or eliminate the TCP for changes of use and new developments within certain areas of the community would encourage future development in the City Center, North Avenue and throughout the City.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

The current non-residential base rate of \$1,589 is approximately 25% of the cost to construct and improve the street system in non-residential areas, By increasing the base rate to \$2,554, new non-residential development would pay approximately 37% of the costs to construct and improve the street system.

**Legal issues:**

N/A

**Other issues:**

N/A

**Previously presented or discussed:**

The TCP was discussed at the February Workshop and at the January 2013 Retreat. This topic was also discussed at the Workshop in June 2012, the June 3-4 2011 Retreat and at the September 2011 Council meeting.

**Attachments:**

Proposed Resolutions  
Proposed Ordinance

**CITY OF GRAND JUNCTION, COLORADO  
RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AMENDING THE DEVELOPMENT FEE SCHEDULE MODIFYING  
THE TRANSPORTATION CAPACITY PAYMENT SCHEDULE**

**RECITALS:**

Pursuant to Section 21.06.101(B)(2) Transportation Capacity Payment (TCP) and Right-of-Way Improvements shall be set by City Council. Minimally, the TCP is to be adjusted annually for inflation by Consumer Price Index for All Urban Consumers (CPI-U), Western Region, size B/C, published monthly by the United States Department of Labor. Based on CDOT Construction Index, Staff recommends the fee for commercial and industrial be increased to \$2,554 over three years.

The fees stated and described herein are found to be in an amount bearing a reasonable relationship to the cost of providing services, protecting the public and their facilities from degradation and/or exacerbation of public problems due to growth.

The City Council finds that there is a reasonable, demonstrable connection between the fees, charges and dedications and the public benefit and protection of the public health safety and welfare that is had by imposing the same on new growth and development. The community, in which the growth and development is occurring, is benefited as a whole by the receipt and expenditure of such revenues.

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

The Development Fee Scheduled is hereby amended as follows:

1. The attached Exhibit A is adopted as the Transportation Capacity Payment Schedule and replaces the previously adopted fee schedule.
2. These fee increases shall be effective April 1, 2013, April 1, 2014 and April 1, 2015.

**ADOPTED AND APPROVED THIS** \_\_\_ day of \_\_\_\_\_, 2013.

ATTEST:

\_\_\_\_\_  
President of the Council

\_\_\_\_\_  
City Clerk

Exhibit A

<b>City of Grand Junction Transportation Capacity Fee Calculations</b>						
			<b>2008 FEE</b>	<b>2013 FEE</b>	<b>2014 FEE</b>	<b>2015 FEE</b>
<b>Land Use Type</b>	<b>ITE Code</b>	<b>Unit</b>				
<b>Residential</b>						
Single Family	210	Dwelling	\$2,554	\$2,554	\$2,554	\$2,554
Multi-Family	220	Dwelling	\$1,769	\$1,769	\$1,769	\$1,769
Mobile Home/RV Park	240	Pad	\$1,284	\$1,284	\$1,284	\$1,284
Hotel/Motel	310/320	Room	\$2,407	\$2,407	\$2,407	\$2,407
<b>Retail/Commercial</b>						
Shopping Center (0-99KSF)	820	1000 SF	\$2,607	\$3,134	\$3,662	\$4,189
Shopping Center (100-249KSF)	820	1000 SF	\$2,448	\$2,943	\$3,439	\$3,933
Shopping Center (250-499KSF)	820	1000 SF	\$2,373	\$2,847	\$3,327	\$3,805
Shopping Center (500+KSF)	820	1000 SF	\$2,191	\$2,637	\$3,082	\$3,525
Auto Sales/Service	841	1000 SF	\$2,355	\$2,828	\$3,305	\$3,780
Bank	911	1000 SF	\$3,959	\$4,758	\$5,560	\$6,359
Convenience Store w/Gas Sales	851	1000 SF	\$5,691	\$6,841	\$7,994	\$9,143
Golf Course	430	Hole	\$3,704	\$4,453	\$5,203	\$5,951
Health Club	493	1000 SF	\$2,121	\$2,561	\$2,992	\$3,422
Movie Theater	443	1000 SF	\$6,584	\$7,912	\$9,245	\$10,574
Restaurant, Sit Down	831	1000 SF	\$3,203	\$3,860	\$4,511	\$5,159
Restaurant, Fast Food	834	1000 SF	\$7,173	\$8,638	\$10,093	\$11,544
<b>Office/Institutional</b>						
Office, General (0-99KSF)	710	1000 SF	\$1,954	\$2,351	\$2,747	\$3,141
Office, General >100KSF	710	1000 SF	\$1,665	\$2,007	\$2,345	\$2,682
Office, Medical	720	1000 SF	\$5,514	\$6,631	\$7,749	\$8,862
Hospital	610	1000 SF	\$2,561	\$3,077	\$3,595	\$4,112
Nursing Home	620	1000 SF	\$717	\$860	\$1,005	\$1,149
Church	560	1000 SF	\$1,220	\$1,471	\$1,719	\$1,967
Day Care Center	565	1000 SF	\$2,547	\$3,058	\$3,573	\$4,086
Elementary/Sec. School	520/522/530	1000 SF	\$398	\$478	\$558	\$639
<b>Industrial</b>						
Industrial Park	130	1000 SF	\$1,155	\$1,395	\$1,630	\$1,864
Warehouse	150	1000 SF	\$823	\$994	\$1,161	\$1,328
Mini-Warehouse	151	1000 SF	\$288	\$344	\$402	\$460

**CITY OF GRAND JUNCTION, COLORADO  
RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION ADOPTING AN AMENDED REDEVELOPMENT BOUNDARY MAP  
AND CREATING A FORMULA REDUCING THE TCP REQUIREMENTS WITHIN THE  
REDEVELOPMENT AREA**

**RECITALS:**

In September, 2004 the City Council reviewed and approved the Infill and Redevelopment Implementation Program by adopting policies outlined in Resolution No. 87-04. The Resolution described the framework of the infill and redevelopment program, defined terms and established infill and redevelopment areas.

The implementation of the program was adopted to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City of Grand Junction for several beneficial reasons. Such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from “end of the road” suburban sprawl.

By adopting this resolution, the City Council reaffirms the original policies and guidelines set forth in the Infill and Redevelopment Implementation Program. However, City Council finds that there is a need to amend the Redevelopment Area and add additional clarification that would reduce the Transportation Capacity Payment for new development within the Redevelopment Area.

For the reasons stated in the foregoing recitals, the City Council of the City of Grand Junction does hereby amend the Infill and Redevelopment Implementation Program by the attached Redevelopment Area Map and Transportation Capacity Payment calculation for new development within in the Redevelopment Area.

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

The Infill and Redevelopment Implementation Program is hereby amended as follows:

3. The attached Exhibit A is adopted as the new Redevelopment Area Map.
4. The attached Exhibit B is adopted as the calculation to reduce Transportation Capacity Payments for new development within the Redevelopment Area.

**ADOPTED AND APPROVED THIS** \_\_\_ day of \_\_\_\_\_, 2013.

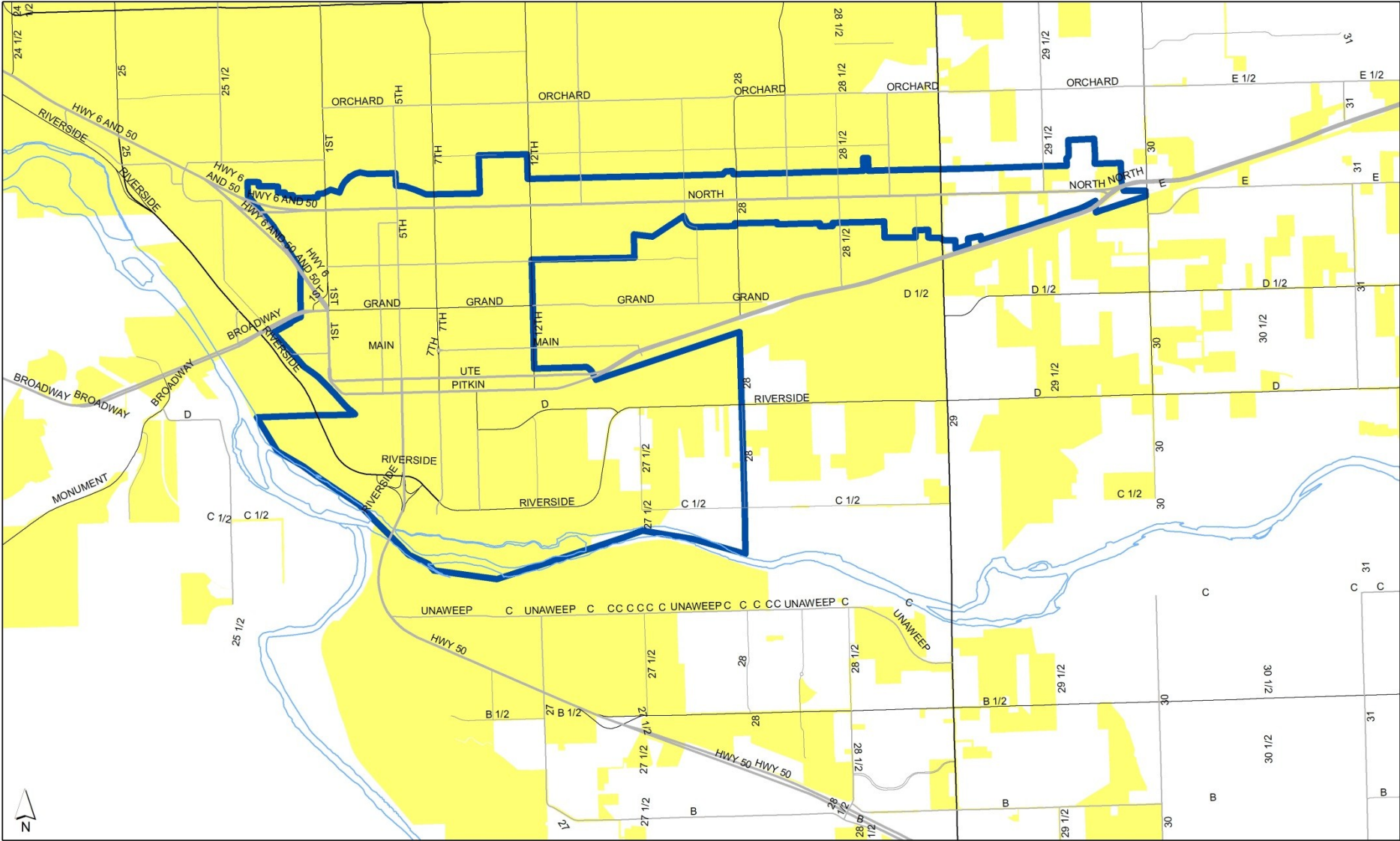
\_\_\_\_\_

ATTEST:

\_\_\_\_\_

President of the Council

# Redevelopment Boundary Map



 Redevelopment Boundary  
 City Limits



## **Exhibit B**

Within the Redevelopment Area any new development would be assessed a TCP using the following calculation:

$$rTCP = (tTCP/n) \cdot .5$$

rTCP – Reduced Transportation Capacity Payment

tTCP – Total Transportation Capacity Payment calculated for all uses within the building

n – The number of floors

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO.**

**AN ORDINANCE AMENDING SECTION 21.06.010(b)(2)  
OF THE GRAND JUNCTION MUNICIPAL CODE CONCERNING TRANSPORTATION  
CAPACITY PAYMENTS**

**Recitals:**

On April 5, 2010 the Grand Junction City Council adopted the updated 2010 Zoning and Development Code, codified as Title 21 of the Grand Junction Municipal Code of Ordinances.

The Grand Junction City Council encourages updating of the Zoning and Development Code in order to maintain its effectiveness and responsiveness to the citizens' best interests.

Section 21.06.010(b) mandates that any development requiring a building permit for an impact-generating development shall pay a transportation impact fee in accordance with the most recent fee schedule prior to issuance of a building permit.

The City Council finds that encouraging the reuse of existing buildings:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

After public notice and a public hearing before the Grand Junction City Council, the City Council hereby finds and determines that an amendment to eliminate the Transportation Capacity Payment for a change of use of an existing building will implement the vision, goals and policies of the Comprehensive Plan and should be adopted.

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

Section 21.06.010(b)(2) is amended as follows:

- (2) Transportation Capacity Payment (TCP) and Right-of-Way Improvements.
  - (i) The developer shall pay to the City a transportation capacity payment (TCP) and construct right-of-way improvements as required by the Director.
  - (ii) The Director may require that the developer pay for and/or construct improvements necessary for the safe ingress and/or egress of traffic to the

development. Those improvements are defined as minimum street access improvements. Minimum street access improvements shall be defined by the most recent version of the City's growth and development related street policy and/or TEDS (GJMC Title [24](#)). The growth and development related street policy shall be reviewed by City staff and adopted periodically by Council resolution.

(iii) No planning clearance for a building permit for any use or activity requiring payment of the TCP shall be issued until the TCP has been paid and minimum street access improvements have been constructed, paid for or adequately secured as determined by the Director. Adequate security shall be that allowed or required for a development improvement agreement (DIA) under GJMC [21.02.070\(m\)](#).

(iv) The amount of the TCP shall be as set forth annually by the City Council in its adopted fee resolution. The TCP is minimally subject to annual adjustment for inflation based on the ~~Consumer Price Index for All Urban Consumers (CPI-U), Western Region, size B/C, published monthly by the United States Department of Labor (this information can be found at the Internet site of <http://data.bls.gov/labjava/outside.jsp?survey=cu>)~~ Colorado Department of Transportation's (CDOT) Construction Cost Index, published quarterly by the CDOT (this information can be found at the internet site of <http://www.coloradodot.info/business/eema/construction-cost-index>).

(v) The TCP shall be used by the Director to make capital improvements to the transportation facilities in the City in accordance with the City's growth and development related street policy, this section, and other applicable provisions of the Zoning and Development Code.

(A) To pay debt service on any portion of any current or future general obligation bond or revenue bond issued after July 6, 2004, and used to finance major road system improvements.

(B) For the reconstruction and replacement of existing roads, the construction of new major road systems and improvements and/or for the payment of reimbursable street expenses (as that term is defined from time to time by the City's growth and development related street policy) that are integral to and that add capacity to the street system.

(C) Traffic capacity improvements do not include ongoing operational costs or debt service for any past general obligation bond or revenue bond issued prior to July 6, 2004, or any portion of any current or future bond issued after July 6, 2004, and not used to finance major road system improvements.

(D) Capital spending decisions shall be guided by the principles, among others, that TCP funds shall be used to make capacity and safety improvements but not used to upgrade existing deficiencies except incidentally in the course of making improvements; TCP fund expenditures which provide improvements which are near in time and/or distance to the development from which the funds are collected are preferred over expenditures for improvements which are more distant in time and/or distance.

(E) No TCP funds shall be used for maintenance.

(F) TCP funds will be accounted for separately but may be commingled with other funds of the City.

(G) The Director shall determine when and where TCP funds shall be spent:

- a. As part of the two-year budget process.
- b. As required to keep pace with development.

(H) The TCP shall not be payable if the Director is shown by clear and convincing evidence that at least one of the following applies:

- a. Alteration or expansion of an existing structure will not create additional trips;
- b. The construction of an accessory structure will not create additional trips produced by the principal building or use of the land. A garage is an example of an accessory structure which does not create additional trips;
- c. The replacement of a destroyed or partially destroyed structure with a new building or structure of the same size and use that does not create additional trips;
- d. A structure is constructed in a development for which a TCP fee has been paid within the prior 84 months or the structure is in a development with respect to which the developer constructed street access improvements and the City accepted such improvements and the warranties have been satisfied.

(vi) If the type of impact-generating development for which a building permit is requested is for ~~a change of land use or for~~ the expansion, redevelopment or modification of an existing development, the fee shall be based on the net increase in the fee for the new land use type as compared

to the previous land use type.

(vii) In the event that the proposed ~~change of land use~~ expansion, redevelopment or modification results in a net decrease in the fee for the new use or development as compared to the previous use or development, the developer may apply for a refund of fees previously paid with the consent of the previous person having made the payment and/or constructed the improvements.

(viii) A request for a change of use permit that does not propose the expansion of an existing structure, shall not require the payment of the TCP. If, however, a request for a change of use permit does propose the expansion of an existing structure, the TCP shall only be applied to the expansion and not the existing structure.

~~(viii)~~ For fees expressed per 1,000 square feet, the square footage shall be determined according to gross floor area, measured from the outside surface of exterior walls and excluding unfinished basements and enclosed parking areas. The fees shall be prorated and assessed based on actual floor area, not on the floor area rounded to the nearest 1,000 square feet.

~~(ix)~~ Any claim for credit shall be made not later than the time of application or request for a planning clearance. Any claim not so made shall be deemed waived. Credits shall not be transferable from one project or development to another nor otherwise assignable or transferable.

~~(xi)~~ Minimum street access improvements include street and road improvements required to provide for the safe ingress and egress needs of the development as determined by the Director.

(A) Quality of service for any new development and/or for traffic capacity improvements shall be determined by the Director. The Director shall determine the acceptable quality of service taking into consideration existing traffic, streets and proposed development.

(B) Required right-of-way dedications shall be at no cost to the City.

~~(xii)~~ Definitions. The following terms and words shall have the meanings set forth for this section:

(A) "Average trip length" means the average length of a vehicle trip as determined by the limits of the City, the distance between principal trip generators and as modeled by the City's, the County's, the State's or MPO's computer program. In the event that the models are inconsistent, the most advantageous to the City shall be used.

(B) “Convenience store,” “hotel/motel,” “retail,” and other terms contained in and with the meaning set forth in the Trip Generation Manual.

(C) “Lane-mile” means one paved lane of a right-of-way mile in length 14 feet in width, including curb and gutter, sidewalk, storm sewers, traffic control devices, earthwork, engineering, and construction management including inspections. The value of right-of-way is not included.

(D) “Percentage of new trips” is based on the most current version of the ITE Transportation and Land Development Manual, and the ITE Trip Generation Manual.

(E) “Unimproved/under-improved floor area” has the meaning as defined in the adopted building codes.

(xiii) Calculation of Fee.

(A) Any person who applies for a building permit for an impact-generating development shall pay a transportation impact fee in accordance with the most recent fee schedule prior to issuance of a building permit. If any credit is due pursuant to subsection (b)(2)(ix) of this section, the amount of such credit shall be deducted from the amount of the fee to be paid.

(B) If the type of impact-generating development for which a building permit is requested is not specified on the fee schedule, then the Director shall determine the fee on the basis of the fee applicable to the most nearly comparable land use on the fee schedule. The Director shall determine comparable land use by the trip generation rates contained in the most current edition of the ITE Trip Generation Manual.

(C) In many instances, a building may include secondary or accessory uses to the principal use. For example, in addition to the production of goods, manufacturing facilities usually also have office, warehouse, research and other associated functions. The TCP fee shall generally be assessed based on the principal use. If the applicant can show the Director in writing by clear and convincing evidence that a secondary land use accounts for over 25 percent of the gross floor area of the building and that the secondary use is not assumed in the trip generation for the principal use, then the TCP may be calculated on the separate uses.

(D) TCP Fee Calculation Study. At the election of the applicant or

upon the request of the Director, for any proposed development activity, for a use that is not on the fee schedule or for which no comparable use can be determined and agreed to by the applicant and the Director or for any proposed development for which the Director concludes the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the amount of the fee that would be generated by the use of the fee schedule, a TCP fee calculation study may be performed.

(E) The cost and responsibility for preparation of a fee calculation study shall be determined in advance by the applicant and the Director.

(F) The Director may charge a review fee and/or collect the cost for rendering a decision on such study. The Director's decision on a fee or a fee calculation study may be appealed to the Zoning Board of Appeals in accordance with GJMC [21.02.210\(b\)](#).

(G) The TCP fee calculation study shall be based on the same formula, quality of service standards and unit costs used in the Impact Fee Study. The Fee Study Report shall document the methodologies and all assumptions.

(H) The TCP fee calculation study shall be calculated according to the following formula:

<b>FEE</b>	=	<b>VMT x NET COST/VMT x RF</b>
VMT	=	TRIPS x % NEW x LENGTH ÷ 2
TRIPS	=	DAILY TRIP ENDS GENERATED BY THE DEVELOPMENT DURING THE WORK WEEK
% NEW	=	PERCENT OF TRIPS THAT ARE PRIMARY, AS OPPOSED TO PASSBY OR DIVERTED-LINK TRIPS
LENGTH	=	AVERAGE LENGTH OF A TRIP ON THE MAJOR ROAD SYSTEM
÷ 2	=	AVOIDS DOUBLE-COUNTING TRIPS FOR ORIGIN AND DESTINATION
NET COST/VMT	=	COST/VMT – CREDIT/VMT
COST/VMT	=	COST/VMC x VMC/VMT
COST/VMC	=	AVERAGE COST TO CREATE A NEW VMC BASED ON HISTORICAL OR PLANNED PROJECTS <del>(\$306.00 EXCLUDING MAJOR STRUCTURES FEES SET BY CITY COUNCIL)</del>
VMC/VMT	=	THE SYSTEM-WIDE RATIO OF CAPACITY TO DEMAND IN THE MAJOR ROAD SYSTEM (1.0 ASSUMED)

CREDIT/VMT	=	CREDIT PER VMT, BASED ON REVENUES TO BE GENERATED BY NEW DEVELOPMENT ( <del>\$82.00</del> <u>FEES SET BY CITY COUNCIL</u> )
RF	=	REDUCTION FACTOR ADOPTED BY POLICY <del>AT 52.6%</del> <u>(FACTOR SET BY CITY COUNCIL)</u>

(I) A TCP fee calculation study submitted for the purpose of calculating a transportation impact fee may be based on data information and assumptions that are from:

- a. An accepted standard source of transportation engineering or planning data; or
- b. A local study on trip characteristics performed by a qualified transportation planner or engineer pursuant to an accepted methodology of transportation planning or engineering that has been approved by the Director.

INTRODUCED on first reading the 20<sup>th</sup> day of February, 2013 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the \_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

ATTEST:

\_\_\_\_\_  
President of the Council

\_\_\_\_\_  
City Clerk





Date: March 4, 2013  
 Author: Rob Schoeber  
 Title/ Phone Ext: Parks & Recreation Director/3881  
 Proposed Schedule: March 6, 2013  
 2nd Reading  
 (if applicable): \_\_\_\_\_  
 File # (if applicable): \_\_\_\_\_

**Attach 8  
 CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Agreement with Strive (formerly Mesa Developmental Services) for operation of the Botanical Gardens.
<b>Action Requested/Recommendation:</b> Adopt Resolution
<b>Presenter(s) Name:</b> John Shaver, City Attorney

**Executive Summary:**

The City entered into a contract with the Western Colorado Rose Society (now known as the Western Colorado Botanical Society) in 1994 for the lease and operation of the City land between the River and Struthers Avenue. The proposed agreement by and between Strive, the Western Colorado Botanical Society and the City terminates the 1994 lease and assigns the management and operational functions to Strive.

**Background, Analysis and Options:**

In 1994, the Western Colorado Botanical Society leased and operated the property that has become the current botanical gardens for a fee of \$1 per year. Through the years, the City has also assisted the Society with a variety of projects including restroom construction, irrigation systems, utility payments and facility development.

In December of 2011, with consent of the Society, Mesa Developmental Services undertook management of the Gardens. Since that time, the City, Society and MDS have worked together

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

**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.

The continued operation of the Botanical Gardens with Strive being the manager and operator will maintain the Gardens as a regional tourist attraction.

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

With Strive as the operating manager of the Gardens, the Gardens will continue to be maintained in a manner that is attractive to those seeing the gardens from the south entrance to Grand Junction or from the adjacent trail system.

**Board or Committee Recommendation:**

N/A

**Financial Impact/Budget:**

The new partnership by and between the City and Strive includes shared costs for maintenance and capital improvements between the City and Strive. It is anticipated that necessary maintenance shall be absorbed through the Parks operational budget, and any capital improvements shall be requested through future budget requests.

**Legal issues:**

The City Attorney and legal counsel for Strive drafted the proposed agreement. The City Attorney recommends and approves of the form and content of the draft agreement.

**Other issues:**

In accordance with the proposed agreement the Botanical Society releases and transfers all of its interest under the lease and to the improvements on the property to the City. That transfer will facilitate the future development of the property as an element of the Las Colonias Park.

Jeff Nichols, Strive Chief Executive Office, is an active member of the master plan committee for Las Colonias Park.

**Previously presented or discussed:**

The agreement was discussed with the City Council at the March 4, 2013 workshop.

**Attachments:**

Proposed Resolution  
Proposed Agreement

**RESOLUTION NO. \_\_-13**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SIGN THE AGREEMENT BY AND BETWEEN STRIVE/MDS, THE WESTERN COLORADO BOTANICAL SOCIETY AND THE CITY OF GRAND JUNCTION CONCERNING THE BOTANICAL GARDENS AND RATIFYING ACTIONS HERETOFORE TAKEN IN CONNECTION THEREWITH**

RECITALS:

The City of Grand Junction (“City”), the Western Colorado Botanical Society (“Society”) and Mesa Developmental Services also known as Strive (“MDS” or “Strive”) are parties to a proposed agreement concerning certain real property located west of 8th Street and south of Struthers Avenue, Grand Junction, Colorado herein referred to and known as the (“Property” or the “Botanical Gardens Property.”)

The City leased the Property to the Society. During the term of the lease the Society established on the Property a community botanical gardens program and improved the Property with outdoor gardens, greenhouses, a children’s castle, a butterfly pavilion and other related facilities and amenities, which are intended for public use and enjoyment as well as related educational, cultural, horticultural, recreational and fund-raising purposes. Together those improvements are now known as the Botanical Gardens.

Despite the dedicated support of many Society members and other committed volunteers and patrons, in recent years the Society encountered a number of challenges that jeopardized the continued operation and success of the Botanical Gardens. In order to manage the Botanical Gardens the Society turned to MDS, a nonprofit organization providing community-based services and support for persons with developmental disabilities, to provide the necessary organizational support, assistance and resources to restore and rejuvenate the Gardens as a viable community asset.

Since December 2011 MDS has, with the City’s full knowledge and consent and in consultation with the Society, undertaken management and operation of the Botanical Gardens Property and its successes in doing so are recognized by all of the parties.

In order to continue the success that MDS has had with its operations of the Botanical Gardens Property the parties have jointly reviewed their relationship and have determined that the parties’ respective interests, including the Society’s goals and vision regarding the Botanical Gardens, MDS’ desire for a sustainable venture providing employment, volunteer and enrichment opportunities for the persons with disabilities it serves and the City’s master plan for the development of the area can best be achieved by terminating the lease and restructuring the parties’ rights and obligations regarding

the Property and operation and development of the Botanical Gardens in accordance with the terms and conditions established by and found mutually agreeable to the parties in the Agreement.

NOW, THEREFORE, in consideration of the above recitals and the other terms and conditions of the Agreement, the City Council does hereby resolve that:

1. The City Council hereby authorizes the City Manager to sign the Agreement finding that the Agreement is necessary and proper.
2. All actions heretofore taken by the officers, employees and agents of the City relating to the Agreement which are consistent with and/or arise out of or under the Agreement are hereby ratified, approved and confirmed.
3. That the officers, employees and agents of the City are hereby authorized and directed to take all actions necessary or appropriate to effectuate the provisions of this Resolution and the attached Agreement, including, without limitation, the execution and delivery of such certificates and documents as may be necessary or desirable.

FURTHERMORE, be it resolved that the City Council does offer its sincere thanks and gratitude to the Western Colorado Botanical Society for its past vision and stewardship and to MDS/Strive for its current and future commitment to the Botanical Gardens and those who tend, visit and enjoy the same.

PASSED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

---

President of the Council

ATTEST:

---

City Clerk

**Agreement  
Between the City of Grand Junction,  
The Western Colorado Botanical Society  
And  
Strive Formerly Mesa Developmental Services**

THIS AGREEMENT is made and entered into as of March \_\_\_\_, 2013, by and between the City of Grand Junction (“City”), a Colorado home rule municipality, The Western Colorado Botanical Society (“Society”), a Colorado nonprofit corporation, and Mesa Developmental Services (“MDS”), a Colorado nonprofit corporation. The City, Society and MDS shall be referred to collectively herein as the “parties.”

RECITALS

WHEREAS, the City owns certain real property located west of 8<sup>th</sup> Street and south of Struthers Avenue, Grand Junction, Colorado herein referred to as the “Property”; and

WHEREAS, the City leased the Property to the Society for an initial term of twenty (20) years pursuant to a lease dated June 24, 1994 (the “Lease”); and

WHEREAS, during the term of the Lease the Society has established on the Property a community botanical gardens program, and in furtherance of the program has improved the Property with outdoor gardens, greenhouses, a children’s castle, a butterfly pavilion, and other related facilities and amenities, which are intended for public use and enjoyment as well as related educational, cultural, horticultural, recreational and fund-raising purposes. Such program and its related improvements, amenities, operations and activities on the Property shall be referred to collectively herein as the “Gardens”; and

WHEREAS, despite the dedicated support of many Society members and other committed volunteers and patrons, in recent years the Society encountered a number of challenges that jeopardized the continued operation and success of the Gardens, and ultimately it turned to MDS, a nonprofit organization providing community-based services and supports for persons with developmental disabilities, to provide the necessary organizational support, assistance and resources to restore and rejuvenate the Gardens as a viable community asset; and

WHEREAS, since December 2011 MDS has, with the City’s full knowledge and consent and in consultation with the Society, undertaken management and operation of the Gardens, and its success in doing so is recognized by all of the parties; and

WHEREAS, the parties have jointly reviewed their relationship with respect to the Property and the Gardens, and have determined that the parties’ respective interests, including the Society’s goals and vision regarding the Gardens, MDS’ desire for a sustainable venture providing employment, volunteer and enrichment opportunities for the persons with disabilities it serves, and the City’s master plan for the development of the area, including the Property, can

best be achieved by terminating the Lease and restructuring the parties' rights and obligations regarding the Property and operation and development of the Gardens in accordance with the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the above recitals and the other terms and conditions of this Agreement, the parties agree as follows:

1. Termination of Lease. The City and Society hereby terminate the Lease, and no party to the Lease shall have any further right or obligation thereunder as of the date of this Agreement. This Agreement shall replace and supercede the Lease in all respects.

a. The Society waives, relinquishes and gives up any right, title or interest it may have in the Property and any improvements thereto, including any right to remove improvements constructed on or permanently affixed to the Property pursuant to Paragraph 18 of the Lease. Subject to subparagraphs b. and e. of this Paragraph, the parties agree that ownership of any and all presently existing intangible assets or intellectual property rights in connection with the Gardens, such as copyrights, trade marks or trade names, are or shall be retained and owned by the Society. The parties agree to execute any documents or instruments that any party deems reasonably necessary to effectuate this provision.

b. In consideration of this Agreement, the Society agrees to assign and convey all of its right, title and interest in any Society-owned tangible personal property now located on the Property or used in the operation of the Gardens, including, but not limited to, furniture, removable trade fixtures, tools, mowers and other equipment and related implements or items, to MDS in "as is" condition, free and clear of any liens or encumbrances. Society agrees to execute a bill of sale or other instrument MDS deems necessary to fully effectuate this provision.

c. City, for itself, its officers, governing council, agents, legal representatives, successors and assigns, and for and on behalf of any person or entity who may assert any claim derived from any claim which has been or could be asserted by it, hereby releases and forever discharges MDS and Society, their respective officers, directors, employees, agents, successors and assigns, or any of them from any and all claims, damages, actions, suits or demands of any kind or nature whatsoever, whether known, unknown, foreseen, unforeseen, foreseeable or unforeseeable, legal or equitable, accrued or unaccrued, arising from or in any way related to the Lease or its formation, performance or termination, or regarding the use, operation or condition of the Property or the Gardens prior to the date hereof.

d. Society, for itself, its officers, directors, agents, legal representatives, successors and assigns, and for and on behalf of any person or entity who may assert any claim derived from any claim which has been or could be asserted by it, hereby releases and forever discharges MDS and City, their respective governing boards, officers, directors, employees, agents, successors and assigns, or any of them from any and all

claims, damages, actions, suits or demands of any kind or nature whatsoever, whether known, unknown, foreseen, unforeseen, foreseeable or unforeseeable, legal or equitable, accrued or unaccrued, arising from or in any way related to the Lease or its formation, performance or termination, or regarding the use, operation or condition of the Property or the Gardens prior to the date hereof.

e. Society, for itself, its officers, directors, agents, legal representatives, successors and assigns, and for and on behalf of any person or entity who may assert any claim derived from any claim which has been or could be asserted by it, covenants and agrees not to assert any right, claim or demand, or file, commence or prosecute any claim or cause of action or take any other action to prevent, challenge, impair, impede, or interfere with the rights and obligations of the City and MDS with regard to the operation of the Gardens or use of the Property as set forth in this Agreement; provided, however, that neither the City nor MDS shall use, in connection with the Gardens or their activities or programs associated therewith, the names or marks listed on the attached Exhibit C without the Society's prior written consent.

## 2. Grant of Licenses.

a. Subject to the terms and conditions of this Agreement and without rent or other charge, the City hereby grants and conveys to MDS an exclusive license to conduct and manage the day-to-day business and horticultural operations of the Gardens as the same are depicted on Exhibit A attached hereto ("Licensed Area") during the term of this Agreement. Such exclusive license shall authorize MDS to:

(1) charge admission fees, pass fees, use or activity fees for entrance to or use of the Gardens and/or the Licensed Area, prepare and/or sell concessions or concession products, install vending machines, and offer for retail sale gifts, toys, clothing items, souvenirs, books, seeds, bulbs or other botanical, horticultural or gardening tools, products or inventory.

(2) keep and retain any and all fees, charges, sale proceeds and other funds or revenue derived from or generated by its operations.

(3) locate, plant and cultivate annuals, perennials and other plant materials or botanical exhibits on the grounds of the Licensed Area in accordance with a plan developed in cooperation with the City in accordance with Paragraph 4.d. below. That plan shall be Exhibit B to this agreement and is incorporated by this reference as if fully set forth.

(4) conduct fund-raising or other private events and activities on the Licensed Area and retain the proceeds thereof.

(5) manage, control and provide general supervision over operation of the Gardens and Licensed Area, including, but not limited to, setting of reasonable

hours of operation, recruiting and supervising volunteers, scheduling and approval of events and activities, controlling and regulating public and adopting and enforcing reasonable rules and regulations for patrons and other visitors to the Gardens and Licensed Area.

(6) Perform all services that are necessary and proper for the operation and management of the Gardens and Licensed Area and report to Owner promptly any conditions concerning the Property that, in the opinion of MDS, require the City's attention.

b. Subject to the terms and conditions of this Agreement, the City further grants and conveys to MDS a nonexclusive license authorizing the latter to occupy and use the Gardens and Licensed Area and the improvements and facilities thereon for the purposes set forth in Paragraphs 2 a. and 3 d. herein for the term of this Agreement.

c. The licenses granted by this Agreement shall not be revocable except upon termination of this Agreement as provided below, but shall not be construed to grant or convey to MDS any other property right or possessory interest. The Property and all present and future improvements thereto shall at all times remain the property of the City.

3. MDS' Obligations. MDS shall:

a. supervise, monitor and control all activities authorized or permitted by it with regard to the safety of employees, volunteers and members of the general public, and shall establish and enforce reasonable rules and regulations regarding use or access to the Gardens and Licensed Area by the public.

b. refrain from constructing permanent improvements, erect obstructions or barriers (except of a temporary nature) or substantially alter the existing improvements or physical contours of the Property without the City's prior written consent.

c. keep the Gardens and Licensed Area free of debris, collect and empty trash, and maintain restrooms in a clean and sanitary condition.

d. continue to operate and manage the Gardens and Licensed Area as a public amenity and attraction, and to use the same for a community botanical gardens program and related educational, cultural, horticultural, recreational and fund-raising purposes, and such other purposes as the City may approve in writing. Such operation and management shall be provided without cost or charge to the City. MDS may develop and implement programming at the Gardens that will maximize the benefits and opportunities for the persons with disabilities it serves, so long as such programs do not substantially conflict or interfere with such use and purposes.

e. document its revenues and expenses in connection with its operation of the Gardens. MDS shall make its financial and accounting records related to operation of the



Gardens available for inspection and audit by the City within five (5) business days after notice by City to MDS requesting such inspection or audit.

f. pay for all utilities and other operational expenses of the Gardens except for trash service, irrigation and potable water, repairs and maintenance that the City is obligated to provide or perform as set forth in Paragraph 4 below. "Operational expenses," as used in this paragraph, shall include the cost of food, concession and food products, beverages or other goods or products sold or offered for sale in the course of Gardens business. MDS may separately contract with the City, by and through Two Rivers Convention Center to supply beverages and/or other concession foods/food products, and the cost of the same to MDS shall be the City's actual cost.

g. procure and maintain commercial general liability insurance covering all MDS' operations in connection with the Gardens including operations, property damage, and personal injury with a combined single limit of not less than \$1,000,000.00 per occurrence / \$2,000,000.00 general aggregate. The City shall be an additional named insured on MDS' insurance. MDS shall provide the City with an ACORD form evidencing the insurance in the form and amount required by the City. MDS' insurance shall not be cancelled without thirty (30) days' advance written notice to the City.

h. submit to the City, upon request, a schedule setting forth its then-current fees and charges for admission, concessions and other items offered for sale to the public in connection with the Gardens.

i. emphasize service to patrons of and visitors to the Gardens, and shall establish a policy requiring patrons to be greeted and served upon their admission to the Gardens, and to be thanked for their patronage upon their exit from the Gardens.

j. provide full and part-time staff sufficient to conduct the operations of the Gardens; however, the City understands and agrees that MDS may employ or otherwise assign persons with disabilities receiving services from MDS to perform any operational position or function at the Gardens, provided that such position is within such person's skills and abilities, with or without reasonable accommodation, and such person is adequately supervised. MDS agrees to perform a reasonable background inquiry and screening with respect to any person who is assigned to work at the Gardens on a volunteer basis. Upon the City's request, MDS shall remove and or replace any volunteer(s) the City deems unacceptable. The City agrees that it will consult with MDS about its needs/expectations for volunteers and that it will not unlawfully, arbitrarily or unreasonably request removal of any MDS volunteer.

k. order, stock and staff concession facilities in accordance with Mesa County Health Department and any other applicable local and/or state laws, rules and regulations, if it offers food or beverage concessions on the Licensed Area.

l. refrain from serving alcoholic beverages or allowing such beverages to be served on the Property except in accordance with a duly issued Special Event Permit as provided by Colorado law.

m. provide and perform all mowing and trimming, fertilization and weed abatement for the Gardens, and shall provide its own personnel, equipment and other resources as necessary for such purposes at MDS' expense.

4. City's Obligations. The City shall—

a. provide, at its sole expense, maintenance and repairs (including replacement when needed) of the improvements on the Property to the standard applied to the City's other parks and recreational facilities, including but not limited to mechanical equipment, roofing, parking areas, sidewalks, lighting, security systems, plumbing, electrical systems, heating and air conditioning systems. Maintenance, repairs and upkeep shall be scheduled, insofar as practicable, so as not to unreasonably interfere with MDS' operation of the Gardens; however, the City may impose reasonable temporary use limitations in order to protect Gardens facilities from waste or damage.

b. provide potable water service, trash removal and adequate irrigation water for the Gardens as presently located on the Property, and shall provide its own personnel, equipment and other resources as necessary for such purposes at City's expense.

c. provide, at its sole expense, standard fire, casualty and extended coverage insurance covering the buildings and improvements in amounts reasonably acceptable to MDS. If the buildings situated on the Property should be damaged by fire, tornado or other casualty, and the City does not proceed with reasonable diligence to rebuild and repair such buildings to substantially the condition in which they existed prior to such damage, MDS may terminate this Agreement by the delivery of written notice of termination to City.

d. work cooperatively with MDS in connection with the latter's operation of the Gardens and to design special interest garden areas and other improvements, and shall allow MDS to exercise the rights and privileges granted to it by this Agreement without unreasonable interference.

e. work closely with MDS to develop and/or revise the master plan for Las Colonias Park ("Park") so that the Gardens are an accessible feature and attraction of the Park when it is developed. The City shall, if possible, include in the master plan options for new restroom facilities near the Gardens for public use. In the event the City completes construction of such facilities, MDS may limit the existing restrooms at the Gardens to Garden patron use only.

5. Society's Obligations. During the term of this Agreement, Society agrees to consult with and offer technical assistance as reasonably requested by MDS and the City

regarding the operation, maintenance, planning and future development of the Gardens. To the extent practicable, the Society agrees to work cooperatively with MDS and the City to sponsor, promote and advance fundraising and other community efforts in support of the Gardens.

6. Marketing. The parties shall collaborate and consult regarding marketing, advertising and promotion of the Gardens to the public as a public amenity and attraction, and in connection therewith MDS may enter into separate agreements with Society and/or City regarding such matters, including agreements regarding use and/or ownership of trade names, trade marks and other proprietary or copyrighted material associated with the Gardens or Gardens-related activities and programs; however, nothing herein shall obligate MDS or Society to disclose or share donor lists or other similar information of any kind containing names, addresses or other identifying information concerning their respective donors or contributors.

7. Capital Improvements. MDS shall neither direct nor require the City to perform any physical alterations to the facilities at the Gardens; instead, MDS and the City shall cooperatively plan for any capital improvements. In the event of a dispute, the City shall have and maintain final authority over all capital improvement projects affecting or involving the Property, the Licensed Area and/or the Gardens. Capital investment/improvement decisions regarding the Gardens shall be made by the City Park and Recreation Director as part of the Department's annual budget, and shall be subject to the annual budgeting process of the City. As part of that budget review, the City and MDS shall meet and confer and develop both capital and operating plans for the succeeding year as provided in Paragraph 9 below. MDS, may with the City's approval, make capital investments/improvements to the Gardens facilities at its own expense, but any improvements to the Property shall be owned by City.

8. Term and Termination. This Agreement may be terminated at any time by mutual agreement of MDS and the City, and may be terminated by either MDS or the City by giving sixty (60) days' advance written notice to the other parties; however, no notice of termination by the City shall be valid or effective unless, within thirty (30) days before the date such notice is given, the City has provided the other parties an opportunity to address the City's governing council regarding the proposed termination at a regular or special meeting of such council. Unless terminated as provided in this Paragraph, this Agreement will continue from year to year.

In the event of termination, MDS shall be liable for all expenses incurred in connection with the operation of the Gardens prior to the date of termination, and shall be entitled to receive and collect all revenues and accounts receivable generated by or attributable to its operation of the Gardens prior to the date of termination. At the termination of this Agreement, the City shall have ownership of all alterations, additions and improvements to the Property made by MDS, if any. All shelving, bins, equipment, furniture, machinery and other personal property or fixtures installed or used by MDS in the operation of the Gardens may be removed by MDS at the termination of this Agreement if MDS so elects, and shall be removed if required by City. All such removals and restoration shall be accomplished in a good workmanlike manner so as not to damage the primary structure or structural qualities of the buildings and other improvements situated on the Property. The parties' obligations as specified in this paragraph and in the subparagraphs of Paragraphs 1 and 10 of this Agreement shall survive termination.

9. Conference. The City and MDS agree to meet at least once on before October 31 of each year while this Agreement remains in effect to address and resolve any issues or concerns by either party regarding operation of the Gardens or the use, development or maintenance of the Property, including, but not limited to, any proposed amendments or clarifications of this Agreement.

10. Indemnification.

a. To the extent permitted by applicable law, MDS and the City shall each defend, indemnify and hold harmless the other from and against any and all third party actions, claims, suits, liabilities and losses, including all costs, attorneys' fees, expenses and liabilities incurred in the defense of any such third party claim or action or proceeding (collectively "Claims") arising from or related to the negligent or intentional acts or omissions of the indemnifying party or its contractors, subcontractors, independent contractors, suppliers, volunteers, officers, agents, employees, elected officials or servants in connection with their respective activities and programs upon the Property or use or operation of the Gardens under this Agreement. A party's obligation hereunder shall not be limited by the provisions of any workers' compensation act or similar statute.

b. To the extent permitted by applicable law, each of the parties shall defend, indemnify and hold harmless the others from and against any and all Claims suffered or incurred on account of any breach by such party, or any of its contractors, subcontractors, independent contractors, suppliers, officers, agents, employees, elected officials or servants of any covenant, agreement, term or condition set forth in this Agreement.

c. Nothing contained herein shall limit the City's protections under and by virtue of the Colorado Governmental Immunity Act, § 24-10-101, et. seq., C.R.S., or either parties' other rights, protections, immunities, defenses or limitations on liability afforded under law or principles of equity.

11. Nature of relationship. The parties are independent contracting entities. The business operations of MDS shall not be combined in any way with the operations of the City, but instead shall be maintained separately and distinctly. Neither the Society nor MDS shall be or represent itself to be considered an agent, affiliate, partner or joint venturer of or with the City for any purpose, and neither MDS nor its volunteers, clients or employees shall not be entitled to any of the rights or benefits the City provides for the City's employees.

12. Notice. Any notice required to be given under this Agreement shall be in writing and shall be, and at the option of the party giving notice, (i) personally delivered, (ii) transmitted by certified or registered mail, return receipt requested, postage prepaid, or (iii) or sent by FedEx or other recognizable overnight courier, to the parties at their respective addresses set forth below. Each of the parties shall give notice of any change of address to the other parties by notice pursuant to this Paragraph.

If to the City: City of Grand Junction  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501  
Attn: Parks and Recreation Director

With a copy to the City Attorney  
at the same address

If to MDS: Mesa Developmental Services  
950 Grand Avenue  
Grand Junction, CO 81501  
Attn: Chief Executive Officer

If to Society: Western Colorado Botanical Society  
621 Struthers Avenue  
Grand Junction, CO 81501  
Attn: President

13. Miscellaneous.

a. The terms, provisions and covenants and conditions contained in this lease shall apply to, inure to the benefit of, and be binding upon the parties hereto and upon their respective heirs, legal representatives, successors and permitted assignees, except as otherwise herein expressly provided.

b. This Agreement constitutes the entire agreement of the parties, and there are no representations, inducements or other provisions other than those expressed herein. All changes, additions or deletions hereto must be in writing and signed by all parties.

c. This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado. Venue for all actions connected herewith shall be in Mesa County, State of Colorado.

[signature page follows]

City:

CITY OF GRAND JUNCTION

Dated: \_\_\_\_\_

By \_\_\_\_\_

Rich Englehart  
Title: City Manager

MDS:

MESA DEVELOPMENTAL SERVICES

Dated: \_\_\_\_\_

By \_\_\_\_\_

Jeff Nichols  
Title: Chief Executive

Officer

SOCIETY:

WESTERN COLORADO BOTANICAL  
SOCIETY

Dated: \_\_\_\_\_





By \_\_\_\_\_

John Schler  
Title: President

# Exhibit A



### Legend

-  License Agreement Boundary (11.2 Acres)
-  Area to be Vacated and Relocated (~1 Acre)
-  Fence
-  Bridge

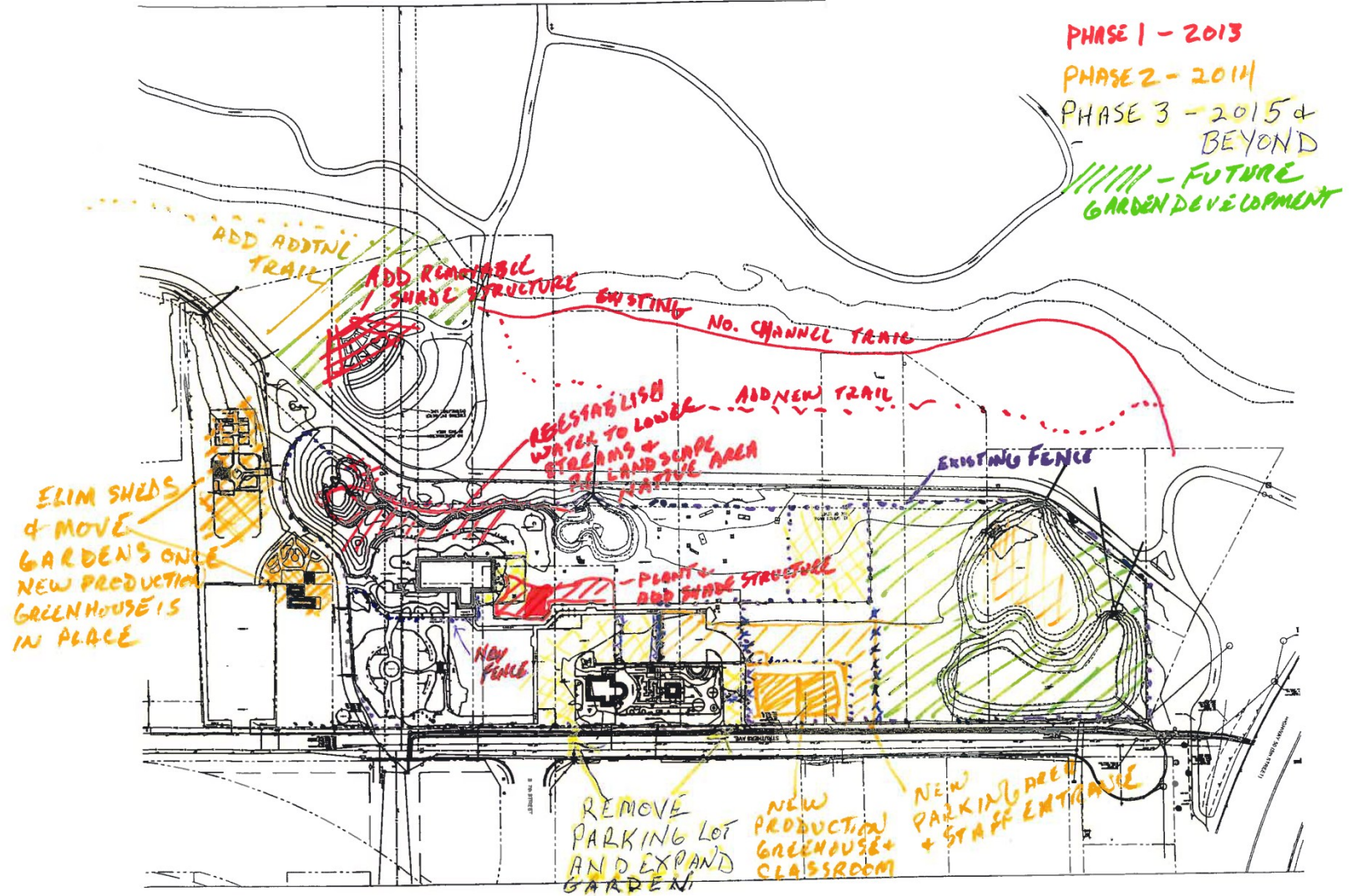
## EXHIBIT B

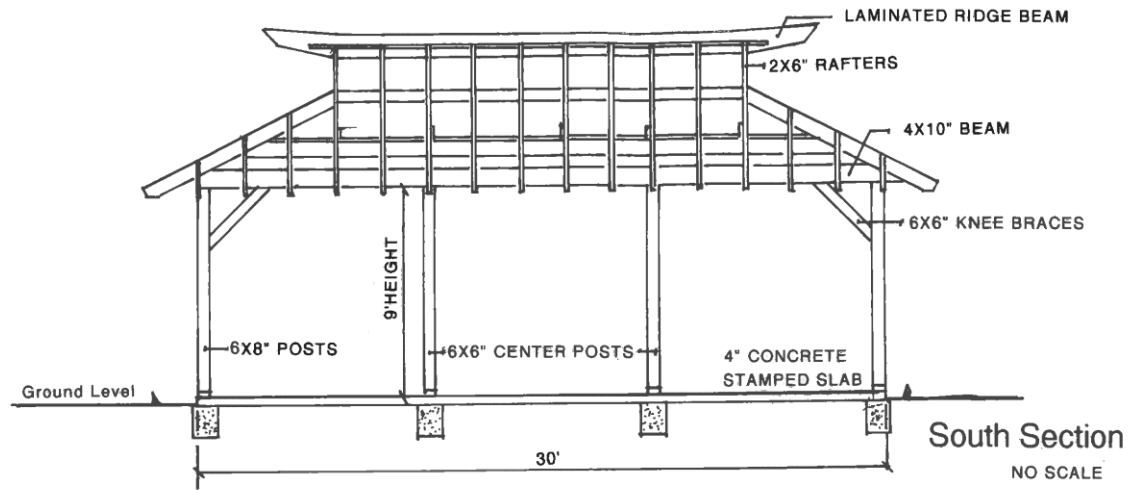
### Development plans for Western Colorado Botanic Gardens

<u>Project Description</u>	<u>Cost Estimate</u>
<b><i>Phase 1 – now through the 2013 season</i></b>	
1) Re-establish water flow through lower streams in native area (between Greenhouse and trail) and replant/re-landscape area	35,000
2) Add removable shade structure over small amphitheater (removable posts with canvas sail cloth)	25,000
3) Re-establish use of irrigation pond and water access from North Channel	1,000
4) Add Pergola/Shade Structure and landscape area immediately west of greenhouse (maybe 2014)	20,000
5) Add new loop to North channel native trail – in concert with re-vegetation of surrounding area	2,500
<b><i>Phase 2 – through the 2014 season</i></b>	
1) New production greenhouse and classroom	350,000
2) Revise existing parking lot and expand for staff and private function/meeting parking	50,000
3) Move Herb Garden, International Garden and utility sheds	25,000
<b><i>Phase 3 – through 2015 season</i></b>	
1) Expand Heritage Garden – add commercial agriculture area	75,000
2) Remove abandoned east end of parking area and establish new gardens and connecting pathways between existing greenhouse and children's area and Pomrenke library	50,000
3) Move/add fencing in areas to finalize secure areas of gardens	15,000
4) Add additional native trail from Amphitheatre to the East	1,000
<b><i>Future Development – beyond 2015</i></b>	
1) Expand existing greenhouse to the west and rehab existing greenhouse	500,000
2) Develop garden areas surrounding existing irrigation and retention ponds on west side	75,000
3) Develop additional native garden planting around small amphitheater	35,000

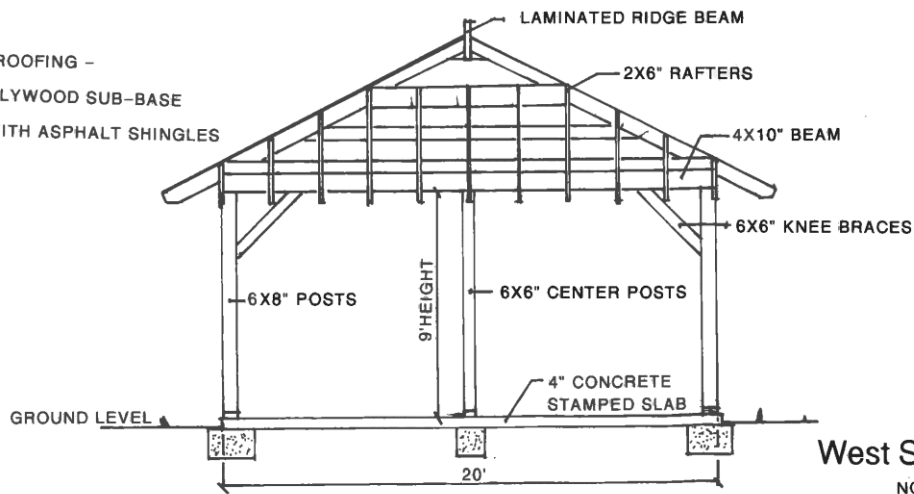
2/27/13





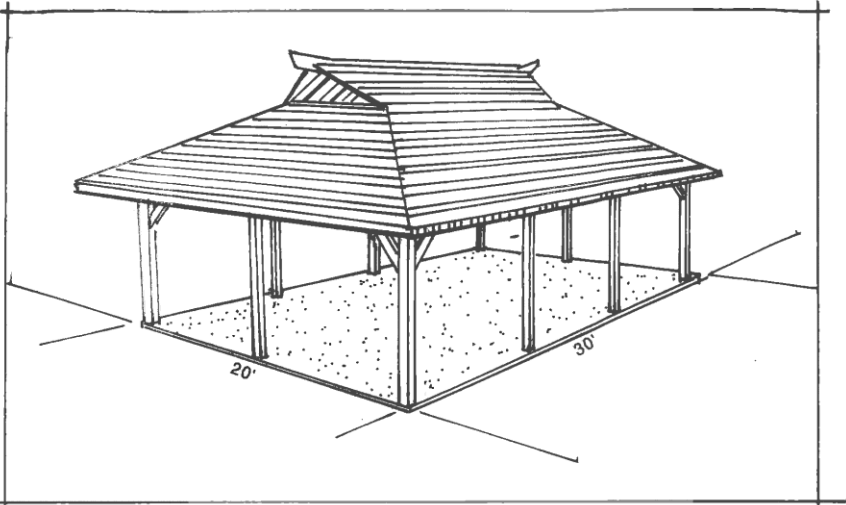
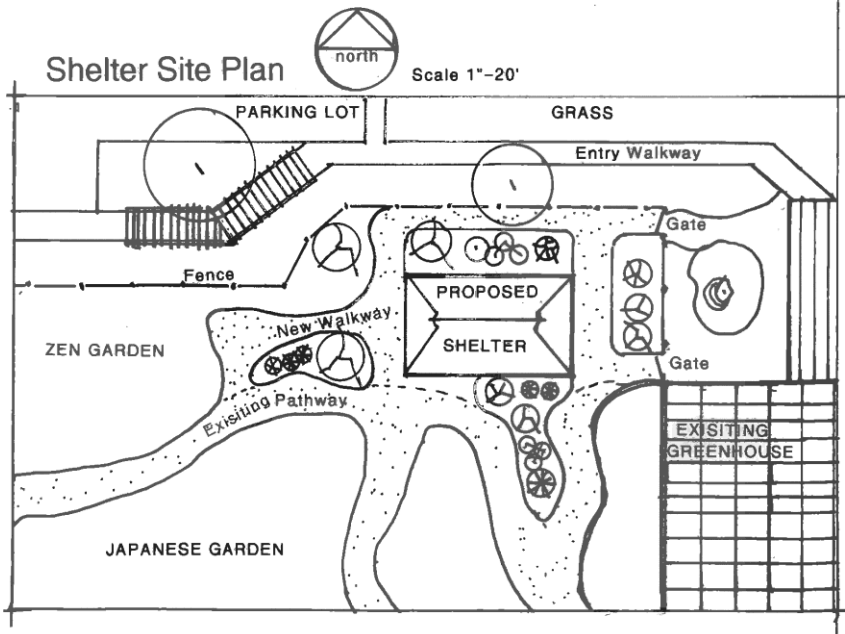


\* ROOFING -  
 PLYWOOD SUB-BASE  
 WITH ASPHALT SHINGLES



WESTERN COLORADO  
 BOTANICAL GARDENS SHELTER  
 ELEVATIONS

SIZE 20' X 30'



**Shelter Perspective**  
No Scale

**WESTERN COLORADO  
BOTANICAL GARDENS SHELTER**

## EXHIBIT C

LIST OF NAMES NOT TO BE USED IN CONNECTION WITH THE GARDENS OR THE ACTIVITIES OR PROGRAMS ASSOCIATED THEREWITH WITHOUT THE PRIOR WRITTEN CONSENT OF THE WESTERN COLORADO BOTANICAL SOCIETY:

Western Colorado Botanical Society

WCBS

Western Colorado Botanical Gardens

Western Colorado Botanic Gardens and Butterfly House

Bloomin' Deals

Botanic Gardens Garden Tour

Sunset Stroll



Date: March 6, 2013

Author: \_\_\_\_\_

\_\_\_\_\_

Title/ Phone Ext: x1511

\_\_\_\_\_

Proposed Schedule: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Attach 9  
CITY COUNCIL AGENDA ITEM**

<b>Subject:</b> Support of the 2 <sup>nd</sup> Amendment to the U.S. Constitution
<b>Action Requested/Recommendation:</b> Adopt Resolution
<b>Presenter(s) Name &amp; Title:</b> John Shaver, City Attorney

**Executive Summary:**

The City Council recognizes supports and believes that the first and most meaningful means to oppose gun violence is the consistent enforcement of existing laws and the imposition of the maximum available punishment of those who commit crimes.

**Background, Analysis and Options:**

Many people have asked the City Council to get involved but candidly there is little that the Council can do. One thing that the City Council can do, and by this resolution does do, is to publically support and affirm the protections of the Second Amendment to the United States and Section 13, Article II of the Colorado Constitutions.

In support thereof the City Council recognizes the rights of persons to lawfully defend themselves, defend others and lawfully and rightfully engage in hunting and shooting sports. Furthermore, the City Council recognizes the right of citizens to keep and bear arms and that the same shall, in the words of the Colorado Constitution, not be called into question and/or as stated in the Second Amendment that the right shall not be infringed.

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

NA

**Board or Committee Recommendation:**

NA

**Financial Impact/Budget:**

NA

**Legal issues:**

NA

**Other issues:**

None.

**Previously presented or discussed:**

This was discussed by the City Council at the March 4, 2013 workshop.

**Attachments:**

Proposed Resolution

## **RESOLUTION NO. \_\_-13**

### **A RESOLUTION IN SUPPORT OF THE SECOND AMENDMENT TO THE UNITED STATES CONSTITUTION**

#### **RECITALS:**

The members of the City Council of the City of Grand Junction have sworn an oath or given an affirmation to support the laws of the City, the State and the United States and the Charter and respective Constitutions thereof. With this resolution the Council affirms that oath and encourages all citizens to take the same oath and commit to acting responsibly to protect the liberties that we all share and to conscientiously obey the law that binds us as a people.

Following the Newtown, Connecticut and Aurora, Colorado tragedies, among others, there has been much public debate and discourse about the regulation of firearms and the proper response of government at all levels to those senseless acts.

In response to those incidents some in government have proposed stringent regulation, while others have vigorously opposed those regulations. Currently the Colorado legislature is considering legislation that some believe infringes on Constitutional protections and others believe is not restrictive enough. The legislative process is not yet complete and the City Council encourages citizens to communicate with your State and National officials regarding new and/or additional restrictions on lawful firearms and accessories and/or on the possession, use, sale or transfer of rightfully owned guns.

Many people have asked the City Council to get involved but candidly there is little that the Council can do. One thing that the City Council can do, and by this resolution does do, is to publically support and affirm the protections of the Second Amendment to the United States and Section 13, Article II of the Colorado Constitutions.

In support thereof the City Council recognizes the rights of persons to lawfully defend themselves, defend others and lawfully and rightfully engage in hunting and shooting sports. Furthermore, the City Council recognizes the right of citizens to keep and bear arms and that the same shall, in the words of the Colorado Constitution, not be called into question and/or as stated in the Second Amendment that the right shall not be infringed.

Studies by the National Academies of Science and the Centers for Disease Control have found no persuasive evidence that gun control laws actually reduce crime. Some laws may cause or create situations under which lawful gun owners would become criminals. That or any similar result is unacceptable in light of the Constitutional protections.

Statistically the vast majority of lawful owners are law abiding citizens and their firearms are not used to commit crime and those persons should not presumptively or reflexively be assumed to be the problem.

**NOW, THEREFORE, BE IT RESOLVED that** the City Council of the City of Grand Junction will uphold the Second Amendment to the United States Constitution and Article II, Section 13 of the Colorado Constitution and that we will act in conformity with our sworn duty.

**AND BE IT FURTHER RESOLVED that** the City Council calls upon the citizens of Grand Junction to contact the Senators and Representatives of the State and Federal legislatures to express their views on the important issues presented in the current legislation and administrative and executive enactments.

**AND BE IT ADDITIONALLY RESOLVED that** the City Council recognizes supports and believes that the first and most meaningful means to oppose gun violence is the consistent enforcement of existing laws and the imposition of the maximum available punishment of those who commit crimes.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2013.

\_\_\_\_\_  
President of the Council

ATTEST:

\_\_\_\_\_  
City Clerk