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**PLANNING COMMISSION WORKSHOP AGENDA
CITY HALL, 250 NORTH 5TH STREET
COMMUNITY DEVELOPMENT CONFERENCE ROOM**

THURSDAY, DECEMBER 19, 2019 @ 12:00 PM

Call to Order - 12:00 PM

1. Discussion regarding a proposed Overlay Zone District for the Horizon Drive Business District.
2. Discussion regarding potential changes to the zoning and development code regarding height in the C-1 (Light Commercial) Zone District.
3. Discussion regarding potential changes to the zoning and development code regarding Planned Developments.
4. 2020 Comprehensive Plan Update

Other Business

Adjournment



Grand Junction Planning Commission

Workshop Session

Item #1.

Meeting Date: December 19, 2019

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By:

Information

SUBJECT:

Discussion regarding a proposed Overlay Zone District for the Horizon Drive Business District.

RECOMMENDATION:

EXECUTIVE SUMMARY:

Staff will present and discuss with Planning Commission the proposed Overlay Zone District for the Horizon Drive Business District that is being requested by the Horizon Drive Business Improvement District Board.

BACKGROUND OR DETAILED INFORMATION:

The proposed Horizon Drive Overlay Zone District area comprises the Horizon Drive District boundary as defined by the Horizon Drive Business Improvement District boundary. The area is comprised of commercial properties within the general geographic area of Horizon Drive between G Road and H Road. The District was formed in 2004.

The overlay zone for the Horizon Drive District provides direction and vision for development in the corridor. The purpose of the overlay's standards and guidelines is to stimulate new development as well as redevelopment in the District, increasing business and pedestrian activity along the corridor. The overlay supports and implements the Comprehensive Plan vision and goals of making the City a more livable place.

The vision for Horizon Drive includes:

- Circulation plans for traffic calming and pedestrian safety.
- Encouraging future development to include civic areas, open space (parks), walking trails, bike lanes, public transportation / ease of access and connectivity.
- Connectivity with other districts in the community; way-finding/signs and/or transportation to other districts.
- Wide sidewalks detached from the roadway.
- Safe access to businesses from the street and sidewalks and parcel interconnectivity to minimize multiple access points to Horizon Drive.
- Safe and efficient transit stops.
- Adequate lighting creating a safer vehicle and pedestrian experience.
- Landscaping, street furniture and other hardscape features and amenities that enhance the pedestrian and motoring public's experience, but still allow buildings to be near the street.

Design Elements

GENERAL PURPOSE

To provide a consistent level of architectural character and quality, vehicular access, parking and circulation, and pedestrian access and safety for the Horizon Drive District. Consistent architectural character and quality is important to the establishment of the design character of the Horizon Drive District. Building form, scale and material for commercial building will create a distinct identity. Flexibility will be provided within the standards to allow for design alternatives and design creativity.

Building entries should have a strong visual and pedestrian relationship to the street. Clearly visible and direct pedestrian paths should be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities. Increased safety is of primary importance to the establishment of the design character of the Horizon Drive District.

Architectural Design

PURPOSE

To provide consistent design standards of building scale, massing and materials for the Horizon Drive District.

A. Building Form and Scale.
Standards.

The following five (5) architectural design elements are required:

1. Building facades facing Horizon Drive shall either be the primary entry facade or shall be of comparable quality in terms of architecture, materials and detailing. Primary building entries must be easily and directly accessible from a street. Ground floors shall have direct pedestrian entries onto public streets, sidewalks, parks, or plazas and be

easily visible.

2. Primary building entries shall be connected to the public street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street oriented façade.

3. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, awnings, special functional areas, roof-lines, and other features. Entryways and awnings shall be at least 8 feet above the sidewalk and shall be at least 4 feet wide along the building frontage and can overhang into the right-of-way no more than 6 feet.

4. Façade articulation/variation such as recessed or projecting bays or pilaster/column projections shall occur at a minimum of every 30 feet for all sides of the building.

5. Ground floor restaurant and retail areas shall have windows along sidewalks to create visual interest to pedestrians and provide views from inside of buildings to the street.

In addition, the site shall exhibit a minimum of three (3) of the following six (6) architectural design elements:

1. 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 for all sides of the building.

2. 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.

3. Façade features on the primary street (corridor) that emphasize the primary building entrance through projecting or recessed forms, detail, color and/or material.

4. Outdoor patio in combination with or without outdoor seating located between the building and the primary street (corridor).

5. Ground story transparency of at least 50 percent in the form of windows and/or door(s) for facades facing all public street frontages.

6. Other architectural and landscaping features that achieve the goals of the overall Horizon Drive District overlay vision or concept, as determined by the Director.

B. Building Material.

Standards.

1. All buildings facing Horizon Drive shall use materials that are durable, economically maintained, and of a quality that will retain appearance over time, including but not limited to stone, brick, precast concrete and architectural metals.

2. The following material shall be prohibited for any building facing Horizon Drive:

- Metal prefabricated buildings
- Pre-cast concrete and tilt up wall systems that are primarily structural in appearance.

Site Design

PURPOSE

To provide adequate parking and shared access between land uses. To maximize safe motorized and non-motorized circulation and connectivity. To ensure appropriate landscaping improvements and public amenities that enhance the design character of the District reducing the visual impacts of the vehicular environment.

A. Vehicular Access and Safety

Standards.

1. Adjacent tracts sharing access are required to reduce points of potential conflict with traffic on Horizon Drive. A shared access agreement shall be required for all access easements.
2. Access location and turning movements will be limited to those which can be safely accommodated as determined by City of Grand Junction traffic engineers. Closing redundant access points will be required to minimize conflict points.
3. Bicycle parking shall be provided at locations that do not obstruct the flow of pedestrians, are easily identifiable and visible and convenient to customer entrances.
4. Where pedestrian circulation paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the conflict point, improve visibility, enhance safety and provide added aesthetic appeal.
5. A 6-foot wide concrete sidewalk is required from the street to the front of the building main entrance.
6. Onsite signage and traffic markings as necessary to facilitate circulation and improve public safety and awareness are required.
7. Pedestrians routes shall be direct, avoiding circuitous routes that are not easily understood.
8. As sites redevelop in the District, auto oriented uses (such as drive up windows, drive through facilities, gasoline service islands, car wash bays, and bank teller windows) shall move toward the side or rear of a building and away from street views.

B. Landscaping

Standards.

1. Drought tolerant plant species that are native to the region or otherwise suitable to the climate shall be used.
2. Street trees are required along the public right-of-way.
3. For landscaped areas in front of buildings along the Horizon Drive corridor, ground

cover shall match existing landscape rock (crushed red granite) as found in the Horizon Drive right-of-way improvements, to provide a uniform look.

C. Public Amenities and Aesthetics

Standards.

1. Art, sculpture, transit shelters, benches, planters, bike racks, trashcans and other hardscape feature, plazas, landscaping and other amenities shall be included where appropriate.

Business Signage

PURPOSE

To provide businesses the ability to communicate information to the motorized and non-motorized visitor while protecting and complimenting the vision of the Horizon Drive District.

Signs should communicate information and not add to visual clutter. Signs within the Horizon Drive District should be similar relative to size, number, placement and illumination, consistent in design with the business they are advertising to create a uniform appearance and consistency in style and detail. Continuity should be maintained with color, typeface, materials and construction details for each project.

The following sign types are permitted, including Freestanding Signs. Flush Wall Signs, and signs that do not require a permit as regulated by the City's Sign Code (Section 21.06.070) except as further restricted with these sign standards for the Horizon Drive District.

Standards.

1. Freestanding signs shall comply with the following requirements.

(A) No more than one freestanding sign shall be permitted for any parcel for each street frontage. In addition, up to two additional freestanding signs per street frontage, not greater than three square feet in area and no more than 30 inches in height, are allowed. The sign allowance per frontage can only be used on that frontage and shall not be transferred to any other frontage.

(B) Maximum sign height shall be measured from finished grade and sign allowance shall be calculated as per the City's Sign Code and shall not exceed the following maximums:

§ Buildings with frontage onto Horizon Drive between G Road (27 ½ Road) and H Road:

- a. Maximum height of 40 feet;
- b. Up to 150 linear feet of frontage = 100 square feet;
- c. Between 150 to 200 linear feet of frontage = 120 square feet;
- d. Between 201 to 300 linear feet of frontage = 160 square feet;
- e. Greater than 300 linear feet of frontage = 200 square feet.

§ Buildings with frontage onto Horizon Drive between 7th Street and G Road (27 ½ Road):

- a. Maximum area of sign per face is 100 square feet;
- b. Maximum height is 12 feet.

§ Buildings without frontage onto Horizon Drive:

- a. Maximum area of sign per face shall be 75 square feet;
- b. Maximum height is 10 feet.

§ Buildings with Interstate-70 frontage:

- a. Signage along I-70 is not subject to the above height and square footage limitations, but shall adhere to the City's Sign code (Section 21.06.070)

- 2. Freestanding Signs shall be placed perpendicular to the right-of-way.
- 3. Freestanding Signs shall be either externally or internally illuminated with only the graphics and topography to be illuminated.
- 4. Freestanding Signs shall be constructed of a metal panel with stone or veneer base. The sign may be single or double faced, if single the backside painted the same color as the cabinet and poles.
- 5. Freestanding Signs and signs that do not require a permit as defined in the Zoning and Development Code shall not be located closer than 10 ft. from property line and no closer than 6 ft. from the curb of a street or drive.
- 6. Flush Wall Signs may be either non-illuminated or internally illuminated.
- 7. Continuity of signs within a project shall be maintained by use of standard color, typeface, material and construction details.
- 8. No off premise signs or outdoor advertising shall be permitted, except where existing at the time of adoption of this document, provided such signs are appropriately permitted through the City of Grand Junction.

SUGGESTED MOTION:

Discussion only.

Attachments

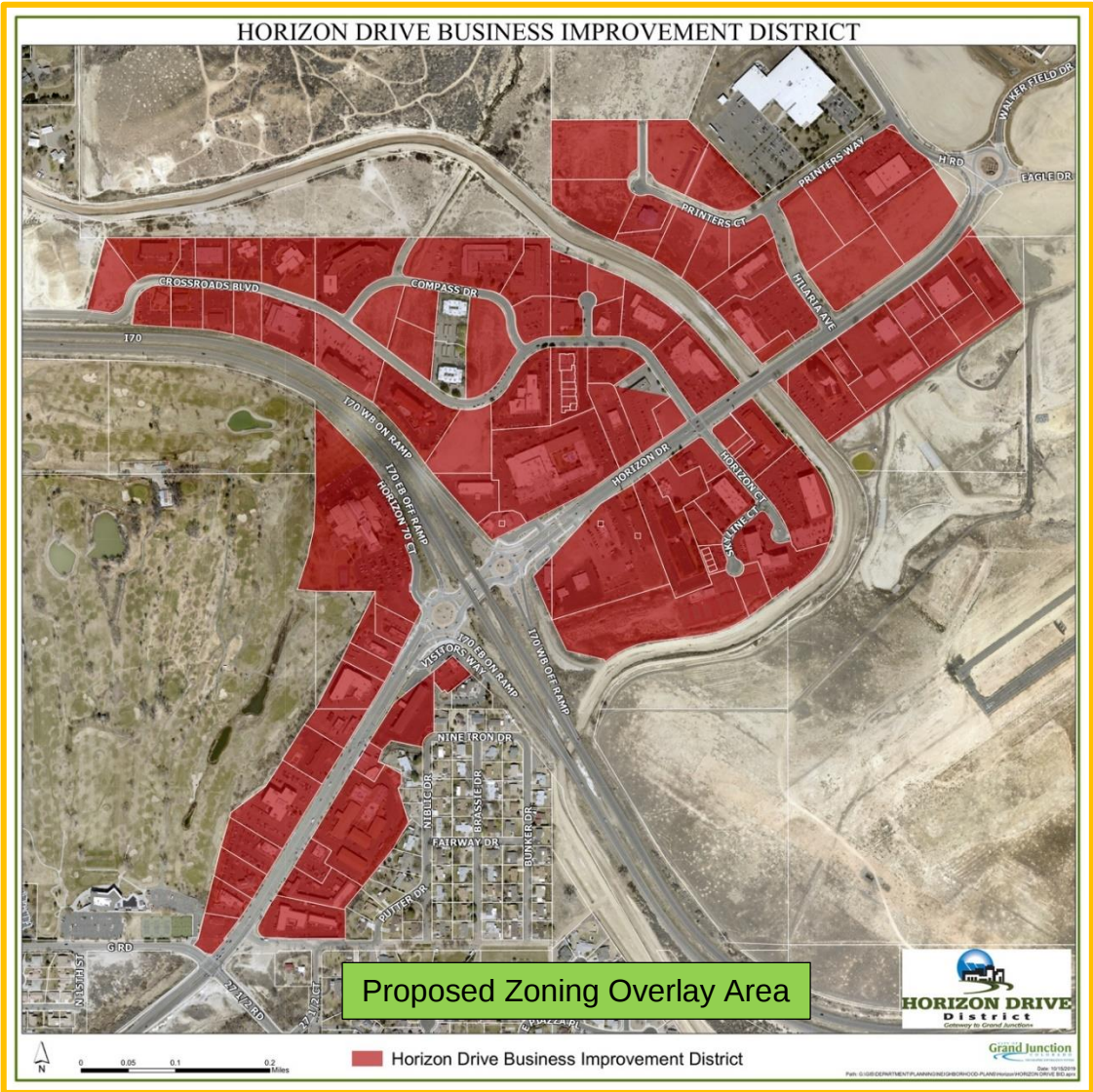
- 1. Overlay Zone material for PC Workshop - 19 Dec 2019

What is Overlay Zoning?

Overlay zoning creates a special zoning district over a property’s base zone or underlying zone district. An overlay adds to or changes the regulations, standards, or requirements of the base zone in order to protect or guide development within a specific area or corridor to meet specific needs or objectives. While the base zone determines the permitted land uses, the overlay zone establishes design or other standards that meet the overlay’s purposes.

The overlay zone for the Horizon Drive District provides direction and vision for development in the corridor. The purpose of the overlay’s standards and guidelines is to stimulate new development as well as redevelopment in the District, increasing business and pedestrian activity along the corridor. The overlay supports and implements the Comprehensive Plan vision and goals of making the City a more livable place.

The overall planning concept for the Horizon Drive District encourages development of (or continuity of existing) neighborhood centers. The neighborhood center approach will provide a framework for distinctive image and organizing elements for public and private (re)development of the Horizon Drive District.

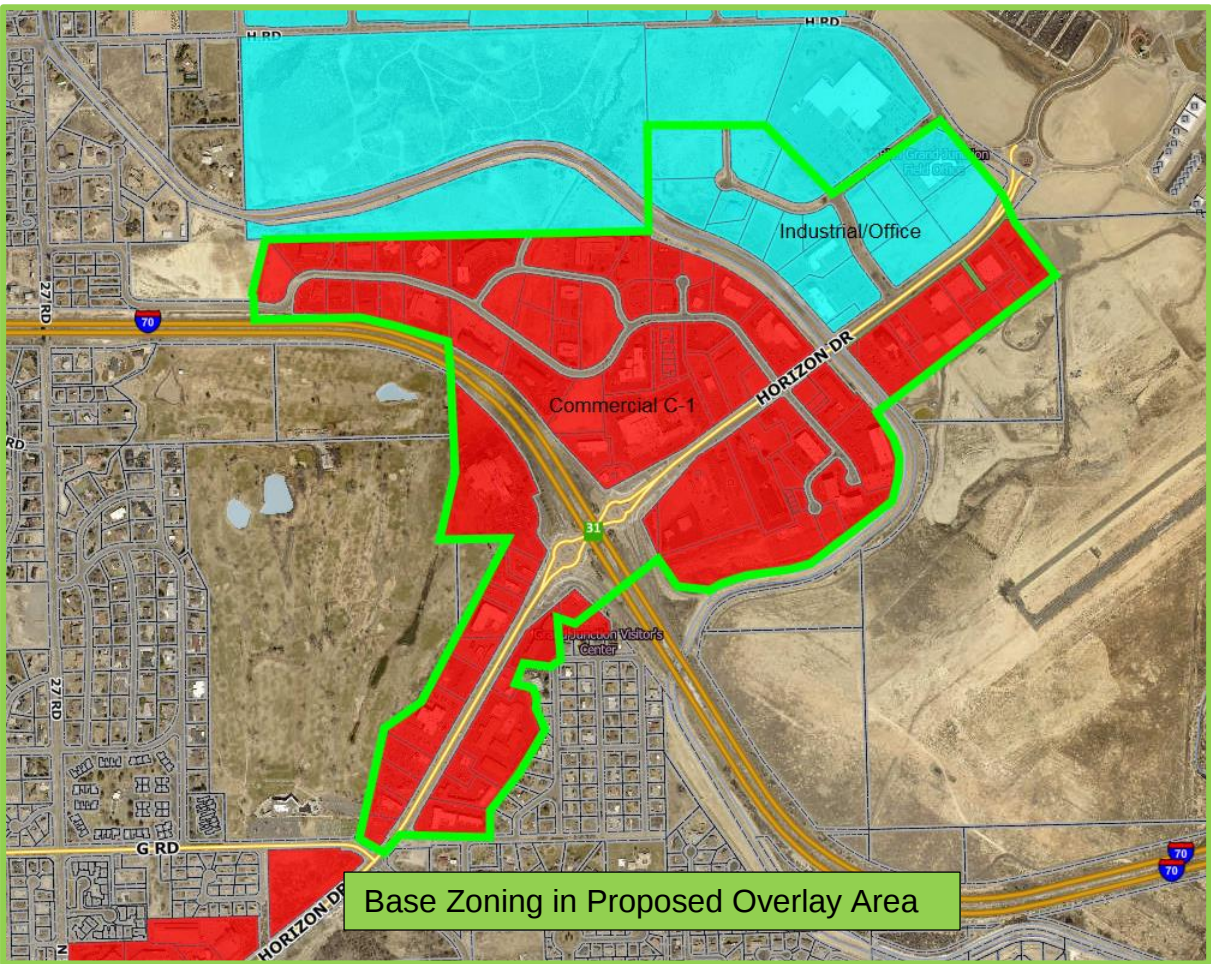


Existing Base Zoning of Horizon Drive BID

The properties within the Horizon Drive District fall into two zoning classifications. Those with frontage onto Horizon Drive, Crossroads Boulevard, Horizon Court or similar streets, are classified as light

Commercial (C-1) and those nearest H Road and north-west of Horizon Drive are classified as Industrial Office (I-O).

The Grand Junction Regional Airport, adjacent to the Horizon Drive District on the north and east, is the single largest adjoining property. The zoning classification for the airport is Planned Airport Development (PAD). These community development objectives for the District will support and integrate with the development plans of the Grand Junction Regional Airport.



Horizon Drive District Plan

Vision

The vision for Horizon Drive includes:

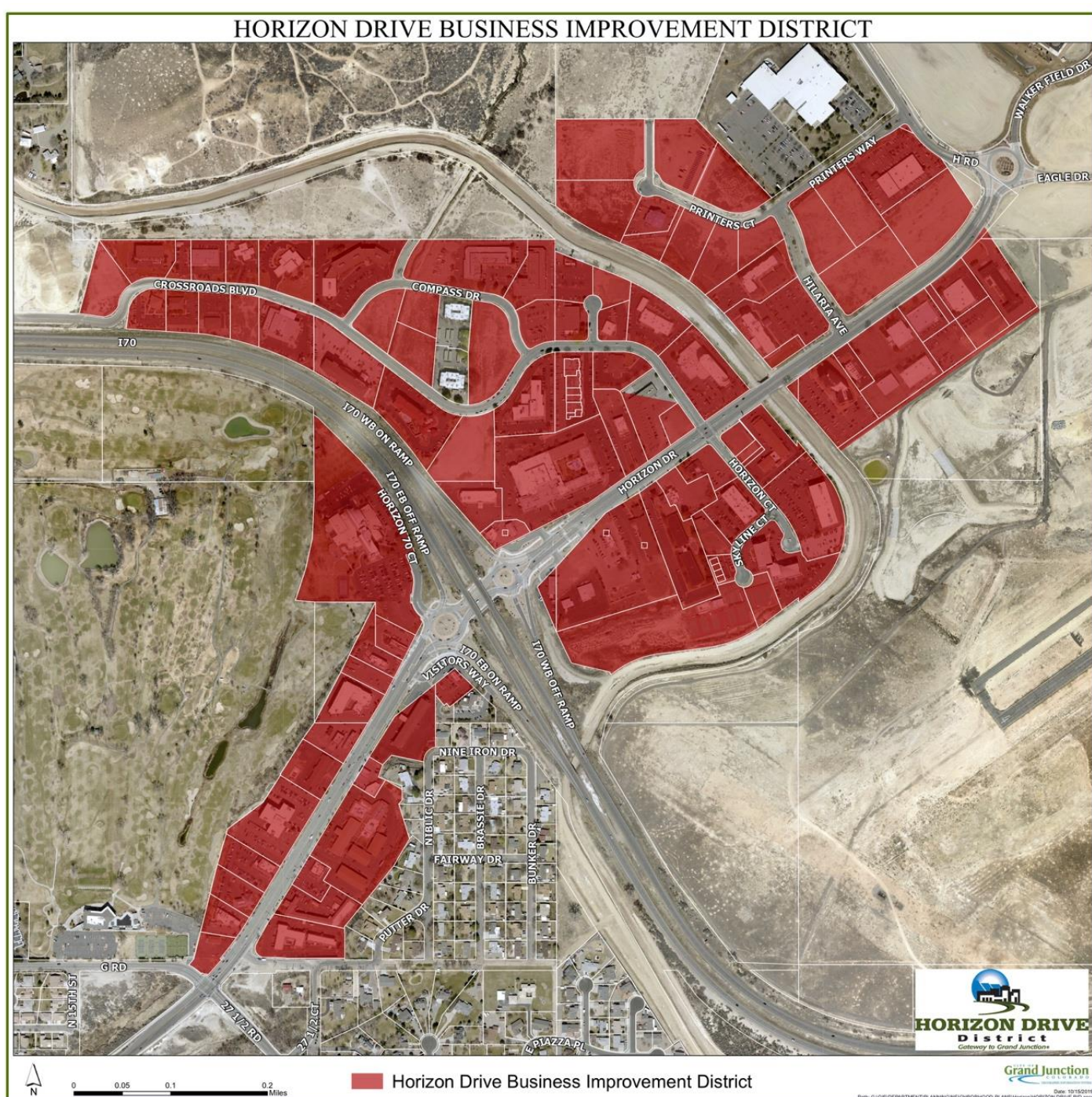
- Circulation plans for traffic calming and pedestrian safety.
- Encouraging future development to include civic areas, open space (parks), walking trails, bike lanes, public transportation / ease of access and connectivity.
- Connectivity with other districts in the community; way-finding/signs and/or transportation to other districts.
- Wide sidewalks detached from the roadway.
- Safe access to businesses from the street and sidewalks and parcel interconnectivity to minimize multiple access points to Horizon Drive.
- Safe and efficient transit stops.
- Adequate lighting creating a safer vehicle and pedestrian experience.
- Landscaping, street furniture and other hardscape features and amenities that enhance the pedestrian and motoring public's experience, but still allow buildings to be near the street.

PROPOSED

Horizon Drive District Plan & Zoning Overlay District

Both the Plan area and the Overlay Zoning District area comprise the Horizon Drive District boundary as defined by the Horizon Drive Business Improvement District boundary as it stands at the time of adoption of this Plan and Overlay District and includes any subsequent modifications in the future as properties are annexed into the Business Improvement District.

The Horizon Drive District is comprised of commercial properties within the general geographic area of Horizon Drive between G Road and H Road. The District was formed in 2004.



Design Elements

GENERAL PURPOSE

To provide a consistent level of architectural character and quality, vehicular access, parking and circulation, and pedestrian access and safety for the Horizon Drive District.

Consistent architectural character and quality is important to the establishment of the design character of the Horizon Drive District. Building form, scale and material for commercial building will create a distinct identity. Flexibility will be provided within the standards to allow for design alternatives and design creativity.

Building entries should have a strong visual and pedestrian relationship to the street. Clearly visible and direct pedestrian paths should be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities. Increased safety is of primary importance to the establishment of the design character of the Horizon Drive District.

Architectural Design

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Standards.

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2. Primary building entries shall be connected to the public street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street oriented facade.
3. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, awnings, special functional areas, roof-lines, and other features. Entryways and awnings shall be at least 8 feet above the sidewalk and shall be at least 4 feet wide along the building frontage and can overhang into the right-of-way no more than 6 feet.
4. Facade articulation/variation such as recessed or projecting bays or pilaster/column projections shall occur at a minimum of every 30 feet for all sides of the building.
5. Ground floor restaurant and retail areas shall have windows along sidewalks to create visual interest to pedestrians and provide views from inside of buildings to the street.

In addition, the site shall exhibit a minimum of three (3) of the following six (6) architectural design elements:

1. 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 for all sides of the building.
2. 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.
3. Facade features on the primary street (corridor) that emphasize the primary building entrance through projecting or recessed forms, detail, color and/or material.
4. Outdoor patio in combination with or without outdoor seating located between the building and the primary street (corridor).
5. Ground story transparency of at least 50 percent in the form of windows and/or door(s) for facades facing all public street frontages.
6. Other architectural and landscaping features that achieve the goals of the overall Horizon Drive District overlay vision or concept, as determined by the Director.

B. Building Material.

Standards.

1. All buildings facing Horizon Drive shall use materials that are durable, economically maintained, and of a quality that will retain appearance over time, including but not limited to stone, brick, precast concrete and architectural metals.
2. The following material shall be prohibited for any building facing Horizon Drive:
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Site Design

PURPOSE

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A. Vehicular Access and Safety

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2. Access location and turning movements will be limited to those which can be safely accommodated as determined by City of Grand Junction traffic engineers. Closing redundant access points will be required to minimize conflict points.
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4. Where pedestrian circulation paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the conflict point, improve visibility, enhance safety and provide added aesthetic appeal.
5. A 6-foot wide concrete sidewalk is required from the street to the front of the building main entrance.
6. Onsite signage and traffic markings as necessary to facilitate circulation and improve public safety and awareness are required.
7. Pedestrians routes shall be direct, avoiding circuitous routes that are not easily understood.
8. As sites redevelop in the District, auto oriented uses (such as drive up widows, drive through facilities, gasoline service islands, car wash bays, and bank teller windows) shall move toward the side or rear of a building and away from street views.

B. Landscaping

Standards.

1. Drought tolerant plant species that are native to the region or otherwise suitable to the climate shall be used.
2. Street trees are required along the public right-of-way.
3. For landscaped areas in front of buildings along the Horizon Drive corridor, ground cover shall match existing landscape rock (crushed red granite) as found in the Horizon Drive right-of-way improvements, to provide a uniform look.

C. Public Amenities and Aesthetics

Standards.

1. Art, sculpture, transit shelters, benches, planters, bike racks, trashcans and other hardscape feature, plazas, landscaping and other amenities shall be included where appropriate.

Business Signage

PURPOSE

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Signs should communicate information and not add to visual clutter. Signs within the Horizon Drive District should be similar relative to size, number, placement and illumination, consistent in design with the business they are advertising to create a uniform appearance and consistency in style and detail. Continuity should be maintained with color, typeface, materials and construction details for each project.

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Standards.

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 - (B) Maximum sign height shall be measured from finished grade and sign allowance shall be calculated as per the City's Sign Code and shall not exceed the following maximums:
 - *Buildings with frontage onto Horizon Drive between G Road (27 ½ Road) and H Road:*
 - a. Maximum height of 40 feet;
 - b. Up to 150 linear feet of frontage = 100 square feet;
 - c. Between 150 to 200 linear feet of frontage = 120 square feet;
 - d. Between 201 to 300 linear feet of frontage = 160 square feet;
 - e. Greater than 300 linear feet of frontage = 200 square feet.
 - *Buildings with frontage onto Horizon Drive between 7th Street and G Road (27 ½ Road):*
 - a. Maximum area of sign per face is 100 square feet;
 - b. Maximum height is 12 feet.
 - *Buildings without frontage onto Horizon Drive:*
 - a. Maximum area of sign per face shall be 75 square feet;
 - b. Maximum height is 10 feet.
 - *Buildings with Interstate-70 frontage:*
 - a. Signage along I-70 is not subject to the above height and square footage limitations, but shall adhere to the City's Sign code (Section 21.06.070)
2. Freestanding Signs shall be placed perpendicular to the right-of-way.
3. Freestanding Signs shall be either externally or internally illuminated with only the graphics and topography to be illuminated.
4. Freestanding Signs shall be constructed of a metal panel with stone or veneer base. The sign may be single or double faced, if single the backside painted the same color as the cabinet and poles.
5. Freestanding Signs and signs that do not require a permit as defined in the Zoning and Development Code shall not be located closer than 10 ft. from property line and no closer than 6 ft. from the curb of a street or drive.
6. Flush Wall Signs may be either non-illuminated or internally illuminated.
7. Continuity of signs within a project shall be maintained by use of standard color, typeface, material and construction details.
8. No off premise signs or outdoor advertising shall be permitted, except where existing at the time of adoption of this document, provided such signs are appropriately permitted through the City of Grand Junction.



Grand Junction Planning Commission

Workshop Session

Item #2.

Meeting Date: December 19, 2019

Presented By: Landon Hawes, Senior Planner

Department: Community Development

Submitted By:

Information

SUBJECT:

Discussion regarding potential changes to the zoning and development code regarding height in the C-1 (Light Commercial) Zone District.

RECOMMENDATION:

EXECUTIVE SUMMARY:

Discuss a possible code amendment to the Bulk Standards of the C-1 (Light Commercial) zone district to allow greater than 40 feet in height.

BACKGROUND OR DETAILED INFORMATION:

The current maximum height of a structure in the C-1 (Light Commercial) zone district is 40 feet. The C-1 zone district may implement a variety of land use categories of the Comprehensive Plan, all of which also include zone districts that allow taller maximum height of up to 65 feet. There are many land uses for which the C-1 zone district best fits the proposal but that are more conducive to a taller building.

In general, 40 feet of building allows the development of a three-story building. The C-1 zone district and the type of uses allowed within the zone district may be conducive to considering additional height in this zone district.

Thus, it has been suggested that the C-1 zone district allow for a higher maximum building height such as 55 feet.

SUGGESTED MOTION:

Discussion only.

Attachments

None



Grand Junction Planning Commission

Workshop Session

Item #3.

Meeting Date: December 19, 2019

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Discussion regarding potential changes to the zoning and development code regarding Planned Developments.

RECOMMENDATION:

EXECUTIVE SUMMARY:

Consider a revision to the Zoning and Development Code to allow for other elements of the Code to be varied through a Planned Development process, primarily the allowance to vary requirements of the hillside development regulations.

BACKGROUND OR DETAILED INFORMATION:

The purpose of the PD (Planned Development) zone district includes applying it to mixed use or unique single-use projects where design flexibility is desired and is not available through application the standards of other zone districts. The PD zoning should be used when long-term community benefits will be derived and the vision, goals and policies of the Comprehensive Plan can be achieved.

When a PD zone district is to be applied, it is required that an underlying district be identified and adopted with the plans for the PD. Deviations to the zoning may only be considered for the standards of the default zone districts as established in Section 21.03 but not to any other provision of the Zoning and Development Code.

Developers of some of the larger developments and potential developments utilizing a

PD zone district that, in order to meet the purpose of the district and achieve goals of the Comprehensive Plan, deviations to other sections of the Code may also be relevant to consider for deviations/flexibility. The currently Code does not allow for this. For example, in order to achieve some of the desired goals for density/intensity as well as provide open space and protect hillsides and/or steep slopes within a development, deviations to the Hillside Development section (21.07.020(f)) could be considered.

The Hillside Development regulations currently require the following (also refer to entire section from the Code attached):

Slopes between 10% and 20% - minimum lot size 10,000 square feet with minimum 100-foot minimum lot width.

Slopes between 20% and 30% - minimum lot size 15,000 square feet with 100-foot minimum lot width.

SUGGESTED MOTION:

Discussion item only.

Attachments

1. Hillside Code Excerpt

21.07.020 Environmental/sensitive lands regulations.

(a) **Purpose.** Environmental and sensitive lands (ESL) regulations shall apply to identified hazard areas and/or lands, which have or may have specific environmental conditions. The intent of this regulation is to:

- (1) Guide development and land use within these areas;
- (2) Protect the public from avoidable financial expenditures for hazard control projects, hazard relief measures and damages to public utilities, streets and bridges;
- (3) Protect people and property and minimize damage from possible hazards; and
- (4) Provide a mechanism by which people owning/purchasing land can gain information about the land and whether the land is suitable for development.

(b) **Applicability.** The provisions of this chapter, in addition to any other applicable regulation, shall apply to a planned development outline development plan, preliminary subdivision plat or simple subdivision for environmental and sensitive lands. This chapter shall not apply to the following:

- (1) Development of a single-family home on any lot or parcel in existence as of the effective date of this code;
- (2) State, County or City highway personnel engaged in constructing or effecting repair of bridges and/or roads;
- (3) Colorado Division of Wildlife and/or U.S. Fish and Wildlife Service engaged in habitat improvement; and
- (4) Railroad personnel engaged in constructing or effecting repair of bridges and track.

(c) **General Requirements.**

- (1) The Director shall administer this code making any necessary interpretations of maps and other documents or information necessary or required, to determine among other things the boundaries of geologic and wildfire hazard areas.
- (2) Any development application involving a property with a known or suspected geologic hazard shall be submitted by the Director for review by the Colorado Geological Survey.
- (3) Any development application involving a property with a known or suspected wildfire hazard shall be submitted by the Director for review by the State Forestry Service.
- (4) Protection from or against hazard or loss by the application of this regulation is not guaranteed. The analysis and recommendations are based on engineering and scientific studies,

which are reasonably believed to be accurate and complete. A review consistent with this regulation does not guarantee, either expressly or impliedly that areas outside of established hazard boundaries or uses permitted within hazard boundaries will be free from damage or that people will be free from death or injury caused by known or unknown hazards. Application of this regulation to any development shall not create any liability on the part of, or create a cause of action against, the City or any officer or employee thereof.

(f) **Hillside Development.**

(1) Hillside development standards are applicable to hillside development and excavation of hillside so that:

- (i) Soil and slope instability and erosion is minimized;
- (ii) The adverse effects of grading, cut and fill operations are minimized;
- (iii) The character of the City's hillsides is preserved; and
- (iv) The public's interest is protected.

(2) The provisions hereof are designed to accomplish the following:

- (i) Prohibit development or uses which would likely result in a hazardous situation due to slope instability, rock falls, or stormwater runoff and excessive soil erosion;
- (ii) Minimize the threat and consequent damages resulting from hillside area fires by establishing fire protection measures and adequate emergency vehicle access;
- (iii) Preserve natural features, wildlife habitats, natural vegetation, trees and other natural plant formations;
- (iv) Provide for safe vehicular circulation and access to recreation areas, natural drainage channels, paths and trails;
- (v) Encourage the location, design and development of building sites in a manner that will provide for greater aesthetic appeal, blend with the slopes and hillside terrain, minimize the scarring and erosion effects of cutting, filling and grading of hillsides and prohibit development of ridge lines as defined; and
- (vi) Encourage preservation of open space by encouraging clustering or other design techniques to preserve natural terrain, views and vistas.

(3) Hillside Development Standards. In furtherance of the purposes set forth, any hillside development shall comply with the tables below. Any portion of a development having a slope

greater than 30 percent with an elevation change of 20 feet or greater shall not be included in calculation of the area of such parcel for the purposes of determining conformity with the minimum lot parcel size and density requirements below.

SINGLE-FAMILY, PLANNED AND CLUSTER SUBDIVISION DEVELOPMENT		
Average Slope of Development Area	Minimum Lot Size¹	Minimum Lot Width
0% – 10%	See Existing Zone	See Existing Zone
10.01% – 20%	10,000 sq. ft.	At least 100 ft. at front setback line
20.01% – 30%	15,000 sq. ft.	At least 200 ft. at front setback line
30.01% +	Development Not Permitted ²	Development Not Permitted ²

¹ Minimum lot size as finally approved.

² Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that:

- a. Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and
- b. The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.

Note: Maximum setback for single-family dwelling structures – 150 feet from public or private street.

MULTIPLE DWELLING UNITS		
Average Slope of Development Area	Minimum Lot Width	Maximum Density
0% – 10%	See Existing Zone	See Existing Zone
10.01% – 20%	100 feet	Maximum density of underlying zone x 0.80 unless clustered
20.01% – 30%	100 feet	Maximum density of underlying zone x 0.60 unless clustered
30.01% +	Development Not Permitted ¹	Development Not Permitted ¹

¹ Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that:

- a. Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and

b. The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.

(4) Unless otherwise approved by the Planning Commission, for property with slopes in excess of 20 percent, development may, as determined by the Director, be clustered on the portion of the site with slopes less than 20 percent. Clustering may be achieved by concentrating the number of units or by concentrating the amount of square footage allowed for the entire site on that portion of the property with less than 20 percent slope. See also GJMC [21.03.060](#), Cluster developments.

(5) Determination of Slope and Slope Areas. Slope shall be determined on a parcel by parcel basis if the slope is not generally uniform. The Director may allow some incursion hillside disturbance between slopes. Such incursions shall not exceed 20 feet unless, upon recommendation of the Planning Commission, the City Council finds that a greater incursion is consistent with the purposes of this section. All property with a slope greater than 30 percent shall be excluded from the calculation of development area for purposes of determining hillside disturbance and density/intensity limitations. Natural slope delineation for the purposes of this section shall be determined as follows:

(i) Contour intervals, maps and calculations required to determine the natural slope shall be prepared by the applicant and shall be submitted with the development application.

(ii) Contour maps shall be prepared and certified by a licensed professional engineer or licensed surveyor showing contours at intervals no greater than two feet (the contour map).

(iii) A qualified professional shall prepare all reports, documents, maps, reports and calculations. The basis of the information used/analyzed shall be conspicuously disclosed thereon. Each report shall include a current statement of the professionals' certifications, credentials and qualifications to prepare the report.

(iv) The Director may require that the applicant perform a field survey to verify the accuracy of the contour lines shown on the contour map.

(v) The contour map shall identify profile lines, which shall be used for performing the field survey. Profile lines shall be perpendicular to contour lines and in no case occur at intervals greater than 150 feet apart or 75 feet from a property line.

(6) Determination of Slope Areas/Density Calculation. Using the field survey, slopes shall be calculated in horizontal intervals no greater than 40 feet. Points identified as slopes, as listed above, shall be located on the contour map and connected by a continuous line. The area bounded by the lines and intersecting property lines shall be used for determining dwelling unit density.

(7) Street Design. The TEDS manual (GJMC Title [29](#)) shall apply to all hillside development except that:

(i) Streets, roads, driveways and other vehicular routes shall not traverse property having a slope greater than 30 percent unless, after review by the Planning Commission and approval by the City Council, it is determined that:

(A) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purposes of this section; and

(B) The developer has taken reasonable steps to minimize the amount of hillside cuts and taken measures to mitigate the aesthetic impact of cuts through the use of landscaping and other mitigation measures acceptable to the Director.

a. Existing vegetation, where streets are to be located, shall be preserved to the greatest extent possible. As much as possible street alignment should follow the natural terrain.

b. Upon the favorable recommendation of the Director sidewalk construction may be waived by the Planning Commission when the Planning Commission finds that sidewalk construction would result in excessive grading and/or cut/fill of slopes.

c. Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.

(8) Joint Development Applications. Multiple owners of hillside property, whether or not such property is contiguous, may file a joint development application for all such property or the City Council may direct the Director to file such an application on behalf of the City.

(9) For all purposes of this chapter, such property shall be treated as a single development parcel.

(10) Development permitted on such property, pursuant to this chapter, may be clustered on any one or more of the parcels under such joint application subject to the requirements and limitations of this chapter. The provisions of this section shall not allow variance in the use requirements of the underlying and existing zoning category for the receiving parcel and may not result in a violation of the purposes of these regulations.



Grand Junction Planning Commission

Workshop Session

Item #4.

Meeting Date: December 19, 2019

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

2020 Comprehensive Plan Update

RECOMMENDATION:

EXECUTIVE SUMMARY:

Staff will update Planning Commission on the 2020 Comprehensive Plan planning process and draft visions, goals and objectives.

BACKGROUND OR DETAILED INFORMATION:

Staff will provide an update with Planning Commission on work completed and recent feedback from the CPAC on the draft vision, goals and objectives of the Plan.

SUGGESTED MOTION:

This item is for discussion only.

Attachments

None