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**GRAND JUNCTION CITY COUNCIL
MONDAY, JUNE 13, 2022
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM AND [VIRTUAL](#)
625 UTE AVENUE**

1. Discussion Topics

- a. Community Recreation Center Planning
- b. Zoning & Development Code Update
- c. Non-profit Funding Process
- d. Fees, Charges, and Rates Discussion

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

How can I provide my input about a topic on tonight's Workshop agenda?

Individuals wishing to provide input about Workshop topics can:

-
1. Send an email (addresses found here <https://www.gjcity.org/313/City-Council>) or call one or more members of City Council (970-244-1504);
 2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.
 3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during "Citizen Comments."
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Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: June 13, 2022
Presented By: Ken Sherbenou, Parks and Recreation Director
Department: Parks and Recreation
Submitted By: Ken Sherbenou

Information

SUBJECT:

Community Recreation Center Planning

EXECUTIVE SUMMARY:

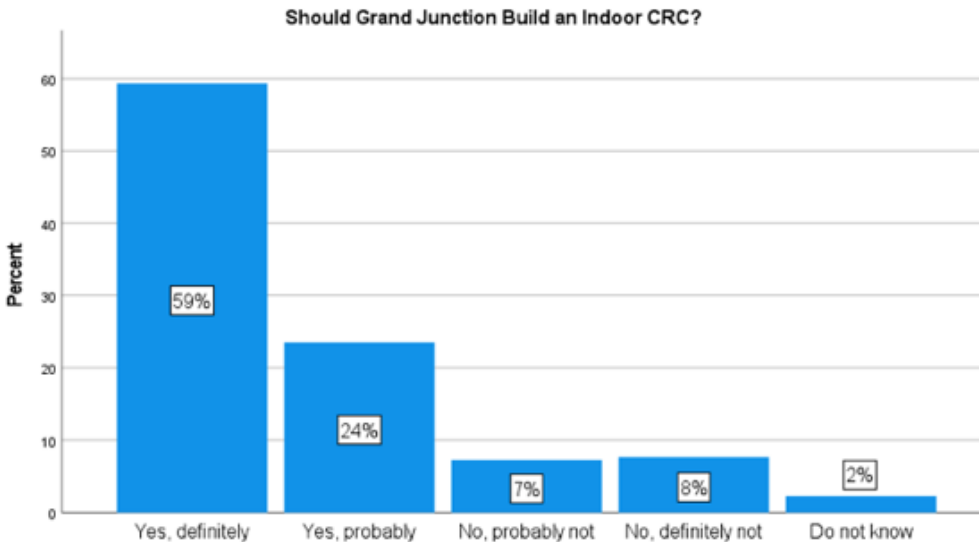
The Parks, Recreation and Open Space (PROS) Master Plan has a Community Recreation Center (CRC) as the highest priority. City Council gave direction to study the opportunity by working with Professors from Colorado Mesa University (CMU) to conduct a statistically valid survey. Results from the survey indicated strong support for a CRC. Council then provided further direction to staff to assemble a potential proposal to bring a CRC to fruition, including engaging with a consultant to further refine the plan through public engagement. Barker Rinker Seacat Architecture (BRS) has been mobilized to facilitate a Community Recreation Center (CRC) study building off of previous studies and reforming plans. City Staff and BRS have created a workshop schedule to gain additional guidance from the Parks and Recreation Advisory Board (PRAB), City Council, project stakeholders and the community. At this June 13 workshop, BRS will provide a brief overview presentation to describe study objectives, schedule, process, public engagement plan, location considerations, current budgeting impacts, funding options and initial key questions for consideration.

BACKGROUND OR DETAILED INFORMATION:

The Parks, Recreation and Open Space (PROS) Master Plan planning process was conducted in 2020 through an in-depth community engagement process, which drove the priorities that emerged in the plan. The result was \$157 million in projects, pending available funding, to improve and expand the community's parks and recreation system. The top priority in the PROS plan was a Community Recreation Center (CRC). The PROS plan was adopted by City Council in early 2021.

To further understand and measure community preferences and needs regarding the

CRC, City Council gave direction to complete a survey using best practices in survey methodology. In early 2022, Professors from Colorado Mesa University conducted a statistically valid survey regarding the potential for a Grand Junction Community Recreation Center (CRC). The survey was designed to understand preferences related to topics such as overall need, funding, location, facilities, and fees for the new proposed CRC. The results indicated support for a CRC. Below is one take-a-way from the survey:



Based on the survey results, City Council directed staff to engage with Barker Rinker Seacat Architecture (BRS) to work on a CRC feasibility study and plan. This process will build upon lessons learned from previous CRC efforts. City Staff and BRS have created a workshop schedule to gain additional guidance from City Council, project stakeholders and the community. This input process will drive the resultant plan. The full agenda for the June 13 City Council workshop is attached.

BRS will provide a brief overview presentation at the June 13 City Council workshop followed by questions and answers. In addition to this update to City Council, BRS will facilitate 7 focus groups, 1 community meeting and complete site tours over June 13th and 14th. Some of the topics on the agenda for the two day workshop #1 will include public engagement to finalize site location, project size and desired amenities. This will include discussion of previous survey reports, the Lincoln Park-Moyer Pool aging infrastructure and outdated amenities, as well as discussion of future needs. The facility was originally built in 1922 and has since seen two major renovations. The first was in 1955 and most recently, in 1986. Project costs, available funding sources, and the current market impacts will also be discussed. Finally, an overview of the public engagement process to include stakeholder and community members will be provided.

The workshop schedule outlines important contact points with stakeholders regarding the project and provides an opportunity for the community to engage and provide feedback regarding the future of the Community Recreation Center. These workshops

are scheduled for Monday, June 13, and Tuesday, June 14, as the public will continue to drive the plan for a possible CRC.

FISCAL IMPACT:

The cost of the planning effort for Barker Rinker Seacat and sub-consultants is \$94,711. This is planned for inclusion in a supplemental budget coming to City Council this summer.

SUGGESTED ACTION:

This update from Barker/Rinker/Seacat (BRS) will be an opportunity to ask questions and for Council to discuss the proposed process and evolving plan.

Attachments

1. 2022-06.13 and 06.14 GJ Workshop 1 from BRS



Agenda: Grand Junction Workshop #1

June 13 and June 14 2022

RE: 10 Minute Presentation of Community Recreation Center Phase 2 Study

Concise Agenda:

- **Introductions**
- **Purpose of Phase 2 Study & Desired Outcomes**
- **Schedule Overview for 6/13 & 6/14 (1 public meeting, 7 focus groups and site tours)**
- **Process & Public Engagement**
- **Review of Location Issue**
- **Project Budget & Funding Overview**

Expanded Agenda:

- **Introductions**
- **Purpose of Phase 2 Study & Desired Outcomes**
 - Public Engagement to finalize site CRC site location, project size and amenities
 - Concept Design and Building Layout for CRC
 - Project Costs
 - Operational Proforma
- **Schedule Overview**
 - 4.5 Months, May 16 to Sept 30
 - (3) 2-day Workshops with council updates, Parks & Rec. Advisory Board (PRAB) focus groups and public meetings
- **Process & Public Engagement**
 - PRAB/Public Workshop 1: **Location** – Preferences, Opportunities and Concerns
 - PRAB/Public Workshop 2: **Options**: Design Concepts, Costs, Funding and Proforma
 - PRAB/Public Workshop 3: **Findings**: Review and Discussion
- **Review of Location Issue:**
 - Survey Results: 2022 CMU (Matchett), 2021 PROS (Lincoln), 2018 GJCC Study (Matchett)
 - Moyer Pool Degradation/Needs
 - 100 yr. old facility
 - Outdated amenities
 - Hasn't been updated since 1986 (36 years)
- **Project Budget & Funding Overview**
 - 2019: CRC plan fell short 45% yes and 55% no
 - 2021: Support for funding with cannabis, tobacco and vaping taxes. Cannabis dedicated to PROS plan.
 - 2022: CMU survey showed support for funding with all three potential 2nd funding sources, nicotine, property & sales (in addition to cannabis revenue).
 - Current market impacts expected to impact budgeting
- **Key Questions to be Decided with PRAB and through the Community Engagement Process.**
 - Should the 100 yr old, historic, outdoor Moyer Pool facility be renovated?
 - If Yes: Should the Moyer Pool facility be renovated and maintained as a separate facility in addition to a new CRC facility at Matchett Park?
 - If No: Should a single multipurpose community recreation and aquatic facility be constructed at the Moyer Pool, Lincoln Park location?



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: June 13, 2022
Presented By: Felix Landry, Planning Supervisor
Department: Community Development
Submitted By: Felix Landry, Planning Supervisor

Information

SUBJECT:

Zoning & Development Code Update

EXECUTIVE SUMMARY:

The City is working with Clarion Associates to work on updating the City's Zoning and Development Regulations, Title 21, in the Grand Junction Municipal Code. This effort will work toward three primary goals:

1. Update the City's development regulations to better implement the City's vision and goals as described in the 2020 One Grand Junction Comprehensive Plan
2. Achieve greater simplicity, efficiency, consistency, and legal effectiveness in the code language
3. Identify opportunities to facilitate the development of affordable and attainable housing

This workshop will build off the robust discussion at the May 16th workshop regarding the Code Assessment outline and themes. Staff and the consulting team will highlight key themes, provide an overview of the resulting recommendation, and seek input and discussion by the City Council on the Code Assessment. Specific areas of anticipated discussion include feedback about the recommendations that may reflect a higher (or lower) drafting priority, identification of any overlooked or underdeveloped key principles (or goals/strategies) from the One Grand Junction Comprehensive Plan, and guidance about community outreach topic discussion priorities.

BACKGROUND OR DETAILED INFORMATION:

PROJECT OVERVIEW

The City is working with the consulting team Clarion Associates, the Code Committee, Stakeholder groups and the general public on the Zoning and Development Code

Update. The public engagement and assessment phase of the project began with a series of open houses, stakeholder meetings, topical discussion groups, and the first gathering of the Code Committee in early April. Staff also worked with the consultants to create a project website, post the initial survey, and to advertise the project and meetings through social media and email blasts.

The assessment phase of the project will conclude with the public presentation of the assessment report in mid-June. Once finalized, the assessment report will serve as a guide for the second phase of the project, which includes drafting the updated Zoning and Development Code. Detailed results of the survey are included as an attachment to this report. The outline and key themes of the Code Assessment were presented and discussed at the Council's May 16th workshop.

At this workshop, Staff and Clarion Associates will highlight key themes, provide an overview of the resulting recommendation, and seek input and discussion by the City Council on the Code Assessment. Specific areas of anticipated discussion include feedback about the recommendations that may reflect a higher (or lower) drafting priority, identification of any overlooked or underdeveloped key principles (or goals/strategies) from the One Grand Junction Comprehensive Plan, and guidance about community outreach topic discussion priorities.

The project timeline and approach to drafting the code will also be discussed as Phase 1 of the project comes to completion and Phase 2 (code drafting) begins. The Public Discussion draft of the Code Assessment is now available to the public and staff and the consultant team are currently seeking public input on the report. Input received will be used to inform the drafting of the code.

FISCAL IMPACT:

The total cost for this project amounts to \$200,000 and the funding has already been identified and secured. City staff applied for and received two grants from the Department of Local Affairs (DOLA). The grant funding includes a \$25,000 grant for the overall administration of the project and an \$85,000 grant to promote innovative affordable housing strategies through the code update process. The City is contributing the remaining \$90,000 from the General Fund.

SUGGESTED ACTION:

Staff is seeking input and discussion on the Code Assessment

Attachments

1. GJ Code Assessment Public Draft June 2022

Zoning & Development Code

Grand Junction, Colorado

One Grand Junction

Zoning & Development Code Update Code Assessment

Public Discussion Draft
June 2022

CLARION

**ONE GRAND
JUNCTION**
ZONING & DEVELOPMENT
CODE UPDATE

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Introduction and Executive Summary

Project Goals

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Introduction and Executive Summary

PROJECT GOALS

The City of Grand Junction is undertaking this project to update the Zoning and Development Code (Z&DC) so that the City's zoning and subdivision regulations support and implement the recently adopted One Grand Junction Comprehensive Plan. The project is being managed by a team comprised of city staff from Community Development Department, the Zoning and Development Code Committee appointed by the City Council, and support from the consultant team at Clarion Associates. The key goals of the project are to:

1. Update the City's regulations to better **reflect the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan**, especially those Key Principles related to Responsible and Managed Growth and Strong Neighborhoods and Housing Choices.
2. Achieve a **higher level of efficiency, consistency, and simplicity**.
3. Identify **constraints and opportunities for affordable and attainable housing**, consistent with those identified in the City's recently adopted Housing Strategies.

A portion of the funding for the Z&DC update project is being provided through an Innovative Housing Strategies Planning Grant from the Colorado Department of Local Affairs (DOLA). The grant is intended to help communities understand their housing needs and adopt policy and regulatory strategies aimed at promoting the development of affordable housing. DOLA has identified a set of strategies for communities to consider, and the City of Grand Junction has chosen several to explore in more detail, described in later portions of this Code Assessment.



CODE ASSESSMENT APPROACH AND CONTENT

The purpose of this Code Assessment is to establish a framework for the Z&DC update. The Code Assessment is focused on: (1) preliminary issue spotting, (2) identifying potential regulatory approaches to address the issues identified; and (3) creating an organizational framework to ensure that the code drafting process is comprehensive. The Code Assessment will not be revised following community input on the issues and options presented; instead, detailed drafting approaches and responses to community-based suggestions will be incorporated into the Z&DC drafting process and reflected in the follow-up discussion with each draft of the Z&DC. Community input will be welcome throughout the project and will be requested as part of the project drafting milestones.

The content of this Code Assessment is organized around the project goals as follows:

Introduction and Executive Summary

Community Outreach

Part 1: Implementing the One Grand Junction Comprehensive Plan and Grand Junction Housing Strategy (Content Issues)

Includes brief descriptions of adopted One Grand Junction Comprehensive Plan principles and policies and a summary of the Housing Strategy findings and recommendations that will help guide and inform the project. Part 1 starts on page 6.

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity (Drafting Issues)

Explores how better drafting, basic Z&DC housekeeping, and document layout can be improved to create a more predictable and user-friendly experience. Part 2 starts on page 20.

Part 3: Annotated Outline

Presents a chapter-by-chapter organization of the Z&DC and identifies key topics and potential approaches for both content issues and drafting issues. Part 3 starts on page 26.

COMMUNITY OUTREACH

The consultant team undertook a preliminary round of community outreach efforts in April 2022, asking stakeholders and residents what they thought worked well in the Z&DC and what doesn't work so well. The goal of these first outreach efforts was to listen and learn about any current regulatory provisions consistently identified as problematic. The project team also aimed to identify regulations that need a more detailed examination during the drafting process. A short summary of the issues identified during these meetings is provided on page 26.



This project will provide multiple opportunities in the future for additional public input as the updated Z&DC is drafted. Following the completion of this Code Assessment, the updated Z&DC will be drafted in four installments. A public draft of each installment will be shared with the community followed by formal and information opportunities for discussion.

SUMMARY OF KEY RECOMMENDATIONS

The table below summarizes the major recommendations made in this Z&DC Code Assessment. These recommendations are described in more detail as part of the Annotated Outline, starting on page 26.

Chap/ Title	Recommendation
21.01 General Provisions	
	Add transitional provisions that specify how updated Z&DC will apply to projects in application process when the Code is adopted
21.02 Administration and Procedures	
	Update development review process table

Introduction and Executive Summary

Summary of Key Recommendations

Chap/ Title	Recommendation
	• Consolidate common procedures from two sections (administrative development permits and permits requiring a public hearing) into one, update as needed • Limit use of “as determined by” and replace with specific submission requirements • Review “highly recommended” text and either convert to requirement or identify as optional • Add process-specific flow charts • Update broad review criteria and application-specific review criteria with objective standards wherever possible • Create a sliding-scale process to apply site standards like parking to redevelopment and infill projects • Revise the administrative adjustment process and consider adding a design-specific adjustment process • Consider any additional review streamlining options and discuss whether to create any affordable-housing specific options • Relocate Historic Preservation process here • Relocate development fees to this chapter (development fees will not be updated as part of the Z&DC review process) • Document available affordable housing incentives, such as existing fee waivers
21.03 Zone Districts	
	• Review residential district densities, required lot dimensions, and maximum height standards to ensure that all plan densities and housing choices can be fully implemented (e.g., small lots, moderate density); consider establishing minimum density requirements and eliminating maximum density requirements for R-R, R-E, and R-1 through R-4 zone districts • Review the housing types allowed in each residential district to make recommendations for missing middle housing choices • Create a manufactured home district, relocate manufactured home standards from use standards into district • Convert the form-based districts into mixed-use districts at three scales: neighborhood, corridor, and center/Downtown; consider replacing some business and commercial districts with mixed-use districts • Discuss the role of any additional density or height bonuses for the provision of affordable housing • Relocate overlay districts here (e.g. Airport Environs), review overlay districts located outside of Title 21 for relocation and potential consolidation into base districts • Explore options for consolidating overlay districts into base zone district standards to eliminate the confusion caused by layers of zoning • Consider zone district master planning options that create an alternative to planned development • Clean-up older zoning that inadvertently creates nonconformities • Move use-specific standards, such as outdoor storage and display, out of the zone districts and into the use standards
21.04 Use Standards	
	• Reorganize the use table for ease of understanding and application; refine the use categorization to improve predictability

Introduction and Executive Summary

Summary of Key Recommendations

Chap/ Title	Recommendation
	• Expand the Household Living use category to specifically list a full range of missing middle housing types, such as triplexes, fourplexes, townhomes, and small apartment buildings • Review housing types allowed in residential zone districts to allow a wider range of housing to be approved administratively, including duplexes, triplexes, and townhomes in R-1 through R-4 districts • Create a separate accessory use table • Update use-specific regulations to remove non-use information (e.g., landscaping, parking, outdoor lighting) with cross-reference to development standards, and simplify where possible • Remove application and submission information from use standards subject to standard use reviews; if application information is use specific, consolidate into subsection of specific process (e.g., medical and hazardous waste transfer facilities or group living facilities) • Clarify accessory and temporary use approval processes and update administration chapter as needed
21.05 Site & Structure Development Standards	
	• Relocate and update the residential design standards and cluster development standards here • Relocate and update the multifamily use standards here and revise to incorporate more objective/specific requirements • Establish mixed-use site layout and design standards; update mixed-use opportunity corridor standards if possible • Carry forward one version of the current performance standards from the mixed-use, commercial, and industrial districts • Move the superstore/big box standards from the use regulations into this chapter, update as needed • Update street and sidewalk standards into cohesive section on mobility and connectivity • Update private street standards to better reflect City concerns expressed in the purpose language • Move shared driveway and loop land standards here, update as needed
21.06 Stewardship and Resilience	
	• Carry forward environmentally sensitive lands standards, update as needed, particularly for hillside regulations • Incorporate solar standards • Carry forward flood damage protection standards
21.07 Landscaping, Buffering, and Screening	
	• Incorporate 2022 draft landscaping standards • Move fence standards here from use standards
21.08 Vehicle Parking and Loading	
	• Carry forward and review current off-street parking and loading requirements, explore options to reduce amount of required on-site parking for all uses and also for affordable housing development

Introduction and Executive Summary

Summary of Key Recommendations

Chap/ Title	Recommendation
	• Explore options for different urban and suburban standards; add mixed-use standards • Move parking lot lighting requirements to lighting chapter • Remove requirement for alternative parking plan prior to applying parking reductions • Established specific shared parking percentages that allow creation of shared parking without parking study • Add more robust bicycle parking and storage options • Add electric vehicle charging standards
21.09 Subdivision Standards	• Carry forward and update the subdivision standards as needed • Discuss options for urban (small lot/small block) standards and suburban (larger lot/larger block) standards • Discuss and update the public and private park and open spaces standards • Discuss and update trails dedication and construction requirement • Relocate application and review requirements to the administration chapter
21.10 Sign Standards	• Carry forward and update for ease of understanding • Consolidate use or overlay specific standards into this chapter • Explore options for updated nonconformity standards that allows minor nonconforming signs to remain in place • Move measurement standards to measurement chapter and illustrate or update illustrations
21.11 Outdoor Lighting	• Update current standards to incorporate more measurable standards and add definitions as needed • Propose Dark Skies lighting standards as needed to supplement current regulations • Explore need for urban and non-urban lighting standards
21.12 Nonconformities	• Review and update standards • Consider creation of a specific adjustment process for changes to nonconformities • Consider creation of major and minor nonconformities that treats minor nonconformities as Z&DC compliant
21.13 Violations and Enforcement	Carry forward current standards and update based on conversations with staff and legal department
21.14 Measurements and Definitions	• Review current definitions, update as needed, clean out regulations that can go elsewhere in the Z&DC (e.g., flea market), move measurements to measurement section (e.g., density); update/add illustrations as needed • Collect measurement instructions from various code sections (e.g., fences), consolidate, and standardize approach, adding illustrations as needed. • Relocate definitions from the body of the Z&DC to this section (e.g., telecom facilities, signs)

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

This goal describes the next step in Grand Junction's comprehensive planning process – revising the land development regulations (Z&DC) so they align with and implement the One Grand Junction Comprehensive Plan and the Grand Junction Housing Strategy.

ONE GRAND JUNCTION PLAN PRINCIPLES

The One Grand Junction Comprehensive Plan, adopted in December of 2020, serves as the foundational document for City policies and priorities and guides future growth and development in the City. According to the plan, One Grand Junction is “[a] guide for the entire community that envisions the kind of place we desire to be in the future, sets the overall direction for the changes we want, and outlines the steps we will need to take to get there.”



The One Grand Junction Comprehensive Plan is available on the City's [website](#).

One Grand Junction is organized around eleven fundamental principles with associated goals and strategies that are designed to help the community achieve its vision. Implementing the comprehensive plan is done through cooperation with community partners like Mesa County and the school district, updates to City policies, and updating regulations in the Grand Junction Municipal Code (GJMC). The Zoning & Development Code, found in Title 21 of the GJMC, provides that zoning and development in Grand Junction should be consistent with the comprehensive plan. This Z&DC

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

One Grand Junction Plan Principles

update project is designed to revise the current zoning and development standards so they can be used to guide development that is consistent with One Grand Junction.

The Z&DC update will cover changes needed to implement all of the plan policies, but it will specifically focus on two principles: **Principle 3: Responsible and Managed Growth**, and **Principle 5: Strong Neighborhoods and Housing Choices**. These principles are summarized here. Additional principles, goals, and strategies relevant to the Z&DC update are summarized in Appendix A, starting on page 55.

Plan Principle 3: Responsible and Managed Growth



Principle 3: Responsible and Managed Growth

Grand Junction is a thriving city with a historic downtown, quality residential neighborhoods, and easy access to open spaces. With a growing population and limited supply of available land served by urban infrastructure, the City expects to focus on infill and redevelopment to meet housing and service demands.

This “guided growth” approach can be reflected in the Z&DC by implementing the following (summarized here, see OGJ pgs. 20-21 for the full text):

- **Goal 1:** Promote a compact pattern of growth and encourage the efficient use of land;
- **Goal 2:** Encourage infill and redevelopment through adaptive reuse, incentives, and other creative strategies that leverage existing infrastructure;
- **Policy 4.e., Outdoor Lighting:** Protect night skies and light from urban development;
- **Policy 4.f., Parking:** Encourage efficient land usage and intensity and implement adopted parking demand, location, and pricing Downtown;
- **Policies 4.h. and j., Parks and Recreation Facilities and Trails:** Provide residents access to parks, trails, and recreational opportunities;
- **Goal 6:** Support the development of neighborhood-scaled commercial uses and mixed-use development including employment areas and walkable centers that require context-sensitive building and design forms;
- **Policy 7.b, Design Standards:** Develop basic design standards for key corridors to improve visual cohesiveness of key corridors and physical appearance of the City generally; and
- **Policy 7.d, Code Enforcement:** Ensure compliance with required property maintenance standards including, but not limited to parking, signage, landscaping, access, and other design elements.

Plan Principle 5: Strong Neighborhoods and Housing Choices



Principle 5: Strong Neighborhoods and Housing Choices

Since 2011, the community has experienced an increase of over 70 percent in the cost of for-sale housing with most recent years showing upwards of nine percent year-over-year increases in sale price. One Grand Junction promotes walkable neighborhoods with a variety of housing types that expand the housing stock in both new and existing neighborhoods.

The Z&DC update can help implement the following strong neighborhood goals and policies (summarized here, see OGJ pgs. 28-29 for the full text):

- **Goal 5.1:** Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes;
- **Policy 5.1.a, Supply of Land:** Promote a variety of housing types;
- **Policy 5.1.d, Specialized Housing Needs:** Integrate residential care and treatment facilities, shelters, permanent supportive housing, group homes, and senior housing throughout the city;
- **Policy 5.1.g, Parking:** Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur;
- **Policy 5.2.b, Housing Incentives:** Explore options for providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy;
- **Goal 5.3:** Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods;
- **Policy 5.3.c, Preserving Historic Homes and Character:** Encourage the preservation of the city's historic homes and neighborhoods;
- **Policy 5.3.d, Neighborhood Amenities:** Promote land use patterns that provide neighborhoods with local services and gathering places;
- **Goal 5.4:** Promote the integration of transportation mode choices into existing and new neighborhoods;
- **Policy 5.4.a, Neighborhood Connections:** Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens;
- **Policy 5.4.b, Connectivity and Access:** Promote housing density located near existing or future transit routes and in areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers;
- **Goal 5.5:** Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community; and
- **Policy 5.5.C, Innovative Design:** Encourage creativity, flexibility, and

innovation in the design and construction
of new developments and neighborhoods.

LAND USE AND GROWTH PLAN

In addition to the plan principles, One Grand Junction also establishes a future Land Use and Growth Plan that is illustrated through two future land use maps: (1) an Intensification and Growth Tiers map, describing where growth should be focused; and (2) Land Use and Growth Plan map that describes the factors influencing growth and development in Grand Junction and maps preferred future locations for different types of land uses based on anticipated development capacity. The Land Use and Growth Plan is influenced by, and tries to account for, a number of growth-related variables, including:

- Grand Junction's estimated growth from 65,000 to over 90,000 residents by 2040,
- The Persigo 201 Service Area Boundary,
- Housing demand and price escalation,
- Changing community demographics – much of Grand Junction's growth is expected to be in older and younger age groups, and
- Anticipated commercial and employment gaps and needs.

Intensification and Growth Tiers

At a community-wide level, the Land Use and Growth Plan explores opportunities to intensify development in Grand Junction in a context sensitive manner across three distinct geographic areas, described as Tiers (summarized here, see OGJ pg. 56 for the full description):

Tier 1: Urban Infill. Description: Areas where urban services already exist and generally meet service levels, usually within existing City limits, where the focus is on intensifying residential and commercial areas through infill and redevelopment. **Policy:** Development should be directed toward vacant and underutilized parcels located primarily within Grand Junction's existing municipal limits. This will encourage orderly development patterns and limit infrastructure extensions while still allowing for both residential and business growth. Development in this Tier, in general, does not require City expansion of services or extension of infrastructure, though improvements to infrastructure capacity may be necessary. Portions of the Redlands, Orchard Mesa, Pear Park, and Northwest areas offer some of the most significant opportunities for Tier 1 infill development and growth within City limits.

Tier 2: Suburban Infill. Description: Areas within the existing Urban Development Boundary (UDB) and 201 that are urbanizing or proximate to areas that are urbanizing. This Tier also includes areas that were mostly developed in unincorporated Mesa County and infrequently improved with urban infrastructure such as curb, gutter, sidewalks, and parks. Annexation is appropriate for new development and redevelopment in Tier 2 areas, though annexation for existing subdivisions and/or neighborhoods is not generally desirable. **Policy:** In Tier 2, the City should promote the annexation of those parcels which are surrounded by, or have direct adjacency to, the City limits of Grand Junction. Annexation and development of these parcels will provide development opportunities

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

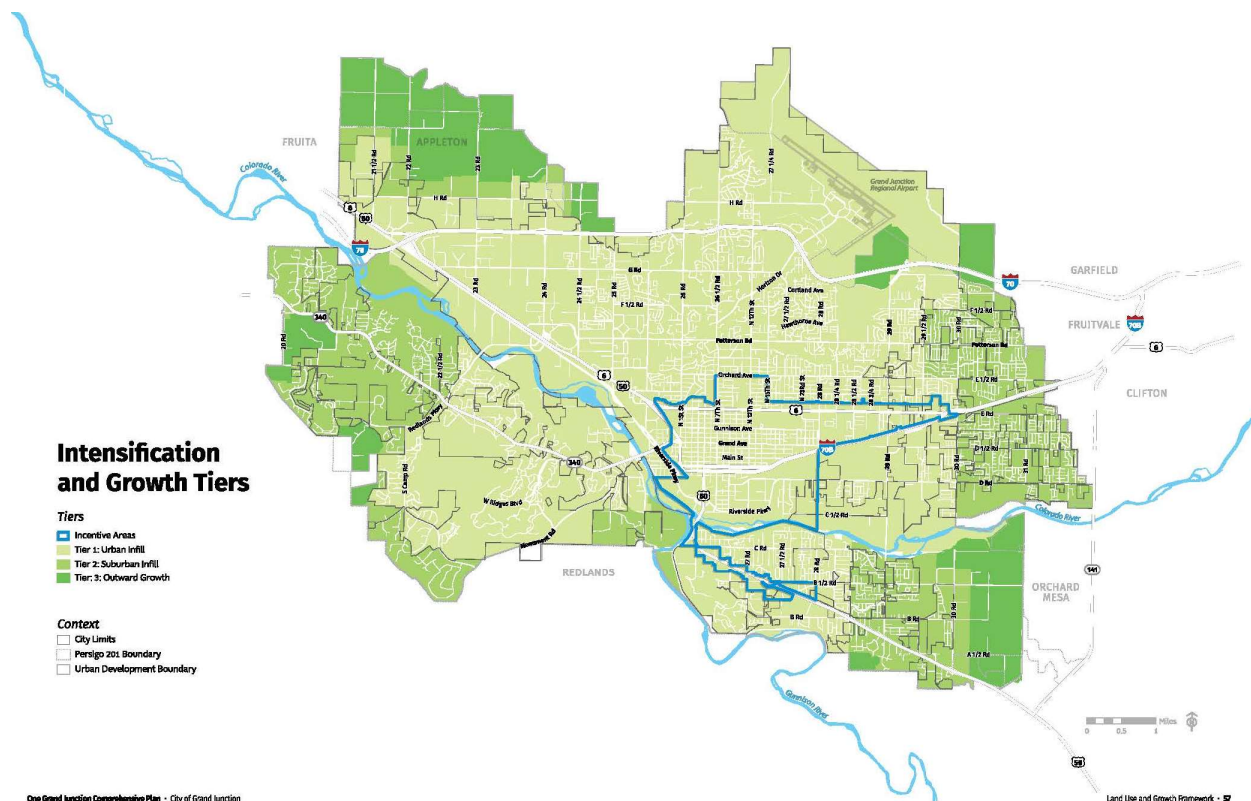
Land Use and Growth Plan

while minimizing the impact on infrastructure and City services. Tier 2 includes western portions of Redlands on the City's west side, as well as Pear Park and Orchard Mesa.

Tier 3: Outward Growth. Description: Areas predominantly characterized as rural and larger acreage properties not currently served by urban infrastructure and that are prioritized to stay rural for the duration of the 20-year planning horizon to promote more focused development activity in Tier 1 and Tier 2. **Policy:** The priority for Tier 3 is to continue outward growth and annexation into the Urban Development Boundary after substantial infill and growth in Tier 1 and Tier 2 areas. Tier 3 growth areas include large parcels that provide development potential, can be served by an extension of utilities and urban infrastructure, and are identified as Rural Residential the Future Land Use Map.

Balanced growth, according to One Grand Junction, should be achieved “through both infill/redevelopment as well as greenfield development. Greenfield opportunities exist on all edges of the city; however, the city also has a significant amount of vacant and underutilized land near core areas. Priority will be given to development that works to intensify urban as well as suburban areas, allowing for—but not encouraging— greenfield development outside of priority areas as provided in the Intensification and Tiered Growth Plan.”

The Growth Tiers are identified on the Intensification and Growth Tiers map (OGJ pg. 57):



Community Outreach

During the April stakeholder outreach meetings and survey for the Z&DC project, the consultant team heard comments in support of the priorities expressed in the Growth Tiers. Some community

representatives shared concern regarding sprawling development and unmanaged growth and a desire to prioritize infill or redevelopment to avoid the loss of open space, conserve water, and address other climate concerns. Similarly, some survey respondents were concerned with the rate and unpredictable patterns of growth occurring in the city and its effect on the high quality of life Grand Junction is known for. Some were concerned that additional housing density will produce excessive traffic, straining existing infrastructure and City resources. Others worried that current regulations do not allow for smaller lot sizes or higher density housing options thereby requiring development to sprawl into the City's ample open space and into environmentally sensitive lands.

Land Use Categories

Within the Growth Tiers, the plan identifies a set of land use designations for Rural Residential, Residential Low, Residential Medium, Residential High, Mixed-Use, Commercial, Industrial, Airport, and Parks and Open Space. Each designation is described by the general development characteristics anticipated for the area. For example, Residential Medium development is described as:

Residential Medium

Range of Density: Between 5.5 and 12 dwelling units per acre.

Characteristics:

- Comprised of residential uses with a range of housing types and densities.
- Typically located in areas within walking distance of services and amenities and public transit.
- Provides housing near commercial and employment areas.

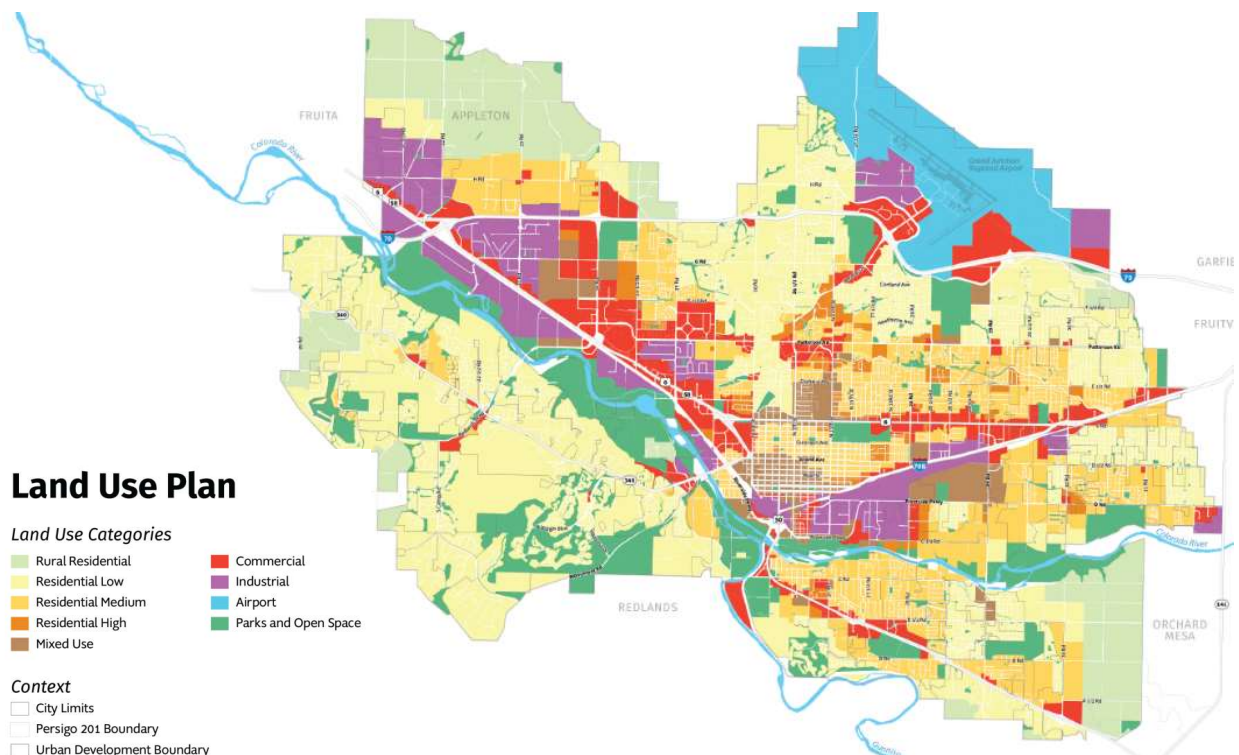
Land Uses:

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, other complementary neighborhood uses.

The land use designations are mapped on the Land Use Plan (OGJ pg. 59):

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

One Grand Junction Plan Implementation Strategies



ONE GRAND JUNCTION PLAN IMPLEMENTATION STRATEGIES

Implementing these principles, goals, policies, and land use designations will take place through updates across the entire Z&DC. Some chapters, such as zone districts, use regulations, site and structure standards, and off-street parking may be subject to more editing than the general provisions or sign chapters. Preliminary review and revision strategies for recommended updates include:

Fine-Tune the Zone Districts and Allowed Uses. Confirm that the current districts meet Grand Junction's needs both now and, in the future, sufficiently enough to implement One Grand Junction. Also, confirm that the districts allow the expanded housing choices recommended by the Housing Strategy. Review and update the districts and uses if necessary to reflect City goals and policies. For instance, we heard that increased density and height may be appropriate in the downtown, subject to strong design standards to preserve character and protect nearby neighborhoods.

Support Compact Growth and Efficient Land Use. Establish zoning and use standards that allow more housing on smaller lots and a wider variety of residential and commercial uses. Prioritize walkable distances between residential and commercial uses to take advantage of existing infrastructure investments. Consider allowing extra height or density for additional stories of residential uses. Establish site and mobility standards that allow the creation of safe and accessible multimodal transportation routes for residents of all ages and mobility types.

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

One Grand Junction Plan Implementation Strategies

Regulate for Infill and Redevelopment.

Clearly establish how infill and redevelopment projects can comply with zoning and development standards. Create a process to determine how to apply development standards, such as landscaping and parking requirements, to redevelopment on a sliding scale that accounts for the unique characteristics of the project and the site. Propose regulations that create a method for converting single unit homes into two- or three-unit homes without expanding lot size.

Reflect Western Slope Design Priorities and Creating Standards for Neighborhood Manners.

Create or update multiunit (multifamily), mixed-use, and commercial design standards to help new development and redevelopment blend into the fabric of the community. Focus on structural fit and Western Slope style over specific architectural features, making sure that new and redevelopment achieves a scale that complements existing development more so than just requiring the same color palette. Create a toolkit of standards that allow structures with different uses to develop close together while still getting along like good neighbors. Explore the use of bulk regulation tools such as height stepdown or setback (similar approaches that require taller structures to more closely meet the height of adjacent shorter structures), screening and buffering, restrictions on outdoor noise amplification, and clear measurements of lighting trespass. Support neighborhood connections with updated parking reductions and easier recognition of shared parking lots.

Collect and Upgrade Development Standards. Collect lighting, parking, sign, and design standards from a variety of hiding places across the code and create predictable baseline standards. Review growth tier and infill/redevelopment plan priorities to determine whether urban/suburban/target area-specific standards will be helpful in those development areas.

Discuss the Future of Mobility and Parking. Many communities are encouraging more mixed-use development that allows residents greater mobility options to reach daily activities, while changing the community's relationship with parking. This shifts the regulatory focus from cars to people. The Z&DC discussion about parking standards will explore mobility options and consider whether parking should remain a development requirement or be converted to a development choice.



Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

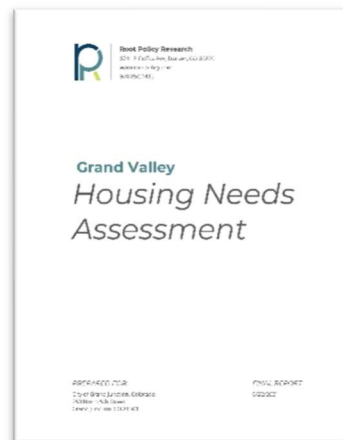
One Grand Junction Plan Implementation Strategies

Protect Important Outdoor Places and Assets. Review and update standards that address stormwater management, environmentally sensitive areas, geologically hazardous areas, wildlife habitat, and potential wildfire areas.



GRAND VALLEY HOUSING NEEDS ASSESSMENT AND GRAND JUNCTION HOUSING STRATEGY (2021)

The City recently adopted the Grand Valley Housing Needs Assessment (available on the City's [website](#)) and Grand Junction Housing Strategy (available on the City's [website](#)). These reports explore the existing and growing housing “crunch” in Grand Junction. Both reports are important to the Z&DC update. They help identify the range of housing types needed to create a useful mix of housing choices in Grand Junction. This section provides excerpts from both reports.



Identification of Home Ownership and Rental Unit Gaps

The Grand Valley Housing Needs Assessment identifies both home ownership and rental “gaps” in Grand Junction, identifying both where housing is not available to current residents in their price range and where less expensive units are housing residents who can afford more expensive units that do not exist.

The rental gap exists at both ends of the income spectrum, as described in Figure III-34 and the following two summaries:

Figure III-34.
Gaps in Rental Market, Grand Junction, 2019

Renter Incomes	Maximum Affordable Gross Rent	Rental Demand (Current Renters)		Rental Supply (Current Units)		Gap
		Number	Percent	Number	Percent	
Less than \$5,000	\$125	517	5%	94	1%	(423)
\$5,000 to \$9,999	\$250	805	7%	393	4%	(412)
\$10,000 to \$14,999	\$375	1,126	10%	416	4%	(710)
\$15,000 to \$19,999	\$500	923	8%	371	3%	(552)
\$20,000 to \$24,999	\$625	1,051	10%	981	9%	(70)
\$25,000 to \$34,999	\$875	1,185	11%	2,709	24%	1,524
\$35,000 to \$49,999	\$1,250	1,833	17%	3,242	29%	1,409
\$50,000 to \$74,999	\$1,875	1,592	14%	2,356	21%	764
\$75,000 to \$99,999	\$2,500	1,056	10%	454	4%	(602)
\$100,000 to \$149,999	\$3,750	640	6%	151	1%	(489)
\$150,000 +	\$3750+	280	3%	41	0%	(239)
Total/Low Income Gap		11,008	100%	11,207	100%	(2,168)

Note: Low-income gap refers to income below \$25,000.

Source: 2019 5-year ACS, and Root Policy Research.

- Forty percent of renters (about 4,400 households) living in Grand Junction earn less than \$25,000 per year and need rental units of \$625/month or less to avoid being cost burdened.

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

Grand Valley Housing Needs Assessment and Grand Junction Housing Strategy (2021)

Just 20% of rental units (around 2,250 units) in the city rent for less than \$625/month. This leaves a “gap,” or shortage, of 2,168 units for these low-income households. This is an increase from a 626-unit gap in 2010.

- Most rental units in Grand Junction rent for between \$875 and \$1,875 per month— nearly three fourths of rental units fall within this range (74%). There are approximately 4,600 renter households who can afford rents in this range and over 8,000 units priced appropriately for them, leaving a surplus of almost 3,700 units. The “shortage” shown for higher income renters (earning more than \$75,000 per year) suggests those renters are spending less than 30% of their income on housing. This points to an income mismatch in the market in which higher income households are occupying homes affordable to lower income households.

The for-sale housing gap for renters who want to purchase a home in Grand Junction shows insufficient housing available in a for-sale range up to around \$250,000; this is the affordable range for residents earning \$50,000 or less annually which represents 68% of all renters. The for-sale market is affordable for renters earning more than \$50,000 annually:

Figure III-37.
Market Options for Renters Wanting to Buy, Grand Junction

Income Range	Max Affordable Home Price	Potential Demand among 1st Time Buyers (Current Renters)		For-Sale Supply (Homes Sold 2020-2021)		Renter Purchase Gap	Cumulative Gap Excluding <\$20,000
		Number	Percent	Number	Percent		
Less than \$20,000	\$96,473	3,371	31%	53	2%	-29%	N/A
\$20,000 to \$24,999	\$120,592	1,051	10%	35	1%	-9%	-9%
\$25,000 to \$34,999	\$168,831	1,185	11%	169	5%	-6%	-14%
\$35,000 to \$49,999	\$241,190	1,833	17%	744	21%	5%	-10%
\$50,000 to \$74,999	\$361,787	1,592	14%	1,512	44%	29%	20%
\$75,000 to \$99,999	\$482,384	1,056	10%	538	16%	6%	26%
\$100,000 to \$149,999	\$723,578	640	6%	308	9%	3%	29%
\$150,000 or more	\$723,578+	280	3%	103	3%	0%	29%

Note: Data for 2021 cover home sales from January through March 11, 2021. Maximum affordable price is based on a 30-year mortgage with a 10% down payment and an interest rate of 3.11%. Property taxes, insurance, HOA and utilities are assumed to collectively account for 25% of the monthly payment.

Source: 2019 5-year ACS, 2020/21 MLS data by Bray Real Estate, and Root Policy Research.

Overview of Worker Affordability

The Housing Needs Assessment provides the following information about local workers incomes in Mesa County (pgs. 36-37) :

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

Grand Valley Housing Needs Assessment and Grand Junction Housing Strategy (2021)

Figure III-39.
Worker Affordability, Mesa County

Industry	Average Annual Wage	Max Affordable Rent	Can Afford Median Rent?	Max Affordable Home Price	Can Afford Median Home Price?	Can Afford Median Home Price with 1.5 Earners per Household?
Goods Producing	\$58,968	\$1,474	yes	\$284,455	no	yes
Natural Resources and Mining	\$81,952	\$2,049	yes	\$395,327	yes	yes
Construction	\$54,444	\$1,361	yes	\$262,632	no	yes
Manufacturing	\$46,124	\$1,153	yes	\$222,497	no	yes
Service Producing	\$45,594	\$1,140	yes	\$219,940	no	yes
Trade, Transportation, and Utilities	\$42,435	\$1,061	yes	\$204,704	no	yes
Information	\$49,244	\$1,231	yes	\$237,548	no	yes
Financial Activities	\$60,112	\$1,503	yes	\$289,974	yes	yes
Professional and Business Services	\$48,343	\$1,209	yes	\$233,202	no	yes
Education and Health Services	\$50,232	\$1,256	yes	\$242,315	no	yes
Leisure and Hospitality	\$20,325	\$508	no	\$98,044	no	no
Public Administration	\$56,300	\$1,408	yes	\$271,585	no	yes
Other Services	\$33,280	\$832	no	\$160,539	no	no
Total Employment	\$49,869	\$1,247	yes	\$240,563	no	yes

Note: Maximum affordable home price is based on a 30-year mortgage with a 10% down payment and an interest rate of 3.11%. Property taxes, insurance, HOA and utilities are assumed to collectively account for 25% of the monthly payment.

Source: Bureau of Labor Statistics, 2019 1-year ACS, 2020/21 MLS data by Bray Real Estate, and Root Policy Research.

What can workers afford. Figure III-39 displays affordable rental and ownership options for workers earning the average wage by industry in Mesa County.

Most industries have average wages high enough to afford the median rent of \$981 per month in Mesa County. However, workers employed in leisure and hospitality; and other services cannot afford the median rent based on average wages. These workers account for 17% of total employment.

On the ownership side, only workers employed in the natural resources and mining and the financial activities industries can afford the median home price with one earner per household. Workers employed in leisure and hospitality; and other services cannot afford the median home price even if they have 1.5 earners per household (assuming the work in the same industry).

Projection of Future Housing Unit Needs

Projecting forward, the Housing Needs Assessment estimates the need for the following number of additional owner and rental units in Mesa County in both 2030 and 2040:

**Figure III-41.
Housing Units
Needed to Meet
Household Growth,
by Tenure and AMI,
Mesa County**

Note:

Estimates assume income and tenure distribution from 2019 remains constant.

Source:

DOLA, 2019 1-year ACS, HUD 2020 income limits, and Root Policy Research.

Income Range	2030		2040	
	Owner Units	Renter Units	Owner Units	Renter Units
0-30% AMI	970	1,114	2,129	2,446
31-50% AMI	551	310	1,210	681
51-60% AMI	435	147	955	323
61-80% AMI	1,259	467	2,765	1,025
81-100% AMI	741	317	1,628	695
101-120% AMI	780	279	1,713	612
Over 120% AMI	3,259	595	7,153	1,307

HOUSING STRATEGY RECOMMENDATIONS

The [Grand Junction Housing Strategy](#) provides a collection of recommendations designed to build upon the housing needs identifies in the Grand Valley Housing Needs Assessment. The Housing Strategy identifies a number of top housing needs in Grand Junction, including:

- Additional affordable rental units (or rental assistance), reflecting the decline in rental affordability in Grand Junction over the past decade as rent prices rose faster than incomes;
 - Starter homes and family homes priced near or below \$250,000 to address a decade-long decline in for-sale (as compared to for-rent) unit affordability and ownership rates.
- According to the Housing Strategy: "Cash offers for affordably priced homes crowd out other

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

Housing Strategy Recommendations

buyers, while rising rents and home prices raise barriers to ownership (and financing).” (pg. 4);

- Additional housing resources to address unique needs among special needs populations, including residents with accessibility/mobility needs, older adults, people experiencing homelessness, and low-income households; and
- Diverse housing options to accommodate evolving needs of residents and provide a wider array of market preferences and individual needs.

The Housing Strategy also addresses the following areas of opportunity for Z&DC changes that will help address Grand Junction’s housing needs:

Allow residential infill in traditionally single-family districts. The City of Grand Junction provides for a robust mix of housing types in residential and mixed-use districts. To allow for residential infill development, the city should consider permitting duplexes/triplexes and townhomes in low density residential districts and six-plexes in medium density residential districts by right.

Consider relaxing minimum lot sizes and maximum densities. The City of Grand Junction has relatively flexible land use development standards with minimum densities and in some instances no minimum lot sizes. However, there are development standards that are prohibitive for the development of housing products such as townhomes and duplexes—and limit the number of units in multifamily developments—through maximum densities. The City has an opportunity to increase development capacity and affordability by relaxing the lot size and density standards.

Adjust parking standards to align with the type and intensity of land use. Although the city’s parking requirements are not atypical, many cities are adopting lower parking standards for more urban areas, particularly for multifamily housing in both multifamily and mixed-use zone districts. For housing in areas of mixed use and served by transit, walking and/or biking, Grand Junction might consider adjusting those standards downward to maximize development potential and reduce overall project costs.

Formalize existing incentives and consider additional incentives for affordable housing development. Consider adopting additional incentives for residential developments that meet the city’s affordability goals such as deed restricted affordable units and reflects the vision of the community. Ensure available incentives, and fee waivers, are formal and documented in either city policy or ordinance to reduce subjectivity in the process and project long-term benefit to the community.

Explore the feasibility of an inclusionary zoning requirement. Through the comprehensive planning process and the development of the Housing Needs Assessment, the City of Grand Junction has made strides in understanding the housing needs of the community which is the first step toward increasing the supply of housing and promoting housing affordability. The City should explore the economic feasibility and overall general viability of an inclusionary zoning ordinance to increase the long-term supply of affordable units.

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

This goal is aimed at making the Z&DC a more user-friendly document with consistent and predictable regulations.

Beyond the Z&DC content-based issues discussed in this Code Assessment, both staff members and stakeholders said they find the development regulations cumbersome to use and difficult to understand. Issues include an unclear organization, redundant and sometimes conflicting information, and lack of explanatory measurements and graphics. It appears from our discussions with stakeholders that the lack of a well-organized, user-friendly code can also impede effective communication between applicants and the City, resulting in a perception (and complaints) that the development review process does not work as well as it could.

These problems typically stem from three sources : (1) document layout and organization, (2) piecemeal amendments over time, and (3) overreliance on discretionary decision-making within the code standards. These challenges are not unusual. Many communities find that, as zoning rules are modified and updated over time, they become increasingly complicated and more difficult to navigate and understand. The consultant team recommends the following key changes to create a more efficient, consistent, and simple Z&DC.

IMPROVE DOCUMENT LAYOUT AND ORGANIZATION

The recommendations below propose to make the Z&DC more user-friendly, which should help improve the efficiency of the review process and overall effectiveness of the Z&DC.

Establish a Clear Organization

The entire Z&DC should be reorganized in a user-friendly manner. Similar information should be grouped to achieve two goals: improve the way related information is provided to readers (such as revising the zone districts to include district-specific dimensional standards), to reduce repetition and eliminate regulatory conflicts. The proposed new organization of the Z&DC is discussed in detail in Part 3: Annotated Outline of this report.

Improve the Document and Page Layout

The current development regulations are primarily available via an online platform (Code Publishing). While it is common for communities to contract with an online publishing service, the constraints of the online platform can sometimes make it difficult to identify how a specific provision fits in with the overall document hierarchy. These platforms might also overly simplify formatting and reduce graphic quality. Beyond the platform issues, a variety of authors have written Grand Junction's current development regulations, resulting in inconsistent formatting.

In addition to an online version of the code, many planning offices also retain an editable and formatted digital version, usually as a Microsoft Word or PDF file. The formatted digital version allows for enhanced formatting and presents information in a more user-friendly format, enhancing the reader's ability to understand the context for specific provisions. The Word/PDF version also allows staff to keep an internal record of any proposed edits and revisions to the document.

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

Improve Document Layout and Organization

The updated Z&DC will feature a new document layout with content-specific headers (showing section references for that page), footers, page numbers, and illustrations with captions. The Z&DC content will also be organized with user comprehension and navigation in mind. The sample below, from another Clarion code, shows how layout and graphics can be incorporated to help code users identify key zone district information and cross-references to related development standards, such as uses and off-street parking.

B. RM-3 Lot and Building Standards

Lot Standards		
A	Width (minimum)	100 feet
	Area (minimum)	8,000 sq. ft.[1] ³⁸
	Density (maximum)	20 du/acre
Setbacks (minimum)		
B	Front	10 feet [2] ³⁹
C	Side [3]	8 feet [4]
D	Rear	20 feet [5]
Height (maximum)		
E	Building height	25 feet
Impervious Coverage (maximum)		
	Building coverage	40 percent [6] ⁴⁰
	Total coverage	70 percent

C. Other Standards

Other Standards	Location in LDC
Measurements and Exceptions	Section 2.23
Use-Specific Standards	Section 3.3
Off-Street Parking	Section 5.5
Landscaping, Buffering	Section 5.6
Site and Building Design	Section 5.7

Notes:

[1] Currently 21,780 sq. ft. (1/2 acre)

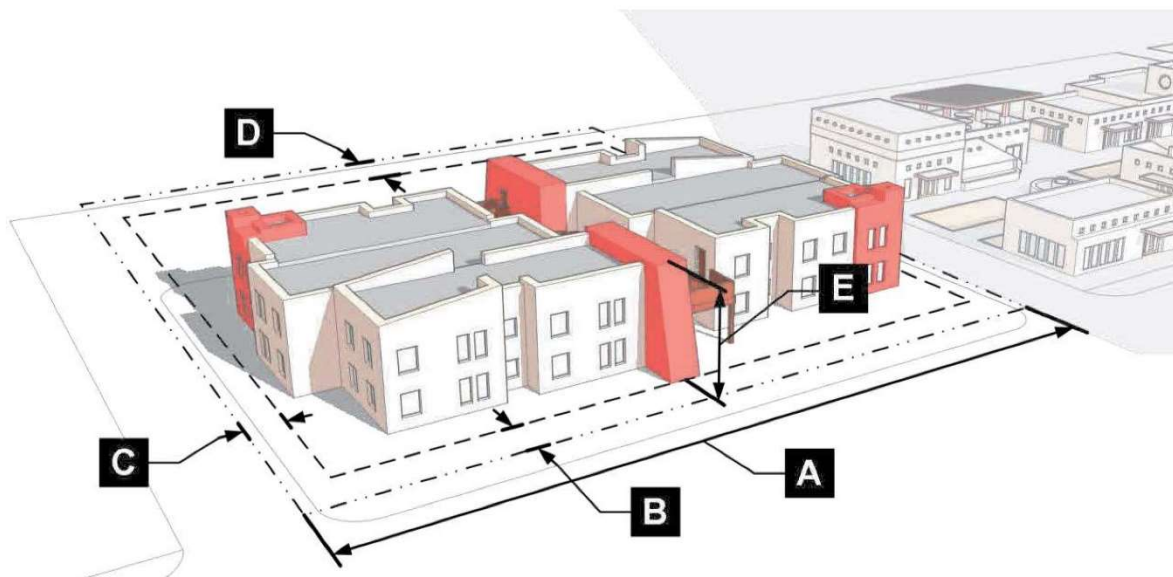
[2] Currently 20 feet

[3] Did not carry forward the side setback abutting a street, which is currently 15 feet

[4] Currently 10 feet

[5] Currently 25 feet

[6] Currently 25 percent



Add Illustrations and Other Graphics

Illustrations, flowcharts, and tables should be used frequently throughout the updated Z&DC to explain standards and summarize detailed information. Graphics in the updated Z&DC can support the following standards:

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

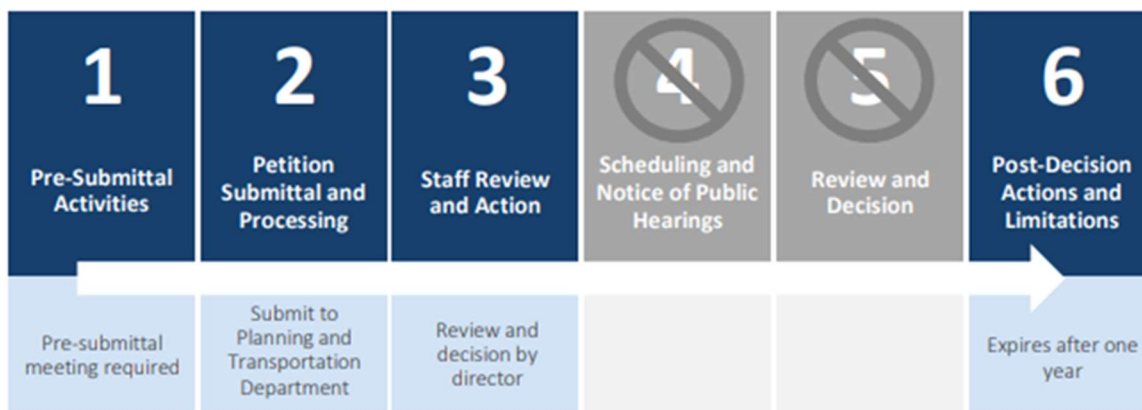
Improve Z&DC Substantive Drafting and Organization

- **Zoning districts.** District diagrams can communicate the intended character of a zoning district while also include key information related to the lot and building standards, such as lot area, lot frontage requirements, building setbacks, and height.
- **Development standards.** Graphics may include tables for parking requirements, illustrations of landscaping, buffering, and screening requirements, rules of measurement, and diagrams for site layout or access and connectivity standards.
- **Administration and procedures.** Process-related flowcharts can clarify (and visually communicate) the approval process for development applications. Additionally, a summary table of review procedures gives the reader a quick snapshot of the types of development applications in Grand Junction, what type of notice is required (the current Z&DC includes separate tables for this), and who the review and decision-making authorities are for each application type.

Each community is unique in how they choose to illustrate a code (freehand versus software, heavy detail versus light detail, etc.). We will work with staff during the drafting process to select a style that works best for Grand Junction.

Sample process flow chart from another community

Figure 06.05-1: Summary of Minor Site Plan Review Procedure



IMPROVE Z&DC SUBSTANTIVE DRAFTING AND ORGANIZATION

Draft in Plain Language

The Z&DC text should be reviewed and rewritten for easier comprehension, and to reduce subjective standards and/or broad individual discretion (discussed in more detail below). We will also identify and remove “legalese” and planning and development jargon and replace it with plain language or a helpful definition. We will also fix outdated drafting structure that includes problems like:

- Redundant and repetitive lists,
- Regulations where the rule is hidden among the exceptions, and

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

Improve Z&DC Substantive Drafting and Organization

- Provisions that identify a requirement but are not clear about where the requirement applies, how it is reviewed, or when it could be changed.

An example of a provision that could be revised for easier understanding is the following residential outdoor storage standard:

Current: Outdoor storage is permitted in all residential districts. Residential outdoor storage is presumed if the following or like materials are outside of a dwelling for a period of longer than 48 consecutive hours and occupy a volume or more than 150 cubic feet: (A) Appliances, (B) Building materials, and (C) Inoperable vehicles.

Revised: Outdoor storage is permitted in all residential districts. It must be located on the rear half of the lot (defined in Lot Measurement [link]) and screened according to this section. The storage of large items, such as appliances, vehicles, and building materials (unless there is a valid building permit in effect for the property) for more than 48 hours is automatically considered outdoor storage and shall comply with location and screening requirements.

Fix Conflicts Created by Piecemeal Amendments Made Over Time

In addition to the Z&DC's confusing and sometimes conflicting organization, experience tells us that non-specific complaints that the code "doesn't work" can also result from the way the regulations are drafted.

In amending the regulations, different authors have added or changed regulations in a single location without identifying the impact of that change across related provisions of the Z&DC. A good example of this can be found in the mini-warehouse standards, which require the following additional landscaping:

(4) **Landscaping and Screening.** All mini-warehouses shall provide the following in addition to meeting standards of GJMC 21.06.040:

- (i) A 30-inch-high by 10-foot-wide landscaped berm is required between storage units and the abutting public right-of-way. The berm shall include trees that are planted every 30 feet.
- (ii) For outdoor mini-warehouse units, landscaping islands shall be provided at the end of each row of storage units. Landscape islands shall be planted with shrubs that reach at least five feet of height at maturity.

When drafted, the landscaping standards that might have been helpful for mini warehouses located in commercial districts may not be appropriate for the same use in an industrial district that typically requires less landscaping. This type of regulatory conflict is not uncommon as codes are updated, and this overall look at the Z&DC is a great opportunity to fix these issues. Grouping and reviewing similar standards located across the Z&DC in higher level categories such as zone districts and development standards (grouping "like with like") will allow the consultant team to identify and clean-up inadvertent drafting conflicts.



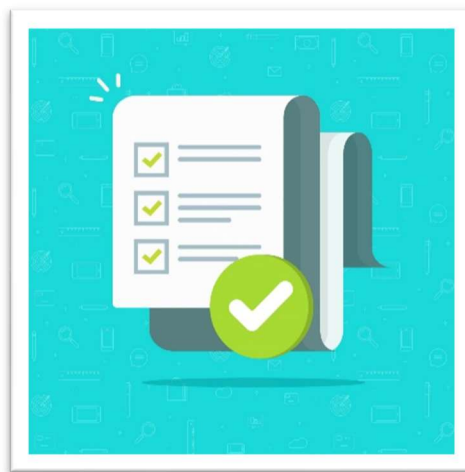
Improve Clarity, Consistency, and Predictability

Consistency and predictability are key regulatory requirements for good development. Predictable regulations consistently applied will yield anticipated outcomes more frequently. If the City wants five-foot wide sidewalks in front of all residential development, the development regulations need to specify how that will happen for new development, redevelopment, and places where there won't be changes to development but where sidewalks somehow must be built. Perhaps less obviously, regulatory predictability also affects how participants behave in the development process.

Applicants seeking to minimize unnecessary costs will not volunteer to comply with regulations that are not clearly and specifically applicable, and will either ignore unclear standards or seek to negotiate a better deal. Staff, seeking compliant development for the community, will typically interpret unclear regulations and may inadvertently throw new (or at least unanticipated) requirements at an applicant. This pattern results in a pervasive feeling that somebody is getting a better deal, reinforcing the need to negotiate. In this scenario, many decisions are left for city council to decide in public hearing, which is almost always the worst place to settle on development design.

Lack of predictability can result from two specific drafting problems. The first problem is the use of subjective review standards that require an applicant to show compliance with an undefined concept (such as "character" or "effective"). For example, in reviewing a conditional use permit application, the Planning Commission is asked to determine whether the proposed development is of "compatible design and integration" and that "all elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development." Terms like compatible and harmonious have limited practical application unless measured in a fully described design context. Similarly, in reviewing the design of multifamily development, the Director, "to the extent practicable [shall determine that] multifamily dwellings shall be developed in small clusters to create a sense of place." Sense of place is not defined in the current regulations and this requirement opens an opportunity for disagreement and negotiation between the Director and the applicant.

The second drafting problem is the creation of regulations that give discretion or a range of options to a staff position, such as the community development director or public works director, to make a project-specific determination with no standards placed on the decision-making. An example of this is provided in the multifamily development standards, where the Director is authorized to mitigate impacts of multifamily development design and location through imposition of one or more of the following: (i) additional landscaping, (ii) wider setbacks, (iii) modifying the orientation of buildings, (iv) providing screen walls, (v) relocation of access ways, (vi) relocation of recreation facilities, and/or (vii) reorienting buildings to take advantage of "pleasant off-site views...." All of these changes would have an impact on site design and some of them could have a significant impact on site engineering, resulting in additional costs for the applicant and approval delay.



Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

Improve Z&DC Substantive Drafting and Organization

The consultant teams recognizes a great opportunity to address some of the expressed concerns with the development process by rewriting sections of the Code which currently contain subjective language and standards. The consultant team will review the Code for opportunities to provide greater certainty by removing the use of purely subjective or discretionary language, disconnected from any measurable criteria.

The updated Z&DC, and particularly the new development standards, should use clear, objective language that presents a win-win opportunity for both the community and developers. It is important to note that increased flexibility can also be achieved through clear and objective development standards and the use of procedures that allow adjustments or limited regulatory departures. For example, the City can establish both a minimum and a maximum off-street parking requirement, allowing the developer to decide how much parking to provide. Projects near public transit facilities or those with age-restricted dwelling units may not need as many parking spaces a fixed minimum parking standard might require. Clearly stating the City's standards up-front can save time and money, establish expectations at the beginning of the development process, and reduce the need for negotiating design standards.



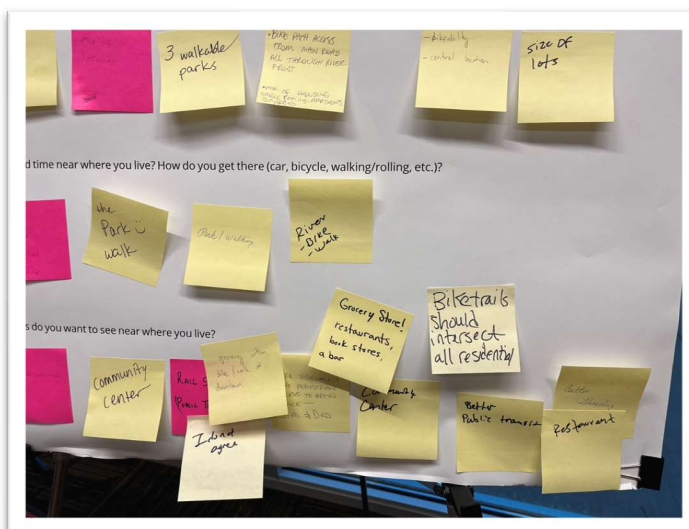
Part 3: Annotated Outline and Updates to the Zoning and Development Code

OVERVIEW

The consultant team undertook a section-by-section review of Grand Junction's current Zoning & Development Code. We examined the Code through both the perspective of a general code user to ask: "how can I accomplish this development?" along with the more critical review of drafting and organizational choices as seen through the perspective of a land use code consultant.

We supplemented our initial observations about the Z&DC through the early April public outreach process, asking code users and community members what works and what doesn't in the current regulations. During and following those meetings, a community-wide survey (in English and Spanish) was posted on the City's website for response and comment. During the survey process, staff participated in additional in-person meetings with local organizations and individuals. Early Z&DC update themes identified during these conversations include:

- Improve the application review process by eliminating "hidden" standards and late review comments; consider options to speed-up the review timeline.
- Add flexibility to the Z&DC standards through the inclusion of new zone districts and easier administrative options for regulatory adjustments.
- Meet community housing needs through a diversification of housing choices, particularly smaller home options. Provide more affordable housing for vulnerable populations (e.g., seniors and low-income families), sustainable and walkable affordable housing development.
- Add regulatory tools to allow the development of triplexes, fourplexes, small groups of low-rise apartments or condominiums, and other forms of low-impact housing without the need for individualized hearings or negotiated approvals.
- Reduce parking minimums for multifamily housing, especially in areas that are income restricted, walkable, and that have access to transit.
- Improve connectivity; lack of connectivity was a significant theme among survey responses, especially related to pedestrian and bicycle routes and overall accessibility.
- Consider the distribution of businesses, retail establishments, offices, and other services throughout the City as a whole and particularly within heavily residential areas.



Part 3: Annotated Outline and Updates to the Zoning and Development Code

Annotated Outline

- Celebrate local features and amenities; maintain Grand Junction's quality of life. Main Street was commonly noted as one of the most attractive places in the City, but that there could be similar high-quality development with public art, pedestrian amenities, and local businesses and restaurants in other parts of the City.
- Explore the impact of land development tools that work outside of the Z&DC, including application of the building and fire codes, role of HOAs, and impact of transportation and other engineering standards.

Issue-specific stakeholder and survey respondent comments and responses relevant to the Z&DC update are included across the various recommendations in this Code Assessment. Through this review, we have identified a series of regulatory updates and corrections that we anticipate will make the Code function better. We will combine these edits with the Part 1 strategies and the drafting edits described in Part 2 to outline the following comprehensive update of the Grand Junction Zoning and Development Code.

ANNOTATED OUTLINE

To make the Z&DC more user-friendly and accessible, the consultant team recommends some limited reorganization that is primarily focused on moving major sections to a higher level in the table of contents, making them easier to find and use. The proposed reorganization will generally follow this structure:

Chapter 21.01 General Provisions	Chapter 21.07 Landscaping, Buffering, and Screening
Chapter 21.02 Administration and Procedures	Chapter 21.08 Vehicle Parking and Storage
Chapter 21.03 Zone Districts	Chapter 21.09 Subdivision Standards
Chapter 21.04 Use Standards	Chapter 21.10 Sign Standards
Chapter 21.05 Site and Structure Development Standards	Chapter 21.11 Outdoor Lighting
Chapter 21.06 Community Stewardship and Resilience	Chapter 21.12 Nonconformities
	Chapter 21.13 Violation and Enforcement
	Chapter 21.14 Measurements and Definitions

This outline is intended as a starting point for further discussion. Each proposed chapter includes a description of the purpose and organization of the chapter, including comments on potential ways to reorganize or restructure the content to make the Z&DC more user-friendly and intuitive. Each chapter also includes a high-level list of proposed content updates including modifications to existing content and the addition of new content or key topics to better align the Z&DC with the One Grand Junction Comprehensive Plan.

CHAPTER 21.01 GENERAL PROVISIONS**Purpose and Organization**

The opening section of a zoning and development code typically contains a collection of general provisions that establish the basic legal framework for the full code. Even though this section is not read frequently, it contains important information, such as the statutory authority to regulate land use, a specific link to local plans and planning policies, the title of the code, instructions about how a court should proceed if part of the code is found illegal, and standards for replacing the current code with a new one.

The updated General Provisions chapter will include the following content and will involve the clarification of City policy related to HOAs and post-Covid emergency practices:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Comments
Chapter 21.01 – General Provisions		
21.01.010 Title	21.01.010 Title	Carry forward
21.01.020 Authority	21.01.020 Authority	Carry forward
21.01.030 Application	21.01.030 Application	Carry forward
21.01.040 Purpose	21.01.040 Purpose	Carry forward
21.01.050 Severability	21.01.050 Severability	Carry forward
21.01.060 Consistency With Comprehensive Plan	21.01.060 Consistency With Comprehensive Plan	Carry forward
21.01.070 Minimum Standards	21.01.070 Minimum Standards	Carry forward
21.01.080 Private Restrictions	21.01.080 Private Restrictions	Carry forward, discuss clarification of City policy re: HOA enforcement
21.01.090 Application of Regulations During Local Emergency	21.01.090 Application of Regulations During Local Emergency	Carry forward, discuss post-Covid amendments
21.01.100 Violations Under Prior Code		Move to 21.01.100 Transitional Provisions
21.01.110 Nonconformities Under Prior Code		Move to 21.01.100 Transitional Provisions
21.01.120 Applicability	21.01.100 Transitional Provisions	Combine current transitional regulations with new standards that describe how these Code updates will be applied to existing and new applications and projects
21.01.130 Decision-Making Authority		Move to Chapter 21.02, Administration and Procedures

Content Updates

Add Transitional Standards

This section of the current Z&DC is generally in good shape. Updates to the General Provisions will be focused primarily on creating a robust set of transitional standards to clarify how the City will address projects that are in the review pipeline when the updated Z&DC is adopted. We recommend that this new section allow for applications, in general, to be processed under the rules in place at the time a complete application is submitted.

CHAPTER 21.02 ADMINISTRATION AND PROCEDURES

Purpose and Organization

This chapter establishes both the general procedures and specific procedures that apply to the review and determination of development applications. It is typically organized into common procedures, applicable to many specific development processes, and two types of application review procedures: permits and specific procedures. This chapter will also carry forward and include provisions that identify each of the review and decision-making bodies participating in Grand Junction's development processes and will outline their authority.

The updated administration and procedures chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.02 Administration and Procedures		
<i>21.02.010 to 21.02.060 were repealed</i>	21.02.010 Decision-Making Authority	Move from 21.01.130
21.02.070 Administrative Development Permits 21.02.080 Permits Requiring a Public Hearing	21.02.020 Commonly Applicable Procedures	Combine common procedures from 21.07.070 and .080; separate administrative permit or hearing information
	21.02.030 Permits	Group all permit related procedures here
	21.02.040 Specific Procedures	Group zoning, subdivision, and adjustment procedures here
21.02.090 Vacation of Plat		Move to 21.02.040 Specific Procedures
21.02.100 Vacation of Public Right-Of-Way or Easement		Move to 21.02.040 Specific Procedures
21.02.110 Conditional Use Permit (CUP)		Move to 21.02.040 Specific Procedures
21.02.120 Special Permit		Move to 21.02.040 Specific Procedures
21.02.130 Comprehensive Plan Amendment (CPA)		Move to 21.02.040 Specific Procedures

Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.02 Administration and Procedures

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
21.02.140 Code Amendment and Rezoning		Move to 21.02.040 Specific Procedures
21.02.150 Planned Development (PD)		Move to 21.02.040 Specific Procedures; alternatively, consider specific chapter for PD process and content
21.02.160 Annexation		Move to 21.02.040 Specific Procedures
21.02.170 Vested Property Rights		Move to 21.02.040 Specific Procedures
21.02.180 Revocable Permit		Move to 21.02.030 Permits
21.02.190 Institutional and Civic Facility Master Plans		Move to 21.02.040 Specific Procedures
21.02.200 Variance		Move to 21.02.040 Specific Procedures
21.02.210 Rehearing and Appeal		Move to 21.02.040 Specific Procedures
	21.02.050 School Land Dedication Fee	Move from 21.06.030 School land dedication fee
21.11 Development Impact Fees	21.02.060 Development Impact Fees	

Content Updates

As shown in the proposed organization table, updates to the Administration and Procedures chapter will include both reorganization and substantive revisions.

Orient Code Users

The Administration and Procedures chapter contains both legal and planning information that is pertinent to both frequent code users and community members trying to understand zoning or subdivision for a specific project. To ensure this chapter is easily understood and navigable, two big picture tables are usually helpful. First, a table that summarizes the procedural steps required for each application type. Second, a summary of the review and decision-making process for each application type. The project team will review the existing decision-making table, update it as needed, and add an applicable procedural steps table.

Consolidate Commonly Applicable Procedures

The current Z&DC has two sets of “common” procedures; those that require a public hearing and those that do not. This organizational approach results in duplicate procedures and probably creates confusion for code users who don’t understand why the no hearing/hearing distinction is important. We recommend consolidating the commonly applicable procedures into a single section, specifying differences for public hearings as needed. Content for this section will include:

1. Optional and required pre-application meetings
2. Application submittal requirements
3. Fees
4. Determination of a complete application
5. Staff review
6. Public notice requirements
7. Recommending and decision-making bodies
8. Continuance, withdrawal, and inactive applications
9. Successive applications
10. Modification of approvals
11. Lapsing and extension of approvals
12. Appeals

Additional changes will include:

- Removing vague “as determined by the Director” and “highly recommended” text and indicating more specifically when a general meeting or pre-application meeting is required.
- Clarifying the difference between a general meeting and a pre-application meeting.
- Evaluating public noticing procedures and considering whether there are areas to integrate flexibility and improve equitable noticing.

Community Input: We heard feedback about some processes taking too long and requiring too many regulatory steps. We also heard feedback from some residents who felt that the process went too quickly and didn't offer enough opportunity for public input. We will revisit these processes and make appropriate adjustments to the city's notification and public hearing procedures.

Update Review and Decision-Making Standards

Community Input. We heard that the application review process is taking far than anticipated and includes unanticipated detours to address comments and interpret the Z&DC. While this may be caused in part by an exceptionally heavy application load that is shouldered by understaffed City departments, the consultant team thinks that Z&DC drafting may also contribute to this problem.

As part of drafting the consolidated set of commonly applicable procedures, we anticipate removing the very broadly drafted general approval criteria, that we understand are not applied to most approvals, and customizing the approval criteria to each of the specific procedures, reflecting both the decision-maker and the role of the applicant. The goal of these edits will be to reduce and limit the number of subjective review criteria - those criteria that require the application of judgment and opinion – and replace them, to the extent possible, with more measurable criteria. Measurable criteria allow an applicant to know what standards the application will be measured against and help decision-makers to ensure consistent application of the Z&DC.

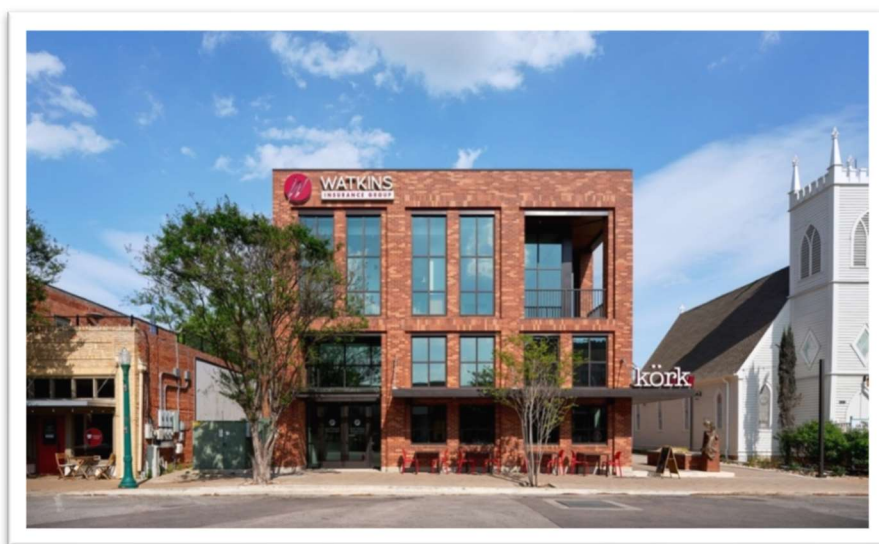
Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.02 Administration and Procedures

Looking, for example, at the conditional use permit (Sec. 21.02.110), the approval criteria require a determination that, “all elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development.” Decision-makers are instructed to consider “buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors,” but are not instructed how to determine whether these elements “coexist in a harmonious manner.” The consultant team tends to see one of three outcomes when codes include language like this: (1) the decision-making body does their best to interpret and apply the requirement, (2) the harmonious requirement is generally overlooked in the review process, or (3) harmonious is not a big issue in the review process until the adjacent property owners oppose a conditional use proposal and believe it is not harmonious with their uses. In any of these situations, it is still a code drafting best practice to revise this and similar requirements to require a more objective determination that the project complies with applicable development standards (zone district dimensions and height, applicable design criteria, parking, lighting, landscaping), and limit the subjective discussion to whether the proposed conditional use is appropriate where it is requested, based on other, similar uses that are allowed in the zone district, and the potential impacts of the specific use that made it conditional in the first place. The City of Longmont, for comparison, uses the following conditional use review criteria:

- The conditional use as proposed is of a scale and design and in a location this is compatible with surrounding uses and potential adverse impacts of the use will be mitigated to the maximum extent feasible.
- The conditional use as proposed is consistent with the comprehensive plan and the purpose and intent of the code and underlying zoning district.
- The conditional use as proposed will not substantially diminish the availability of land within the underlying zoning district for permitted primary uses.

The uses in the building in the image below could meet all of the applicable Z&DC criteria and still not be considered harmonious with surrounding lots and structures.



Establish Applicability Standards for Infill and Redevelopment

One Grand Junction includes multiple policies related to encouraging infill and redevelopment in the built-out areas of the community. To help ensure that the Z&DC does not create a regulatory or financial barrier to infill and redevelopment, this new section will establish a procedure to apply relevant development standards, such as parking and landscaping, in a proportionate manner to the project. A simple example of this might be a site where the property owner expands an existing structure by 50% by adding a story to the building but does not change anything else on the lot. The Z&DC will identify:

- Those regulations that must be complied with fully, such design standards for the new addition;
- Those regulations that need to be complied with at a percentage based on total added square feet or building permit valuation, such as parking, lighting, or landscaping; and
- Those regulations from which the structure is exempt based on the type of renovation, such as parking access location or a front build-to line.

Create a Range of Flexibility Options

The Z&DC includes a process to request an administrative adjustment that does not appear to be as easy to use or as well-used as it could be. This could be because it has a very narrow scope of applicability and may be too strict to actually allow any meaningful adjustments. The narrow scope for the administrative adjustment might also contribute to potential applicants deciding to request a planned development (PD) to make a wider range of adjustments. To give applicants a less complex option than PD projects, this process will be revised for ease of use. Additional regulatory flexibility options, such as design standard adjustments, and major/minor nonconformity distinctions will be included in the updated Administration and Procedures chapter. This will equip applicants and staff with an administrative option to facilitate projects on challenging sites or improve sites and structures with slight regulatory noncompliances.

Community Input. The consultant team also heard that there are some processes, such as site plan and PUD review that do not allow for minor revisions after initial approval and require the project to start the process from the beginning – something that causes duplicative work for the applicant and city staff. The updated administration and procedures section will include procedural options for minor amendment.

Stakeholder Input Update: Expedited Development Review Process for Affordable Housing

Community Input. Expediting the development review process for affordable housing projects at 120% AMI is one of the DOLA strategies included in Grand Junction's initial considerations. This approach generated a great deal of stakeholder feedback, much of it focused on two questions: (1) how would expediting some projects impact the timing of other projects waiting for staff or city review, and (2) if the City can expedite some housing projects, could the City expedite all housing projects? As discussed below, expediting only affordable housing may create too narrow a response to the City's overall housing needs.

First, consider why DOLA recommends expediting some affordable housing projects. In many communities, one of the biggest zoning barriers to affordable housing development is the time,

expense, and uncertainty of having to pass through multiple public hearings or submit multiple development applications. Each cost added to the project has an impact on the overall affordability. An “expedited development review process” may include faster and more streamlined review for affordable housing projects, such as allowing affordable housing projects to be approved administratively (by staff) without any public hearings.

Second, as shown in the Grand Valley Housing Assessment, Grand Junction needs to provide both more housing AND more affordable housing. More housing is needed to give residents options to move into larger homes or move into smaller homes. And more affordable housing is needed to keep lower-income residents housed and provide rental and ownership options for residents in jobs that historically have lower wages, such as leisure and hospitality. Resolving this issue will involve a two-part conversation with the community: (1) what are the circumstances where residential housing projects need anything more than administrative review for compliance with the Z&DC, and (2) is there still a need to further expedite affordable housing, and if so, how should that happen?

A third topic for exploration here is whether there are opportunities for proactive (e.g., City-led) residential upzoning in Grand Junction to remove the cost and barrier of rezoning hearings from the development review process.

Development Fees

The current development fees will not be updated as part of the Z&DC rewrite project.

CHAPTER 21.03 ZONE DISTRICTS

Purpose and Organization

Zone districts (also called zoning districts) are groupings of structures, uses, and related regulations that are applicable to lots within specific areas of the City. The regulations that describe what is allowed and what is restricted in the different zone districts are provided in the Z&DC, and the map of where the districts are applied is available on the City’s website.

The updated zone districts chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.03 – Zone Districts		
21.03.010 Purpose	21.03.010 Purpose	
21.03.020 Zoning Map	21.03.020 Zoning Map	
21.03.030 Measurements		Move to 21.14 Measurements and Definitions
21.03.040 Residential Districts	21.03.030 Residential Districts	
21.03.050 Residential Design Standards		Move to 21.05 Site and Structure Design Standards

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
21.03.060 Cluster Developments		Move to 21.02.040 Specific Procedures; combine with subdivision
21.03.070 Mixed Use Districts	21.03.040 Mixed-Use Districts	
	21.03.050 Commercial Districts	Potential section for commercial-only districts
21.03.080 Industrial Districts	21.03.060 Industrial Districts	
21.03.090 Form Districts		Combine with 21.03.040 Mixed-Use Districts
	21.03.070 Planned Development	Move here from 21.05, discuss combining with 21.02.150

Content Updates

The zone districts in any community should accommodate a wide range and mixture of housing types, commercial and industrial businesses, institutional uses, and recreational opportunities, within and across districts. In evaluating the lineup of zone districts in any code update, we typically consider the following:

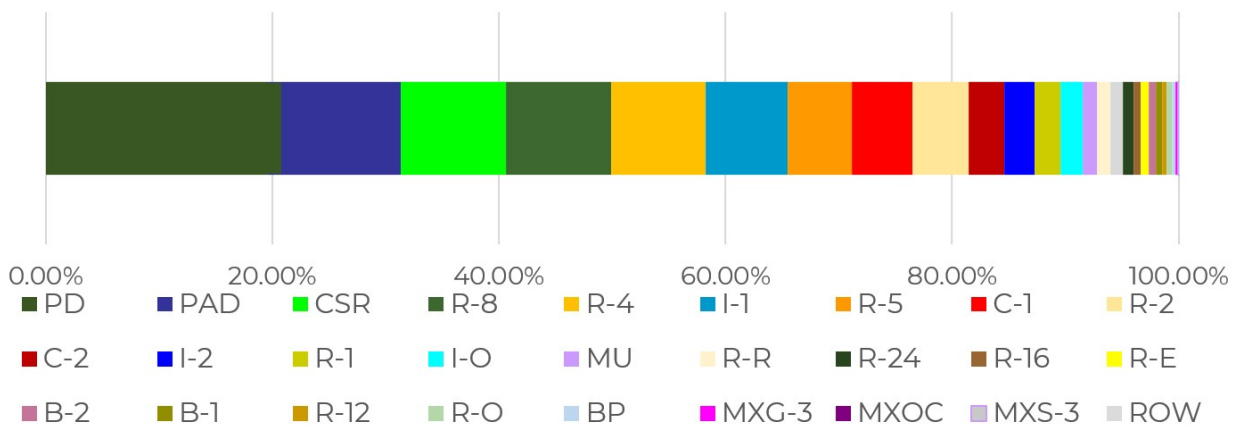
- Is the intent of each district clear and does the district name match the intent?
- Is the district currently used or is it unnecessary or obsolete?
- Are new districts needed (e.g., new mixed-use districts)?
- Are any districts so similar in purpose and standards that they overlap and could be consolidated?
- Are the dimensional standards for each district (setbacks, density, and height) appropriately tailored to the purpose of the district?
- Do the uses allowed in each district match the district's intent?

Background

Initial analysis of the current zone districts shows that Planned Developments (including Planned Airport Developments PD and PAD), Community Service and Recreation (CSR), the "medium-low" density residential zone districts (R-8 and R-4), and the Light Industrial (I-1) zone district are the most commonly applied on the zoning map. It also shows that the form districts, originally intended to create mixed-use centers (MX) to transition in scale to existing neighborhoods, have been seldom applied.

Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.03 Zone Districts



Percent of Total Land by Zoning District

PD	PAD	CSR	R-8	R-4	I-1	R-5	C-1	R-2	C-2
20.62%	11.84%	9.26%	9.24%	8.34%	7.27%	5.67%	5.38%	4.95%	3.14%
I-2	R-1	I-O	MU	R-R	R-24	R-16	R-E	B-2	
2.68%	2.28%	1.98%	1.20%	1.19%	0.96%	0.67%	0.66%	0.64%	
B-1	R-12	R-O	BP	MXG-3	MXOC	MXS-3	ROW		
0.57%	0.42%	0.41%	0.35%	0.21%	0.05%	0.02%	0.01%		

Update the Zone District Lineup to Implement One Grand Junction

Grand Junction's current zone district line-up is more focused on lot size distinctions in residential development and not as focused on the various permutations and impacts of nonresidential development. Over time, the effect of nonresidential development on the overall community fabric appears to have become clearer, and supplemental overlay districts were added. The problem with this approach, though, was that the special and overlay districts were designed to work as mini-zoning codes without much reference to city-wide approaches to issues such as use regulations, landscaping regulations, building design, and parking. Each of the overlay districts essentially creates a zoning island, very much like PD zoning.

To better delineate the multiple types, characters, and scales of development in Grand Junction, we recommend updating the zone district line-up as described in the table below. All of these recommendations will be subject to further discussion with staff and the Code Committee at the outset of the drafting process.

Land Use Plan Category	Current Districts	Zone District Recommendations
Residential		
Rural Residential	R-R Residential – Rural	Carry forward
	R-E Residential – Estate	Carry forward

Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.03 Zone Districts

Land Use Plan Category	Current Districts	Zone District Recommendations
	R-1 Residential – 1	Combine with R-E
	R-2 Residential – 2	Combine with R-E
Residential Low	R-4 Residential – 4	Carry forward
	R-5 Residential – 5	Carry forward
Residential Medium	R-8 Residential – 8	Carry forward
	R-12 Residential – 12	Carry forward
Residential High	R-16 Residential – 16	Combine with R-24
	R-24 Residential – 24	Combine with R-16
	Mixed-Use	
Commercial and Mixed Use	R-O Residential – Office	Consolidate into proposed MU-1
Commercial and Mixed Use	B-1 Neighborhood Business	Consolidate into proposed MU-1
Commercial and Mixed Use	B-2 Downtown Business	Replace with proposed MU-3
Commercial and Mixed Use	C-1 Light Commercial	Replace with proposed MU-1
Commercial	C-2 General Commercial	Replace with proposed MU or I-O district based on location and existing commercial development scale
Parks and Open Space	CSR Community Services and Recreation	Carry forward
Commercial and Mixed-Use	M-U Mixed Use	Expand district into 3 zone districts: MU-1 (Neighborhood) = Intended to implement the Neighborhood Centers identified in OGJ and provide opportunities for a mix of low- to -medium intensity, neighborhood-serving office, small scale commercial, institutional, and residential uses. MU-2 (Corridor) = Intended to implement the Commercial Corridors and Mixed-Use Corridors identified in OGJ and provide opportunities for a mix of medium- to high-intensity office, commercial, institutional, and residential uses along portions of collector or arterial streets. MU-3 (Downtown or Center) = Intended to implement the Downtown Core area identified in OGJ and accommodate the needs of the city's Downtown and to provide for activities conducive to a compact, concentrated, and walkable built environment.

Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.03 Zone Districts

Land Use Plan Category	Current Districts	Zone District Recommendations
	BP Business Park Mixed Use	Consolidate into proposed MU-2 or I-O
	Industrial	
Industrial	I-O Industrial/Office Park	Carry forward
	I-1 Light Industrial	Carry forward
	I-2 General Industrial	Carry forward
	Form	
N/A	MXR- Mixed Use Residential	Remove district and integrate dimensional standards from Apartment and Townhouse building types into MU-1 district
	MXG- Mixed Use General	Remove district and integrate dimensional standards from General building type into MU-2 district
	MXS- Mixed Use Shopfront	Remove district and integrate dimensional standards from Shopfront building type other MU districts with locational criteria
	MXOC Mixed Use Opportunity Corridor	Remove district and integrate dimensional standards from all building types into MU-2 district

Zone for Housing

In order to implement the Grand Junction Housing Strategy, we will analyze how dimensional standards (minimum lot area, minimum building setbacks, maximum lot coverage, maximum building height, and density requirements) affect the availability and affordability of housing. This allows us to discuss how these standards should be changed to encourage a range of missing middle housing types, and whether affordable housing projects can or should be further incentivized through more flexible dimensional standards such as increased building height allowances. We will also recommend an updated menu of residential and mixed-use zone districts with dimensional standards designed to allow a much wider range of housing types to occur “by right” in those locations supported by the One Grand Junction Comprehensive Plan. In some cases, the Z&DC could also allow additional types of housing (for example, duplexes or triplexes) in a zone that would not otherwise allow them, provided those units are income-restricted for long-term affordability.

Reduce Reliance on Planned Development

Staff and community stakeholders both identified the need to reduce reliance on Planned Development zoning to produce the desired type or design of development. While PD zoning allows regulatory flexibility, it can also present several challenges for a community. One challenge is that PDs become very difficult to administer over time. As more and more property owners choose to develop their site as a PD rather than choosing and adhering to the standards of a base zoning

district, the City becomes responsible for maintaining and administering an increasing number of “miniature zoning ordinances” that live outside of the Z&DC.

Another substantial challenge is that once a PD has been adopted and applied to a specific parcel(s), those regulations are tied to the land until the PD is amended or the land is rezoned to a base zoning district. As the PD-designated land changes ownership and new plans are envisioned by the new property owner, the owner must either adhere to the current standards of the existing PD or request to amend the PD or rezone. All of those options can be costly and time intensive endeavors without certainty of approval.

The PD district standards and procedures will be evaluated in tandem with the establishment of a new zone district lineup and improved development standards. This may result in a number of changes including:

- Clarifying those items that qualify as a public benefit in exchange for flexibility,
- Clarifying the thresholds between the Outline Development Plan and Final Development Plan,
- Increasing the flexibility of the amendment criteria to allow for more administrative amendments,
- Clarifying the processes for administrative and non-administrative adjustments, and
- Reviewing the approval criteria for Planned Developments.

Get Creative with Manufactured Housing

Some stakeholders expressed a desire to make it easier to build new manufactured home parks, as well as tiny home villages. Although historically disfavored, manufactured home parks are an effective source of affordable housing, and many newer codes provide zone districts in which this use can occur subject to clear standards to ensure quality development on a par with that in the surrounding neighborhoods.

Account for Nonconformities and Variances

Multiple Z&DC updates over the past 20 years, including large updates in 2000 and 2010, have created nonconformities that could be eliminated (meaning the property or use could be made conforming, not eliminated) with this update. While revising the zone district line-up, the consultant team will also look for opportunities within the code dimensional standards to bring existing nonconforming lots and structures, particularly nonconforming residential units, into compliance to encourage reuse and reinvestment.

CHAPTER 21.04 USE REGULATIONS

Purpose and Organization

The use regulations section includes three types of information for code users. (1) which uses or categories of uses are allowed in a specific zone district, (2) what type of approval is required for that use (e.g., administrative or special permit), and (3) whether there are any specific standards associated with the use (as compared to standards associated with the zone district).

The updated uses chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.04 – Use Regulations		
21.04.010 Use Table	21.04.010 Use Table	Revise the table to integrate the larger use categories (e.g., residential living) as table rows and delete definitions within Use Table.
21.04.020 Use Categories	21.04.020 Use Categories	Carry forward and modernize as needed
21.04.030 Use-Specific Standards	21.04.030 Use-Specific Standards	Relocate generally applicable design or development standards to the applicable Chapter (21.05, 21.06, 21.07, 21.08)
21.04.040 Accessory Uses And Structures	21.04.040 Accessory Uses And Structures	List accessory use types in Use Table Move fence standards to Chapter 21.07
21.04.050 Temporary Uses And Structures	21.04.050 Temporary Uses And Structures	Carry forward

Content Updates

The overall goal of the following recommendations is to move way away from seeing uses as the basis for site design and focus on regulating the impacts of specific uses separately from preferred design.

Reorganize the Use Table

Rather than listing the use categories and brief definitions in the left-most column of the Use Table, the new Z&DC will eliminate the catchall “All Other” designations and better define or add new uses as necessary to capture any uses not specifically listed. We will explore whether specific “problematic” or missing use types need to be added as well as whether currently listed uses are subject to requests for interpretation and could be clarified. The Use Table will also group and list all accessory uses in a separate section at the bottom of the table.

Refine the Use Categorization

Generally, the Z&DC will carry forward the use categorization approach with larger groupings of uses based on common functional, product, or physical characteristics. Any modifications to the current content will be to simplify the structure of the content and make it consistent between all use categories, modernize the examples used to describe use categories, add, or consolidate use categories where appropriate, and drafting any supplemental definitions that support the understanding of the categorization.

Simplify the Use-Specific Regulations

The current use-specific regulations are not consistent in the total number, extent, and detail of standards applied to individual uses. For example, the standards applied to flea markets include parking requirements, access limitations, and site layout standards whereas there is only one

standard related to the placement of above-ground equipment applied to service stations. Many of the subsections of use-specific standards include full landscaping, architectural, off-street parking, signage, and procedural standards. This makes it challenging for a code user to know if such standards are in addition to or in replacement of the general standards set forth in the Development Standards.

The consultant team heard several community representatives specifically mention the mini-warehouse standards as a use that had specific and detailed requirements drafted only for that use, meaning there are adjacent properties with similar storage, light industrial, or office uses that would not be subject to those same standards. Though it is reasonable to have certain uses that require a lengthier list of standards based on unique procedural or design requirements (e.g., short-term rentals and multifamily development), there are certain standards that may be better applied generally across one or multiple zone districts as development and design standards or deleted entirely. The Z&DC will better tailor use-specific standards for uses with more potential impact on neighboring properties by context and based on specific, known impacts.

Increase Housing Options

In addition to the One Grand Junction Strong Neighborhoods and Housing Choices principle, the Grand Junction Housing Strategy and DOLA strategies identify needed clarifications to residential uses that can be made during this Z&DC update. Several strategies focus on updating the use table to incorporate a wider range of housing types (e.g., townhomes, courtyard cottages, patio homes and tiny homes) across a wider range of zone districts. Further discussion may also include:

- Expanding the number of accessory dwelling units (ADUs) in Grand Junction by allowing multiple ADUs on one property,
- Increasing the flexibility of developments standards,
- Removing impediments to the creation of new manufactured housing developments, and
- Protecting existing manufactured housing parks.

CHAPTER 21.05 SITE AND STRUCTURE DEVELOPMENT STANDARDS

Purpose and Organization

This chapter will include information relevant to the general location of structures and site elements (loading, sidewalks, infrastructure, parks and trails) on a lot, as well as standards related to structure design such as residential design standards or commercial design standards. Standards that are specific to a zone district will be located in that zone district.

The new site and structure development chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.05 –Site and Structure Development Standards		
	21.05.010 Applicability	

Part 3: Annotated Outline and Updates to the Zoning and Development Code

Chapter 21.05 Site and Structure Development Standards

Current Sections	New Organization	Organizational Comments
21.03.05 Residential Design Standards	21.05.020 Residential Design Standards	Move from 21.03.050
	21.05.030 Affordable Housing Design Standards and Incentives	
	21.05.040 Mixed-Use and Commercial Design Standards	Placeholder section for overlay design standards and potential new regulations
21.06.010 Infrastructure Standards (part)	21.05.050 Mobility and Connectivity	Move remaining infrastructure requirements to 21.05.060
21.06.100 Private Streets, Shared Driveways and Loop Lanes		Combine with 21.05.050 Mobility and Connectivity
21.06.090 Site Circulation (part)	21.05.060 Mobility and Connectivity	Move parking circulation standards to 21.08 Off-Street Parking
21.06.010 Infrastructure Standards (part)	21.05.060 Infrastructure and Utilities	
21.06.020 Public and Private Parks and Open Space	21.05.070 Parks, Open Space, and Trails	Consider relationship to fee in-lieu when determining location in Code
21.06.030 School Land Dedication Fee		Move to 21.15 Development Fees
	21.05.080 Maintenance and Operation	Placeholder for potential new standards

Content Updates

During the community outreach sessions and survey in April, some participants emphasized a lack of standards designed to ensure that infill development maintains the character of the surrounding neighborhood, especially building height. This concern can be addressed through the creation of contextual infill standards and neighborhood design standards.

Residential Design Standards

The existing residential design standards will be carried forward and updated as needed to support allowing residential projects to be approved administratively. The residential design standards will also include any additional incentives or regulatory flexibility available for affordable housing projects, potentially including:

- Site-specific flexibility, such as additional height, reduced parking, dimensional adjustments (setbacks, lot coverage);
- By-right use allowances (A in the use table) for a range of multiunit structures when the units will be affordable; and

- Cross-references to regulatory incentives for residential developments that meet the City's affordability goals and reflects the vision of the community.

Policy updates may be needed to support affordable housing goals; the consultant team will work with staff to determine how best to inform code users about affordable housing information that is available outside of the Z&DC.

Mixed-Use and Commercial Design Standards

One Grand Junction includes a number of policies related to community design, such as **Principle 3, Policy 7.b, Design Standards:** Develop basic design standards for key corridors to improve visual cohesiveness of key corridors and physical appearance of the City generally; and **Principle 7, Policy 5.5.C, Innovative Design:** Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods. Additionally, input from the April community survey identified a desire for more attractive commercial development.

Some design standards will be provided through the creation of updated zone districts that incorporate more tailored dimensional standards, regulatory provisions for “contextual design” that allows site-based flexibility to match adjoining lot dimensional standards, and better implementation of the City's form-based standards. Additional design will be provided through baseline mixed-use and commercial building design standards, including those design standards currently embedded in the use regulations, such as the 21.04.030(l) big box standards. There are many elements of building form that regulations can address to improving development quality without imposing on the architectural design of the structure. For example, regulations can address large, unbroken expanses of blank wall with requirements for façade articulation, varying rooflines, and fenestration. Preferred material types can be specified, particularly those materials that can withstand the solar exposure of Western Colorado, and variations in material as well as color can be considered.



Beyond building design, site design requirements can also help ensure quality developments, especially in instances where buildings of different scale or use are located next to one another. Many communities find this particularly important along boundaries and edges, for example, where a residential building or zone is next to a non-residential building or zone. Standards for additional building setbacks along shared property lines, or stepbacks where higher floors of taller buildings are pulled back from the building edge so the larger structure does not “loom over” smaller neighboring ones as illustrated in the image above. These same standards can be applied at a scale

greater than individual adjacent lots, smoothing transitions between lower and higher intensity use areas, such as commercial strips next to residential neighborhoods. At this scale, standards might include building stepback requirements, articulation standards, modified height limits, or other measures to function as neighborhood protection standards.

Mobility and Connectivity

The ability to move easily around Grand Junction is important to residents, and the importance of maintaining and enhancing connections is reflected across One Grand Junction, particularly in

Principle 5. The new Mobility and Connectivity section will include standards that address connectivity between lots and streets, streets and streets, the provision of sidewalks, requirements for complete streets, and overall neighborhood development for both new development and redevelopment. The mobility provisions will focus on providing walkable, rollable, and bikeable connections throughout the City.

CHAPTER 21.06 COMMUNITY STEWARDSHIP AND RESILIENCE

Purpose and Organization

The purpose of this new Z&DC section will be to establish standards that reinforce the long-term safety and sustainability of development in Grand Junction. This will include specifying where and how renewable energy systems can be used, site development standards that minimize water use, and required connections between development and outdoor recreation. This chapter will also include regulations designed to protect environmentally sensitive areas and limit development in those areas prone to natural hazards.

The new sustainability, environmentally sensitive areas, and hazards chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.06 –Sustainability, Environmentally Sensitive Areas, and Hazards		
21.07.020 Environmental/Sensitive Lands Regulations	21.06.010 Environmental/Sensitive Lands Regulations	Includes standards for wildfire, wildlife habitat protection, hillside development, ridgeline development, natural resources, and geologic hazards
	21.06.020 Renewable Energy Systems (wind/solar)	Carry forward solar, discuss need for accessory wind standards
21.07.010 Flood Damage Protection	21.06.030 Flood Damage Protection	

Content Updates

Much of the basic stewardship and resilience work of the updated Z&DC will take place in the core zone district and site layout standards. These standards will encourage compact, walkable, water-friendly development while setting a path for redevelopment that makes the most of existing

infrastructure resources and limits residential and commercial encroachment into protected agricultural and industrial areas.

Sensitive Lands and Hazards

The consultant team heard feedback about needed revisions to the hillside standards, and we will review all of the sensitive lands and hazards standards to ensure they are up-to-date and have sufficient procedures to ensure comprehensive review.

CHAPTER 21.07 LANDSCAPING, BUFFERING, AND SCREENING

The City is currently in the process of updating the landscaping standards. The adopted version of those standards will be incorporated into this Chapter and revised as needed to work with other updated Z&DC zone districts, uses, and standards.

CHAPTER 21.08 VEHICLE PARKING AND LOADING

Purpose and Organization

The updated vehicle parking and loading chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.08 – Off-Street Parking, Loading, Bicycles, and Electric Vehicles		
21.06.050 Off-Street Parking, Loading, and Bicycle Storage	21.08.010 Off-Street Parking and Loading	
	21.08.020 Bicycle Parking and Storage	
	21.08.030 Electric Vehicle Charging	Placeholder section for new standards

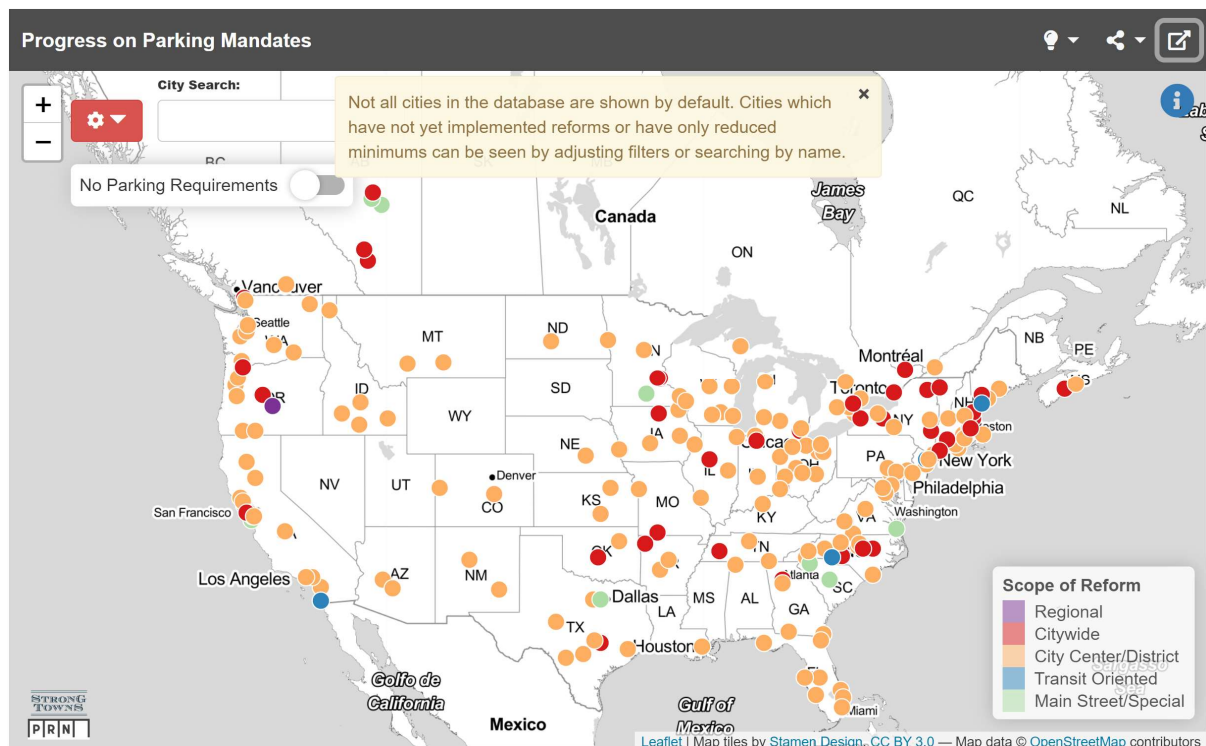
Content Updates

During our early community outreach, the consultant team heard some comments about parking issues, but those comments did not coalesce into a set of specific concerns. One Grand Junction includes equally unspecific recommendations, such as: **Policy 6.g, Parking:** Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots. The consultant team will discuss how to proceed with parking changes with City staff and the Z&DC Code Committee at the start of the parking standards drafting process.

Better Define the Goals and Impacts of Off-Street Parking

When revising the parking standards, the consultant team anticipates first facilitating a larger conversation with the community about the need to require off-street parking at all. This is in keeping with similar conversations taking place across the county. Local governments are increasingly leaving parking decisions to developers, allowing the amount of parking provided to be based on what the developer determines to be needed for the development.

*Self-reported map of communities that have reduced or eliminated parking minimums
([Strong Towns](#))*



Align Required Off-Street Parking with Development Character

The Z&DC currently includes standards that limit the requirement for new parking Downtown (B-2 zone district), but otherwise requires the application of a uniform set of parking standards across the city. This approach may work in a smaller, less developmentally diverse community, but Grand Junction may want to consider establishing some gradations of parking requirements. Depending on the outcome of the “should there be parking standards?” discussion, specific updates are anticipated to include changes in required minimum parking ratios that are targeted to zone district categories (such as rural and recreation parking standards) or development types (such as mixed-use parking standards). Other changes may include standardizing parking requirements based on building square footage rather than employee or seat count, and a more detailed break-out of use categories to create a more targeted set of parking standards and reductions. We will also explore the creation of maximum parking standards that can be used in conjunction with stormwater management requirements and to limit the creation of lightly-used surface parking in Grand Junction’s more urban areas.

Consider Reduced Base Parking Requirements for Affordable Housing

According to the Housing Strategy, “[a]lthough the city’s parking requirements are not atypical, many cities are adopting lower parking standards for more urban areas, particularly for multifamily housing. For housing in areas of mixed use and served by transit, walking and/or biking, Grand Junction might consider adjusting those standards downward to maximize development potential and reduce overall project costs.” This can be accomplished as part of the creation of more diverse

parking standards as described in the previous section, and can serve both all housing and affordable housing.

Make Parking Reductions and Shared Parking Easier

Currently, the Z&DC includes a number of options for parking reductions, including:

- Reductions based on a use-specific parking study
- Credit for on-street parking
- Allowance of off-site parking within a certain distance from the site
- Shared parking
- Valet parking

The barrier to including these approaches, though, is that they are hidden behind a regulatory pay wall – applicants must obtain approval of an alternative parking plan and, for some reductions, pay for a parking study. Many communities treat these parking reduction approaches as part of the parking calculation and approve them as part of the site plan process without any additional discretion.

Within this list, one parking approach change that can be used to manage the creation and maintenance of excess surface parking is making the provision of shared parking easier through the creation of pre-established shared parking percentages. In the current Z&DC, applicants have to pay for the preparation of a parking study to share parking between uses with different peak parking times. Rather than making this determination on a case-by-case basis, some communities have established a standard matrix that specifies how shared parking works across different uses. Applicants that can meet the shared percentages are approved for shared parking. The updated Z&DC draft will include these proposed changes to the parking standards for community review.

Incorporate More Robust Standards for Bicycle Parking and Electric Vehicle Charging

In order to best support One Grand Junction's vision of a connected community for bicycle users, the Z&DC must include requirements for adequate and safe storage of bicycles. The current Z&DC includes limited requirements for bicycle storage (1 space per 20 vehicle spaces) and does not specify standards related to the location or design of bicycle facilities (e.g., bicycle spaces shall be located within 50 feet from a public building entrance). As mentioned for off-street vehicle parking spaces, above, there is an opportunity to tailor the amount of bicycle parking required and other design considerations to the development character.

One Grand Junction **Policy 8.g.** reads "...expand electric vehicle charging stations as part of the City's infrastructure..." The current Z&DC does not include requirements for electric vehicle charging stations. Many communities around Colorado, including along the West Slope, are taking varied approaches to allowing for, encouraging, and requiring electric vehicle parking spaces. Some communities require the full installation of a charger, others require the supportive infrastructure (e.g., conduit and electric outlets), and others take a tiered approach based on parking lot size, zone district, or use. Further discussion is required to find the right approach that best supports Grand Junction's transportation network.

CHAPTER 21.09 SUBDIVISION STANDARDS

Purpose and Organization

This chapter contains the City's regulations for how subdivisions are designed along with the infrastructure and public utilities that must be provided to serve proposed development or redevelopment.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.09 – Subdivision Standards		
21.06.060 Subdivision Standards	21.09 Subdivision Standards	

Content Updates

Evaluate Parks, Open Space, and Trail Dedication and Development

Community Input 1. In the stakeholder meetings, community representatives expressed concerns with the current Z&DC requirement in both subdivision and site plan to dedicate and build trails, pointing out requirements for disconnected trail segments and parks that have been dedicated but not developed.

As the consultant team has started exploring this issue, it appears that the construction requirement creates a cost burden for smaller developments. Because trails are considered a part of Grand Junction's active transportation system, the consultant team will work with staff to explore options for a more equitable cost-sharing approach.

Community Input 2. When asked if they agreed if the requirements of the Z&DC result in adequate public parks and open space, majority of survey respondents (52%) strongly disagreed or disagreed. Additionally, many respondents mentioned the preservation of open space as a major concern related to future development in the City. A few respondents highlighted existing high quality open spaces as the feature that makes certain areas or neighborhoods more attractive to live or visit. In addition to protecting open spaces, respondents emphasized the importance of water conservation (e.g., prioritizing or incentivizing development that uses existing infrastructure) and providing natural amenities such as community gardens, parks, trails, and open spaces near housing.

Redevelopment and Infrastructure

Typically, when moving from a new development-oriented code to a code that also focuses on redevelopment, communities will have issues when applying infrastructure requirements to already created lots. As needed, the Z&DC updated will include clear identification of the applicability of required improvements and services by project type, such as: residential, mixed-use, nonresidential, infill, and redevelopment, rather than by approval type, such as subdivision or rezoning.

Specific Standards

The consultant team received stakeholder feedback about the over-lighting of public streets in subdivisions and the expense of undergrounding utilities. These issues are typically regulated in

external subdivision design standards, such as the TEDS standards. We are recording them here to encourage further City conversation about the impacts of these requirements.

Creation of HOAs

The long-term role of HOAs was raised as a frequent issue during our April outreach meetings. While HOAs exist outside of the Z&DC, the subdivision standards and approval processes can play a major part in the need for and creation of HOAs. The consultant team will explore this issue with the community as part of the Z&DC updates.

CHAPTER 21.10 SIGN STANDARDS

Purpose and Organization

This chapter contains the City's sign regulations and will be evaluated and revised to ensure they are meeting the City's policy goals, are user-friendly, and are enforceable.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.10 – Sign Regulations		
21.06.070 Sign Regulations	21.10 Sign Regulations	

Content Updates

The consultant team received a few limited comments about the substance of the sign regulations, which were recently updated and appear to be generally content-neutral and in compliance with recent United States Supreme Court requirements. These comments were focused on sign size and aesthetics, particularly along major corridors in Grand Junction. We will explore these issues further in the drafting process, as well as updating and refining the sign code as needed to reflect the creation of new zone districts that are not currently included in the regulations.

CHAPTER 21.11 OUTDOOR LIGHTING

Purpose and Organization

The outdoor lighting standards are designed to establish requirements for lighting in public places, lighting required for night-time safety, and to limit or prevent light pollution that can interfere with the ability to see the night sky.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.11 -Outdoor Lighting		
21.06.060 Outdoor Lighting	21.11 Outdoor Lighting	

Content Updates

We heard through the survey and One Grand Junction **Principle 3, Policy 4.e, Outdoor Lighting:** Protect night skies and light from urban development, that updating the current outdoor lighting

standards to provide more dark-skies protection is important to the community. The current standards are fairly minimal and do not include some of the light measurement requirements that more modern lighting regulations can include.

Revise the Baseline Standards to Include Measurable Requirements

The current outdoor lighting standards can be improved by adding specific standards in places where the code is ambiguous and by creating site or use-specific standards. This would include standards identifying where and how to measure light trespass between neighboring uses, standards for parking lot lighting intensity near building entrances, lighting requirements for pedestrian and recreation areas, and measurable timeframes for turning off commercial lighting after hours.

The current outdoor lighting standards also include many optional provisions that “encourage” specific activities; these can be revised as requirements.

Expand Regulations to Protect Night Sky Visibility

Read generously, the current outdoor lighting standards may require some night sky protections. These standards can be updated to include specific dark sky standards for outdoor lighting and fixtures and may include:

- Expanding the list of prohibited lighting types;
- Integrating additional lighting type and efficiency standards (e.g., maximum energy consumed, light sources, and correlated color temperature); and
- Adding specific standards for other lighting types, similar to parking lot lighting, including canopy lighting, pedestrian-scaled lighting, and landscape lighting.

CHAPTER 21.12 NONCONFORMITIES

Purpose and Organization

The nonconformities chapter identifies how Grand Junction addresses lots, structures, uses, and “site elements” such as parking or landscaping, that were legally established (presumptively) but that do not comply with the regulations applicable to the site.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.12 – Nonconformities		
21.08.010 Nonconformities In General	21.12.010 Nonconformities In General	
21.08.020 Nonconforming Uses	21.12.020 Nonconforming Uses	
21.08.030 Nonconforming Structures	21.12.030 Nonconforming Structures	
21.08.040 Nonconforming Sites	21.12.040 Nonconforming Sites	

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
21.08.050 Nonconforming Lots/Parcels	21.12.050 Nonconforming Lots/Parcels	

Content Updates

The current standards establish only the basics in terms of nonconformity regulations, defining nonconforming uses, structures, and lots and establishing the standards for continuance or requirement for discontinuance. The current standards are not as strict as some nonconformity standards we've worked with, but declaring structures and uses nonconforming can have unintended detrimental consequences. It is likely that the application of the regulations has still resulted in some development in Grand Junction being unnecessarily frozen in time.

We recommend revising nonconformity regulations to move to a more flexible approach that groups nonconformities as "minor" and "major." Minor nonconformities will be treated more like conforming uses and structures with property owners encouraged to reinvest and update the properties and uses, even if this could result in the expansion of the nonconformity. Major nonconformities, typically restricted life safety hazards or development that is extensively inappropriate for the surrounding area, will be limited to those situations that are the most impactful on the overall community.

CHAPTER 21.13 VIOLATIONS AND ENFORCEMENT

Purpose and Organization

The violations and enforcement chapter identifies specific and general activities that are Z&DC violations and describes the options available to the City to enforce the provisions of the Code.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.13 – Violations and Enforcement		
21.09.010 Director	21.13.010 Director	
21.09.020 Inspection	21.13.020 Inspection	
21.09.030 Code Violations and Enforcement	21.13.030 Code Violations and Enforcement	
21.09.040 Continuing Violations	21.13.040 Continuing Violations	
21.09.050 Civil Remedies And Enforcement Powers	21.13.050 Civil Remedies And Enforcement Powers	
21.09.060 Criminal Penalty	21.13.060 Criminal Penalty	

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
21.09.070 Enforcement Procedures	21.13.070 Enforcement Procedures	
21.09.080 Continued Compliance	21.13.080 Continued Compliance	
21.09.090 Enforcement and Revocation	21.13.090 Enforcement and Revocation	

Content Updates

The current enforcement regulations are in good shape and will be carried forward into the updated Z&DC. The consultant team will work with Staff to ensure that any needed updates are incorporated.

CHAPTER 21.14 MEASUREMENTS AND DEFINITIONS**Purpose and Organization**

The measurements and definitions chapter provides a set of standardized measurements that can be used across the Z&DC and defines the specific terms used in different parts of the Code.

Grand Junction Z&DC Proposed Organization		
Current Sections	New Organization	Organizational Comments
Chapter 21.14 - Measurements and Definitions		
	21.14.010 Measurements	New section to identify standard measurements
21.10 Definitions	21.14.020 Definitions	

Content Updates**General Definitions**

A good definitions chapter is key to the transparency, efficiency, and predictability of any land use code. The definitions section should include current definitions of all uses, terms that have Code-specific uses, and all site and structure standards that are required on a lot or building. A complete set of zoning definitions goes a long way toward providing clarity in code interpretations and makes the Z&DC easier to use for both staff and the public.

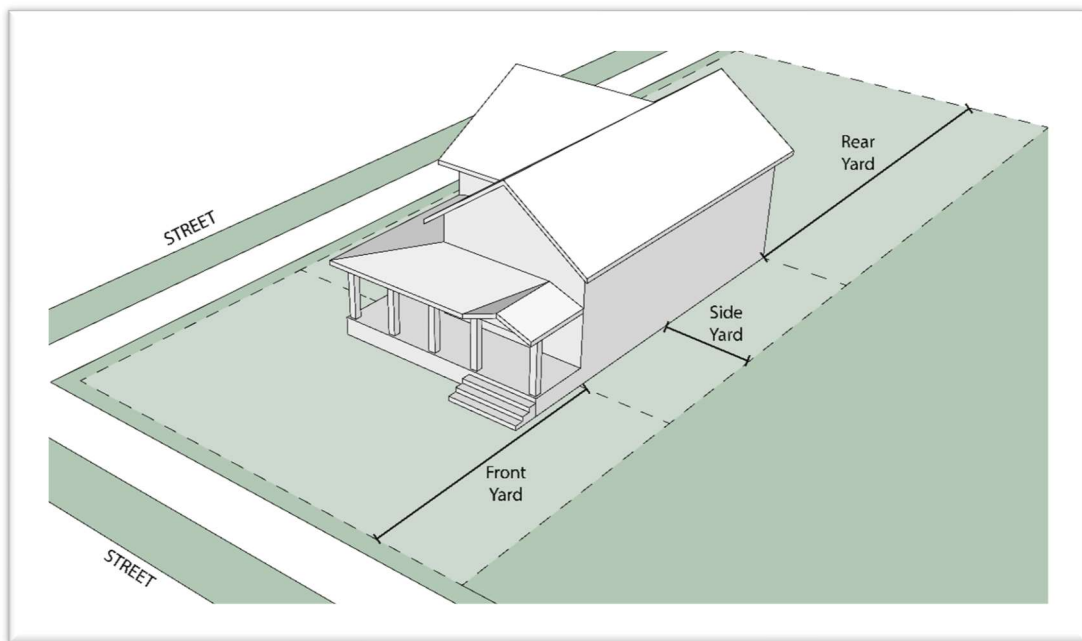
Overall, the current definitions appear to be in good shape. As we work through the updated drafts, we will concurrently review and update the related terms in the definitions; for example, as we draft Installment 1, Zone Districts and Uses, we will update terms and measurements related to the districts and all of the uses. This may include defining housing uses and structures such as triplexes, fourplexes, townhomes, rowhomes, courtyard cottages, patio homes, tiny homes, and low-to-mid-rise apartments.

Definition sections in older codes frequently contain substantive standards within the definition of terms. As we find those standards during our review, we will revise the definition and move the standards to the appropriate regulatory sections of the Z&DC so that they are easy to find. Similarly, the use-specific standards in the current Z&DC include a number of definitions that should be located in the definition section. These definitions will be moved and updated as needed.

Measurements

Understanding how dimensions or distances are measured can be challenging in many zoning codes. We find that codes are: (1) silent about common measurements, (2) combine the measurements with definitions, or (3) scatter the measurement instructions in specific standards. We recommend that the updated Z&DC include rules of measurement for at least the following standards: lot area, lot width, lot depth, lot lines (front, side, and rear), building coverage, total lot coverage, setbacks, and height. Illustrations will be provided showing how to make certain measurements, such as setbacks on flag lots, pie-shaped lots, and lots with no street frontage. We will work with Staff throughout the drafting process to develop a list of measurements to be included and illustrated

Sample illustration of yard types and measurements from another community



Conclusion and Next Steps

Chapter 21.14 Measurements and Definitions

Conclusion and Next Steps

The Grand Junction Planning Staff and consultant team will schedule stakeholder and public review meetings to discuss this Code Assessment report and gather any additional information that will be helpful to the project at this phase. This Assessment will not be updated following the review meetings, but a summary of comments will be posted to the project website along with this final version of the Code Assessment.

The Z&DC updates will be drafted and reviewed across the second half of 2022 generally as follows:

Module 1	Administration and Procedures	Public Draft
21.01	General Provisions	
21.02	Administration and Procedures	
21.12	Nonconformities	Mid-August
21.13	Violations and Enforcement	
21.14	Measurements and Definitions	
Module 2	Zone Districts and Uses	Public Draft
21.03	Zone Districts and Uses	
21.04	Use Standards	Mid-September
21.14	Measurements and Definitions	
Module 3	Development Standards 1	Public Draft
21.05	Site and Structure Development Standards	
21.08	Parking, Loading, Bikes	
21.09	Subdivision Standards	Mid-October
21.10	Sign Standards	
21.14	Measurements and Definitions	
Module 4	Development Standards 2	Public Draft
21.06	Community Resilience	
21.07	Landscaping, Buffering, and Screening	Mid-November
21.11	Outdoor Lighting	
21.14	Measurements and Definitions	
Full Draft Z&DC		Public Draft
Art. 21	Preliminary Draft	TBD 2023
Art. 21	Public Review Draft	

This schedule is subject to adjustment based on the amount of review and community discussion requested for specific modules or issues. Project stakeholders and the public will be invited to review and comment on each draft module of the Z&DC as it is completed. City staff and consultant team will schedule a range of public review and input meetings to ensure that those who wish to participate are given multiple options to do so.

Appendix A: Additional One Grand Junction Principles and Community Plans

ONE GRAND JUNCTION PRINCIPLES

In addition to the land use goals and policies in Principles 3 and 5, the following principles, goals, and policies are land-use related and will be reflected in the Z&DC update:

Principle 1: Collective Identity

Grand Junction's collective identity is described by a strong sense of place, in a growing community that values both its agricultural roots and its growing and changing economy. Preserving, promoting, and celebrating Grand Junction's identity, diversity, and history can be supported by implementing the following (OGJ pg. 15):

- **Policy 1.e, Heritage Preservation:** Emphasizing the economic benefits of historic preservation and heritage tourism; and
- **Policy 1.g, Agricultural and Industrial Roots:** Supporting the retention and evolution of agriculture, industry, and other sectors with deep roots in the local economy.

Principle 2: Resilient and Diverse Economy

Coming out of the Great Recession, Grand Junction has focused on encouraging a more broad-based, sustainable, and balanced economy. Updating the Z&DC to support the City's efforts toward a resilient and diverse economy will include implementing the following (OGJ pgs. 17-18):

Policy 2.a, Quality of Life: Invest in attainable housing, access to open space, arts and culture, and new recreational amenities;

- **Policy 2.c, Urban Reinvestment:** Continue efforts to revitalize Downtown and other mixed-use areas;
- **Policy 3.c Agricultural Products:** Capitalize on agriculture and agriculture-related industries;
- **Policy 3.d, Encroachment:** Protect key industrial areas from encroachment by potentially incompatible land uses or conversion to alternative uses;
- **Goal 4:** Support the expansion of a responsible and sustainable tourism industry;
- **Policy 6.a, Attainable Housing:** Invest in the development of attainable housing;
- **Policy 6.d, Regional Amenities:** Continue to invest in parks, recreation, and a connected trail system; and
- **Policy 6.g, Parking:** Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots.

Principle 4: Downtown and University Districts

As a popular destination for outdoor enthusiasts and tourists, Grand Junction's Downtown offers both tourists and residents a variety of amenities including hotels, restaurants, and other local

Appendix A: Additional One Grand Junction Principles and Community Plans

One Grand Junction Principles

businesses. Located just outside of Downtown, the areas around Colorado Mesa University attracts local and outside students, researchers, educators, and other administrators. The City is focused on investing in and improving upon these key districts in order to create a flourishing Downtown and a well-connected University district that prioritizes bicycle and pedestrian connections. The Z&DC update can help implement the following (OGJ pgs. 23-24):

Goal 1: Cultivate energetic and livable greater Downtown and University districts that balance the needs of residents, students, and visitors;

- **Policy 1.a, Mix of Uses:** Support a mix of uses that tailors allowances based on the subdistricts of the Downtown district (Main Street, Historic Residential Core, Rail District, River District) and the University district;
- **Policy 1.c, Housing Options:** Encourage a variety of housing options at a range of price points;
- **Policy 1.d, Neighborhood Services:** Allow a variety of neighborhood-serving businesses such as grocers, childcare facilities, small medical offices, and other basic services;
- **Policy 2.a, Pedestrian and Bicycle Network:** Enhance bicycle and pedestrian connections and infrastructure including bicycle parking facilities and other access and connectivity improvements;
- **Policy 3.a, Diversification of Downtown Economic Base:** Allow a mix of residential, commercial, and industrial uses to support the creation of a “Tech and Rec” hub Downtown;
- **Policy 3.b, Tourism, Arts, and Entertainment:** Allow a mix of entertainment and recreation uses that appeal to a diverse demographic;
- **Policy 3.d, Design for Knowledge:** Incorporate urban design standards in the University district that foster creativity and establish a strong local character; and
- **Policy 3.e and f, Underutilized Properties and Adaptive Reuse:** Encourage the redevelopment of underutilized property and the adaptive reuse and rehabilitation of historic residences through incentives or other regulatory tools.

Principle 6: Efficient and Connected Transportation

Most current Grand Junction residents’ primary form of transportation is personal vehicles. However, due to rising traffic levels, limited funding for transportation projects, and a growing demand for non-motorized modes of travel (e.g., biking, transit, and walking), One Grand Junction promotes widespread improvements to the City’s transportation system. While improvements to the existing vehicular network are included, the main focus is on expanding and connecting a safe network of transit and biking/walking trails. The Z&DC update can help implement the following (OGJ pgs. 32-34):

Policy 1.a, Balanced Modes: Balance the safety and needs of all transportation modes in development review;

- **Policy 1.f, Complete Streets:** Implement the adopted Complete Streets Policy through connectivity requirements for streets, sidewalks, and other pedestrian or bicycle routes;
- **Policy 2.g, Parking:** Ensure adequate motorized and non-motorized parking options;

Appendix A: Additional One Grand Junction Principles and Community Plans

One Grand Junction Principles

- **Policy 3.b, Airport Development:** Protect critical flight path areas from development that poses risks to flight safety;
- **Policy 3.c, Airport Noise:** Mitigate noise impact from airport activities on surrounding development;
- **Policy 4.d, First and Last Mile Connections:** Prioritize and require pedestrian and bicycle improvements when in close proximity to transit service;
- **Policy 4.e, Bicycle Facilities:** Require the integration of bicycle parking and other facilities (e.g. showers and lockers) as part of new development;
- **Policy 4.f, Transit-Supportive Development:** Encourage higher density development in regional and employment centers, along urban corridors, and other locations served by transit; and
- **Policy 5.a and b, Prepare for an Automated Future and Transportation Infrastructure:** Implement best practices in parking, access, and site design regulation related to the integration of electric vehicles (EVs), autonomous vehicles (AVs), drones and other delivery services into the overall transportation network.

Principle 7: Great Places and Recreation

Beyond its location between acres public land to recreate within, Grand Junction is home to many public parks and facilities, including a variety of recreation programs and activities, regional destinations (e.g., Main Street) and hosts a variety of local, regional, and national events (e.g., Junior College World Series). Grand Junction also has a thriving arts and cultural community with many opportunities for artists, residents, and visitors to create and experience a variety of art, theater, museums and other cultural programs. The Z&DC can help implement the following (OGJ pgs. 38-39):

- **Policy 1.a, New Parks:** Require new parks are dedicated and constructed, prioritizing high growth and low service level areas;
- **Policy 1.c, Open Space, Greenways, and Trails Network:** Support the implementation of an interconnected network within the urbanizing area of the city;
- **Policy 2.b, Recreational Opportunities:** Provide access to active and passive recreational opportunities within walking distance of most neighborhoods;
- **Policy 2.c, Connectivity:** Implement an interconnected network of shared-use trails between residences and other community facilities and basic services (e.g. groceries and healthcare);
- **Goal 3:** Foster opportunities to bring people together by developing great public spaces;
- **Policy 4.d, Infill and Redevelopment Support:** Encourage maker-spaces, live-work opportunities, or other creative activities in rehabilitated or adaptive reuse properties;
- **Policy 5.b, Access Points:** Require new development to provide public access points to existing and planned trails; and
- **Policy 5.c, Flexible Design:** Encourage cluster development, flexible lot sizes, and other innovation site design standards that protect open space, sensitive lands, and cultural resources.

Principle 8: Resource Stewardship

Rivers, agricultural land, recreational opportunities, unrivaled and panoramic geology are all natural features and resources that make Grand Junction a great place to live. Preserving, maintaining, and restoring these natural features is key in ensuring the health of the City's recreation, growth, and economy presently and in the future. Environmental stewardship requires careful attention to the City's growth and development to minimize impacts to the river system, water resources, wildlife, and other resources that contribute to the community's character and residents' well being. The Z&DC update can help implement the following (OGJ pg. 42):

Policy 1.b, Drought Tolerant Landscaping: Promote the use of native and/or drought-tolerant plant materials and other water conservation landscaping techniques;

- **Policy 1.c, Pervious Surfaces:** Encourage the use of pervious surfaces that allow on-site infiltration of storm water;
- **Policy 2.a, Maximizing Infrastructure:** Concentrate urban development in areas that maximize existing infrastructure, preserve agricultural land, and meet other resource stewardship goals;
- **Policy 2.b, Greener Building:** Incentivize development projects that maximize energy and water efficiency in both new buildings and redevelopment;
- **Policy 3.c, Integrate Land Use with Transportation:** Promote development in centers and corridors to reduce vehicle trips and encourage walkability;
- **Policy 3.g, EV Charging:** Allow and/or require electric vehicle charging stations throughout the city;
- **Goal 4:** Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat; and
- **Policy 5.c, Tree Installation, Replacement, and Protection:** Protect healthy, established trees and plant new water-wise trees species in new development, infill/redevelopment and major renovations.

Principle 10: Safe, Healthy, and Inclusive Community

Due to its position as a relatively isolated regional hub, Grand Junction faces unique public health and safety needs and challenges. One Grand Junction envisions a community that prioritizes public health with widespread access to quality and affordable health services and responds to emergencies or other safety concerns in a coordinated and collaborative manner. The Z&DC update can help implement the following (OGJ pg. 47):

Policy 2.b, Access: Ensure access to health and human services by co-location higher-density housing and assisted living facilities near existing health facilities, transit service, parks and other services; and

- **Goal 4:** Promote a safe and more resilient community through the implementation of hazard mitigation techniques addressing geologic and wildfire hazards and flood management;

Principle 11: Effective and Transparent Government

The City is dedicated to providing high-quality services that respond to the needs of its residents, visitors, employees, and businesses in the city. The City is committed to providing opportunities for meaningful citizen involvement and maintaining a transparent communication and decision-making processes that ultimately fosters a culture of collaboration and accountability. The Z&DC update can help implement the following (OGJ pg. 49):

Goal 2: Provide opportunities for meaningful and inclusive community involvement by ensuring decision-making processes are clear, open, and well documented and the public has a range of opportunities and approaches (with adequate translation services) to provide feedback;

- **Policy 3.e, Equitable Considerations:** Include equity considerations in decision-making process and ensure regulations do not disproportionately affect a particular group or geographic location; and
- **Policy 3.i, Universal Design:** Improve access to public facilities, businesses, and residences for those with physical or other disabilities.

NEIGHBORHOOD AND SUBAREA PLANS AND OVERLAYS

Grand Junction has a number of adopted neighborhood and subarea plans that take a deeper dive into place-specific planning goals and policies. These plans will be reviewed as part of the Z&DC update process and potentially used to guide specific drafting decisions.

The following descriptions are taken from the One Grand Junction Comprehensive Plan.

Greater Downtown Plan (2013)

The plan includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an overlay district as part of the recommendations and guides zoning and streetscape design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

Orchard Mesa Neighborhood Plan (2014)

The plan focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a blended residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

North Avenue Neighborhood Plan (2007, 2011)

The plan promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entertainment District, a mixed-use Neighborhood Center, higher-density residential neighborhoods, civic gathering spaces throughout,

Appendix A: Additional One Grand Junction Principles and Community Plans

Other Plans and Policies Relevant to the Z&DC Update

and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

H Road/Northwest Area Plan (2006)

The plan addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes the reclassification of rural land uses to commercial and industrial. The plan's policies and performance standards mitigate impacts on residential neighborhoods and establish a street network to accommodate potential growth.

Pear Park Neighborhood Plan (2004)

The plan focuses on managing and directing growth and development as this largely unincorporated area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan; providing adequate schools and other community facilities and services; and establishing higher density residential and neighborhood commercial uses are goals of this Plan.

Redlands Neighborhood Plan (2002)

The plan creates a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the City, the plan examines geological hazards, mineral resources, potential impacts to wildlife, and open space and trailhead access. The goals for the plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

OTHER PLANS AND POLICIES RELEVANT TO THE Z&DC UPDATE

Grand Valley 2045 Regional Transportation Plan (2020)

The Grand Valley 2045 Regional Transportation Plan (RTP) was adopted to maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development. The RTP vision statement is as follows: *"Travel in the Grand Valley will be on well-maintained roadways that are safe and accessible for people walking, biking, driving, and taking transit, and will leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities."* The RTP is framed around goal statements for Active Transportation, Transit, Regional Roadways, Safety, Freight, Funding, and Maintenance.

Vibrant Together: A Downtown Initiative (2019)

The Plan was developed by the Downtown Development Authority (DDA) and adopted by the City in 2019. Vibrant Together recognizes that Grand Junction's Downtown is a hub for the region, and a central place for culture, commerce, and activity. Specific strategies include improving the pedestrian environment of Downtown's north-south oriented streets, activating alleyways, reducing the negative impacts of large parking lots, prioritizing adaptive reuse of historical structures, and leveraging a variety of financial tools for reinvestment in Downtown. The plan's goals are consistent with the One Grand Junction Comprehensive Plan, and the two documents should be used in coordination.

Complete Streets Policy (2018)

The City adopted a Complete Streets Policy in 2018 to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the community to equitably serve all users and modes of transportation. The policy establishes complete streets principles to encourage street design that enables safe use and mobility for people of all ages and abilities, whether they are traveling as pedestrians, bicyclists, transit riders, or drivers. It also sets context-sensitive design standards and approaches for all construction and reconstruction of the city's transportation system.

Strategic Cultural Plan (2017)

The Strategic Cultural Plan identifies the necessity of "planning for culture" to envision and realize Grand Junction's character and spirit. The plan notes that while places evolve organically, focused effort can help to create a vibrant environment. To that end, the plan's goals, strategies, and actions include the areas of:

- Arts Education
- Creative Districts and Creative Industries
- Economic Impact
- History, Science and Culture
- Public Art
- Urban Planning and Cultural Facilities

The plan's goal to successfully establish a Colorado Creative Industries Creative District was realized in formation of the Grand Junction Downtown Creative District in 2019. The District is known for its public art, artists, and galleries which help make Downtown a lively and appealing destination.

Circulation Plan (2018)

The Circulation Plan establishes a comprehensive approach to transportation planning through the four Plan Elements. Conceptual and corridor maps are included to aid decision makers and city and county staff to improve the transportation systems. The Circulation Plan includes:

- The Network Map of important corridors and linkages
- The Street Function Classification Map
- The Active Transportation Corridors Map
- Specific Strategies and Policies.

The Circulation Plan's vision is to create a safe, balanced and environmentally sensitive multi-modal, urban transportation system that supports greater social interaction, facilitates the movement of people and goods, and encourages active living, mobility independence, and convenient access to goods and services for all users.

Appendix B: Community Survey

To help kick-off interest in the project and gather initial feedback, a general survey, available in both English and Spanish, was made available on the project website and widely advertised through a variety of media channels. The survey is still open and available here:

<https://www.gjcity.org/1221/Zoning-and-Development-Code-Update>. The following summary was produced based on all data collected as of June 6th.

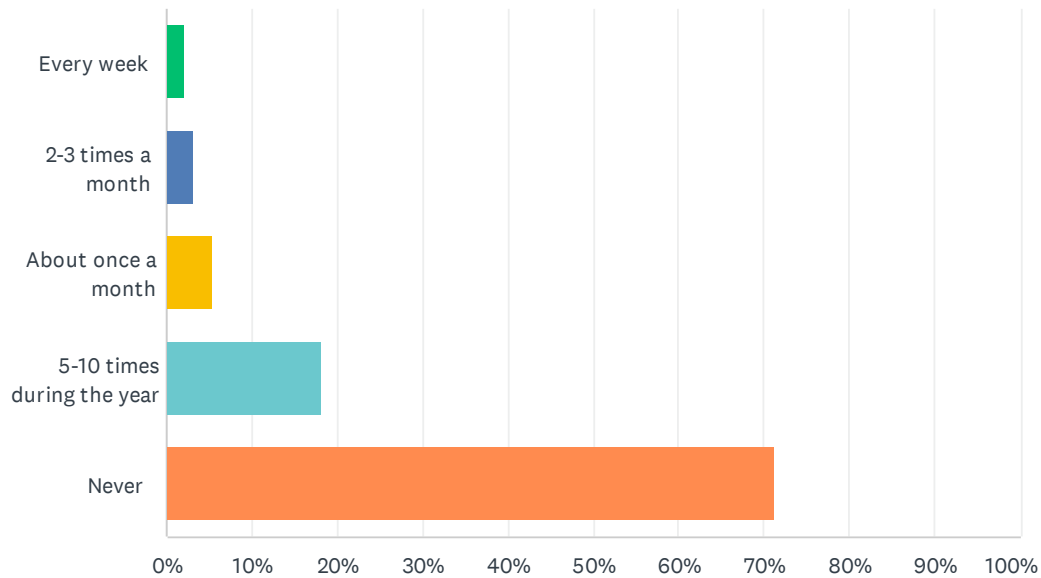
The initial section of the survey asked respondents generally about their familiarity with and use of the Z&DC. The majority of respondents (71%) have never used the Z&DC and a large portion expressed interest in, but were unable to attend, a planning, zoning, or subdivision process or project in the City (45%). Some respondents have attended City Council or other area-specific meetings, but noted that there is a lack of information available about when and where meetings occur and how to participate in the process.

The next section of the survey asked respondents about various aspects of the built environment and respondents' experiences living in the city and their priorities for development that the Z&DC update needs to address. The final section of the survey asked respondents to describe themselves and preferences for future outreach events and opportunities. The majority of respondents were residents and property owners (85%) and the most frequently chosen times and places to participate in public meetings were weekday evenings in a location within a neighborhood, at a community center, a library, or high school or virtually online.

Feedback received on this survey will be used by the project team to inform the Z&DC update and help identify what is working well, where to focus improvements, and topics that may require more targeted education or outreach opportunities (e.g., affordable housing).

Q1 How often have you used the Z&DC in the past 12 months?

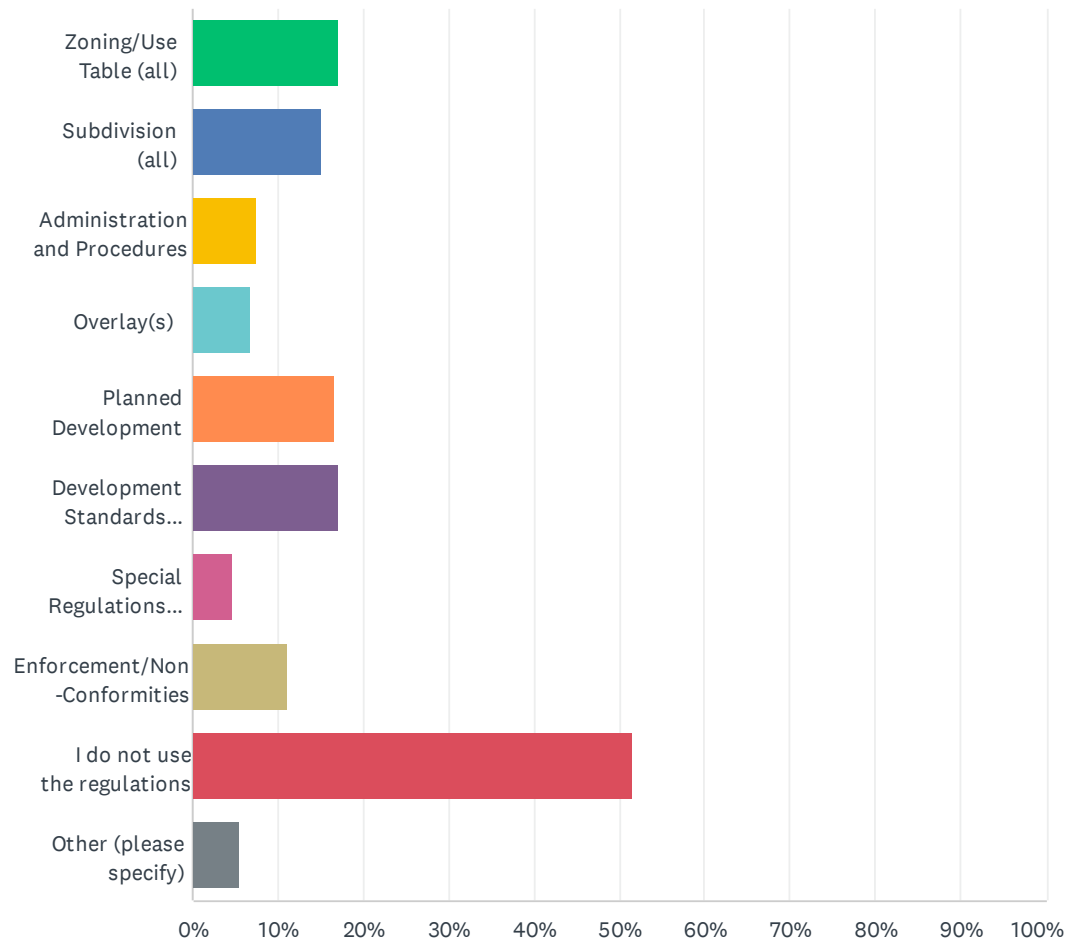
Answered: 225 Skipped: 5



ANSWER CHOICES	RESPONSES	
Every week	2.22%	5
2-3 times a month	3.11%	7
About once a month	5.33%	12
5-10 times during the year	18.22%	41
Never	71.11%	160
TOTAL		225

Q2 Which section(s) of the current Z&DC are you most familiar with?

Answered: 217 Skipped: 13



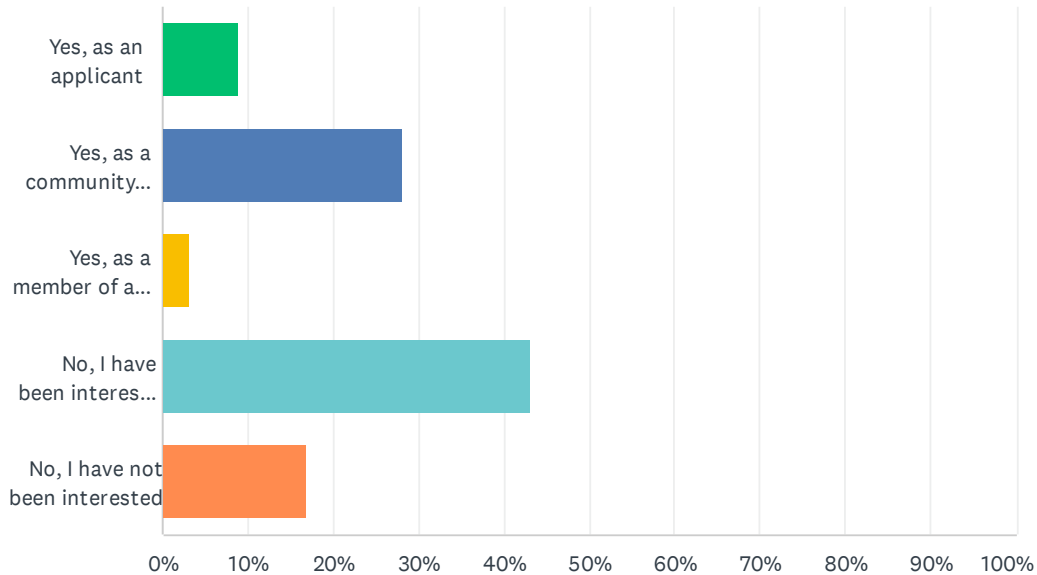
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ANSWER CHOICES	RESPONSES	
Zoning/Use Table (all)	17.05%	37
Subdivision (all)	15.21%	33
Administration and Procedures	7.37%	16
Overlay(s)	6.91%	15
Planned Development	16.59%	36
Development Standards (landscaping, parking, signs, lighting, parks)	17.05%	37
Special Regulations (hillside, steep slopes, floodplain)	4.61%	10
Enforcement/Non-Conformities	11.06%	24
I do not use the regulations	51.61%	112
Other (please specify)	5.53%	12
Total Respondents: 217		

#	OTHER (PLEASE SPECIFY)	DATE
1	Off street and on street parking	5/25/2022 1:23 PM
2	I've called code enforcement a few times since 1995	4/25/2022 3:00 PM
3	My neighborhood and some general press	4/11/2022 7:08 PM
4	Though very interested in this issue, I was not aware of the existence of Z&DC. I think there is a very serious communication problem in GJ.	4/11/2022 12:42 PM
5	none	4/11/2022 9:33 AM
6	None	4/8/2022 1:54 PM
7	It has been a while, I use planned development and Zoning for real estate	4/6/2022 9:52 AM
8	Never used any of these sections	4/5/2022 9:18 PM
9	Accessory dwelling units downtown	4/5/2022 5:50 PM
10	Have no idea what you are talking about.	4/5/2022 5:18 PM
11	Not sure	4/5/2022 4:16 PM
12	Not familiar	4/5/2022 3:25 PM

Q3 Have you ever participated in a planning, zoning, or subdivision process or project in the City?

Answered: 221 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes, as an applicant	9.05%	20
Yes, as a community member providing input or information on a project (either in support of or opposed to)	28.05%	62
Yes, as a member of a board or committee for a City planning, zoning, or subdivision project	3.17%	7
No, I have been interested but not able to attend	42.99%	95
No, I have not been interested	16.74%	37
TOTAL		221

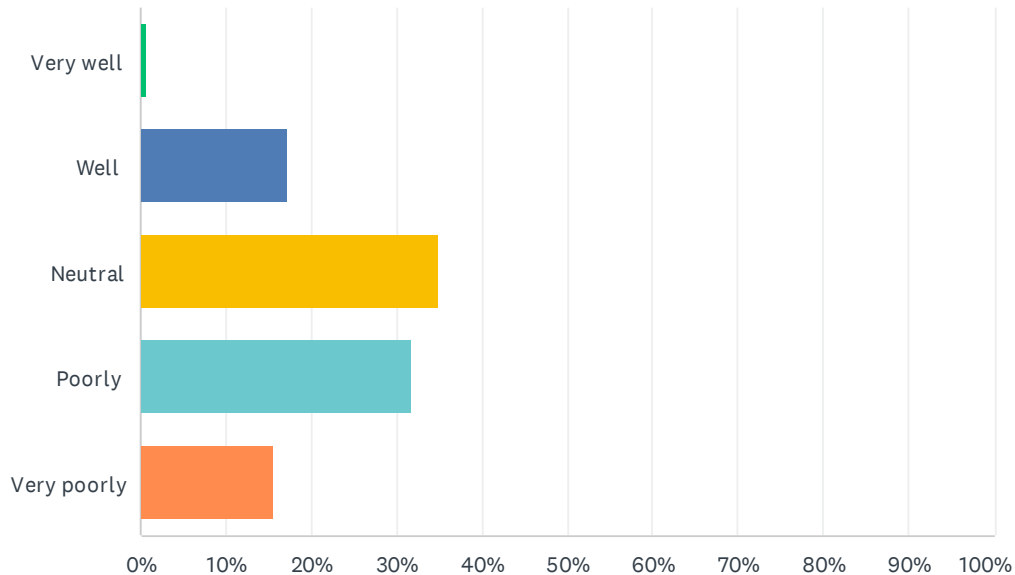
#	WOULD YOU LIKE TO PROVIDE ANY ADDITIONAL INFORMATION?	DATE
1	I have attended city council meetings.	4/25/2022 3:00 PM
2	I am extremely concerned about my mothers property and all the illegal things that continue to carry on at that property. It has been called in by every neighbor. I myself, have gone to the PD, to speak with a officer several times, waited over a hour sometimes longer, have never been available to speak to one.	4/25/2022 8:48 AM
3	Practiced as an attorney in GJ for clients with development issues.	4/12/2022 10:06 AM
4	Nothing says buzz off like bureatic gobbly-gook instead of words. Where are the Z&DC on you web site? Oops.	4/11/2022 4:25 PM
5	I would like to participate - need the info as to when and where.	4/11/2022 12:42 PM
6	I have attended meetings concerning the area south of Riverside and see some signs posted for hearings Am interested as I live in the area.	4/8/2022 10:51 PM
7	As a business owner years ago	4/6/2022 1:50 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

8	Deer Creek Subdivision. The new Subdivision will have access through Alpine Meadows and Sedona, which will add an estimated 200 cars per day on already failing streets.	4/6/2022 12:14 PM
9	my input seems to not be as important as the developers that are taking the city project managers out to lunch or coffee. I've seen them frequenting places on Main Street.	4/6/2022 9:55 AM
10	I have participated about 14 yrs ago. a lot has changed. in real estate so its been hit and miss	4/6/2022 9:52 AM
11	Opposition input to whatever the city wants falls on deaf ears, it is all about the \$ and who has it and how the city can profit from the project.	4/6/2022 7:23 AM
12	Have participated many times as an owner representative.	4/6/2022 5:35 AM
13	Zoning does not fill through and will even release your personal information about you to the person not in compliance! Don't really feel that in this day and age that is appropriate. Nobody wants to respond or resolve issues it completely useless.	4/5/2022 9:23 PM
14	None of the above answers apply to me. I am a newer resident of GJ. It appears GJ does not send out information to affected property owners as well as other municipalities.	4/5/2022 8:20 PM
15	I felt like my voice was not listened to. I was told in reference to open space in the new subdivisions, they will not put pocket parks in as they are too expensive to keep up and we have Matchett Park anyway. That was 5 or more years ago and we still do not have a park or open space but houses crammed together.	4/5/2022 5:53 PM
16	Money spending is all hush hush until its done.	4/5/2022 5:18 PM
17	Years ago we petitioned successfully for our subdivision to be annexed by the city. Never regretted it.	4/5/2022 4:28 PM
18	I am a former member of the Grand Junction/Mesa County Planning Department (1982/1983) staff. Served as a alternet member of the Longmont (CO) Planning Commission	4/5/2022 3:03 PM
19	When Seventh Street was changed up and our business parking removed, I was impressed by the fact that not one person on the board cared that we ended up with a commercial property that they had re-zoned ended up with zero parking.	4/5/2022 2:51 PM
20	The zoning use table has been incorrectly used by the planning staff.	4/5/2022 1:49 PM
21	Information meeting for community center at Matchett	4/5/2022 1:32 PM
22	As an applicant, community member, stakeholder as President/Board member of the HBA	4/5/2022 12:27 PM

Q4 The Z&DC describes what can be built and the general size and scale (small, medium, large) of structures that can be built. How well do you think the Z&DC works to produce residential areas that are well-balanced in terms of size and scale to create a sense of place or community?

Answered: 180 Skipped: 50



ANSWER CHOICES	RESPONSES	
Very well	0.56%	1
Well	17.22%	31
Neutral	35.00%	63
Poorly	31.67%	57
Very poorly	15.56%	28
TOTAL		180

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	It's house on top of house. It appears that very little thought goes into it.	5/28/2022 7:06 AM
2	Too many R-5 subdivisions being developed within /amongst established existing R-4 neighborhoods!	5/27/2022 9:40 AM
3	Poorly designed roundabouts	5/27/2022 7:30 AM
4	The zoning reads for those who are preparing a subdivision but for a person who are seeking zoning rules and general information you would need a translator.	5/25/2022 1:29 PM
5	Need higher density housing downtown and along transportation corridors with biking and walking paths connected	4/28/2022 1:00 PM
6	Need more affordable housing	4/26/2022 3:34 PM

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7	Too slow	4/25/2022 3:23 PM
8	I think that y'all are doing a great job. What you've done along D road is excellent	4/25/2022 3:06 PM
9	I have tried many times to reach out about this issue, I want my mom's property to be the way she would like for it to be! Not a druggie bin... or a flop house for her son in law, and all of his druggie, friends, I'm not sure who all is there. Neighbors tell me approximately 20 people on that property!	4/25/2022 8:55 AM
10	This city greatly lacks sense of community	4/24/2022 7:49 AM
11	Too much emphasis is placed on cramming houses in and not enough is placed on open spaces.	4/23/2022 9:37 PM
12	We are building FAR too many 3 bdr homes without the infrastructure to support MORE children in our school without charging IMPACT fees against the developers. Also - the land base around the homes are ridiculously small. Every darn green patch is being built on in the city and surrounding neighborhoods. STOP the depletion of open areas.	4/23/2022 9:31 PM
13	Not providing enough bike friendly environments	4/14/2022 4:44 AM
14	Codes disproportionately favor entitled folks with money, at the cost of providing equitable and sustainable housing for a broader range of socio-economic groups	4/13/2022 9:07 AM
15	I find that most new neighborhoods feel very exclusive and aren't cohesive within the greater community.	4/13/2022 7:39 AM
16	No community center and no Matchette Park	4/12/2022 11:02 AM
17	The intermixing of residential and light or not-so-light industrial makes for a patchy, unplanned feel.	4/12/2022 9:44 AM
18	Seem to just be urban sprawl in the idea that all growth is good	4/11/2022 7:12 PM
19	Don't know	4/11/2022 12:44 PM
20	In general the Z&DC is ok but I have seen some commercial scale, metal buildings installed on residential lots that truly detract from the neighborhood. An example is the lot at the corner of Walnut and Hillcrest drive.	4/11/2022 11:06 AM
21	traditional neighborhoods not considered with high densities	4/11/2022 9:35 AM
22	It seems that only affordable housing is the main focus - not the neighborhood, traffic, noise, water, etc.	4/11/2022 9:17 AM
23	Too many subdivisions going in without regard to infrastructure....better roads and access.	4/11/2022 8:13 AM
24	It doesn't look there has been much of a plan other than money talks	4/11/2022 7:54 AM
25	Too often the planners already have decided what they are going to do, input is just noise to them.	4/9/2022 9:53 PM
26	To really understand and to answer this question needs to tied into the current zoning and what is in the comprehensive plan. We also need to look at the demographics of the people living in Grand Junction and people moving to Grand Junction.	4/9/2022 2:22 PM
27	It is complicated and takes to long. To much review	4/9/2022 11:17 AM
28	New neighborhoods within the city limits seem packed way too tightly	4/8/2022 1:16 PM
29	nobody seems to hear communities complaining of building on every square inch. Traffic is becoming unbelievable.	4/7/2022 2:40 PM
30	It doesn't help with the lower class making their way into the housing market. The housing market is only for the middle upper class.	4/7/2022 1:44 PM
31	The recent Karis Project (off 12th, behind the Unity Church) is a monstrosity and an eyesore. It bears NO relationship to any of the existing structures in the area, neither Lakeside, nor Northwoods.	4/7/2022 1:22 PM
32	Leniency should be giving to existing urban fabric and more restrictive zoning on new suburban sprawl	4/7/2022 11:09 AM

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33	you put all the homeless services/shelters and mental health building all in one neighborhood that use to be a nice quiet neighborhood to live in and now the homeless roam all around and thefts have increased	4/7/2022 10:12 AM
34	I am appalled at some of the houses that are built in the old downtown. They look very industrial in the midst of the Victorian and Craftsman structures.	4/7/2022 7:38 AM
35	Residential areas are isolated by large roads, and they spread out. I makes me want to drive to stores and restaurants. It's hard to connect with my community from a moving car.	4/6/2022 9:45 PM
36	Seems like there can be controversy because folks are not well acquainted with the codes.y	4/6/2022 9:07 PM
37	Not sure, but hope the structures are better than the stuectures in 1996!	4/6/2022 8:34 PM
38	You need to take into account the infrastructure needs and include the costs of those in developments.	4/6/2022 8:18 PM
39	The code makes it difficult to successfully implement creative projects with density	4/6/2022 6:31 PM
40	City puts too many restrictions on sub divisions. HOA good and bad	4/6/2022 1:56 PM
41	First of all, you guys are out of touch with reality. I believe there are many people who would like to become more involved with things, but surveys like this seem like they are in fact, meant to intimidate and drive people away from your processes	4/6/2022 11:55 AM
42	Spanish Trail subdivision	4/6/2022 11:23 AM
43	I have zero visibility into the impact or actions that this department takes. No idea what you do or how it impacts me.	4/6/2022 11:16 AM
44	Everywhere I look there is new development, particularly on the north end of town. It is clearly not balanced with open space. It reminds me of the gold rush of old, only it is not about \$s from gold this time, but rather \$s from development. The CO front range has done the same thing from CO Springs to Ft. Collins and have created a very undesirable place to live--- overdevelopment, not sufficient road infrastructure, too many people, too much traffic, no regard for quality of life. If that is how we wished to live, we would still be living on the front range that we fled from for all those reasons! Once you lose the quality of life that exists in Grand Junction, you won't be able to get it back. Don't sell out for the almighty dollar.	4/6/2022 11:04 AM
45	More emphasis needs to be placed on preserving Open spaces and not taking every opportunity to sell off these open lands for new construction. These open spaces is a major part of what makes this community special and attracts others to move here. There also needs to be some limit on the number of 80 use that residence can build on their property. Seems like every other house in downtown has a second structure almost larger than the initial structure.	4/6/2022 10:12 AM
46	I believe it should be explainable to the consumer, not the lawyers. More laymans terms need to apply	4/6/2022 9:56 AM
47	Folks seem to be able to add 2nd homes on their small city lots and many are very tall 2 or 3 story structures. Very unattractive in the downtown area	4/6/2022 8:50 AM
48	Elevation 4591 subdivision looks ridiculous, totally out of place where the developer and the City wanted and got it to be built.	4/6/2022 7:30 AM
49	The code is written as to eliminate housing diversity.	4/6/2022 5:36 AM
50	I was NOT impressed whatsoever w the city planning dept when 26 1/2 and H 1/2 Rd subdivision filing came up (the prior Saccamanno land) ... it felt as though the city had the explanation all ready to go for Emerald Ridge Estates and that nothing we could say, do, present or discuss would prevent the forward momentum of that high density development. It was useless working w the city or even trying.	4/5/2022 9:34 PM
51	Seems to be very haphazard	4/5/2022 9:21 PM
52	Pienso que no hay muchas áreas con sentido de lugar o comunidad.	4/5/2022 8:35 PM
53	I think there should be more regulation on short term rentals.	4/5/2022 7:38 PM
54	There is a significant city effort to bring revenue into the limits of Grand Junction and its surrounding areas while not supplying probably in lieu of deficient labor and manpower enough to accommodate for those areas which bring the city less	4/5/2022 6:51 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

55	Dislike all the contemporary construction being allowed in older neighborhoods	4/5/2022 6:42 PM
56	There's nothing inherently wrong with local zoning as is, but if issues like parking requirements aren't curbed then they'll continue to be used by NIMBY residents to bludgeon dense housing proposals to death.	4/5/2022 6:35 PM
57	city is only concerned in getting cookie cutter houses so they get mor taxes	4/5/2022 6:32 PM
58	This is very poor planning and actually an assault on current homeowners. The authorities that govern this have NEVER seen a development they don't like in pursuit of the good ol boy network around here and the almighty dollar. The infrastucture, particularly roads do not exist to support the out of control development at this point. Have you seen the traffic in these areas of development and resulting increase in accidents?	4/5/2022 6:26 PM
59	I feel that houses are being built anywhere without regard for open spaces and maintaining a ruralish city that we have had for years.	4/5/2022 6:25 PM
60	Need more open space and larger lots for houses in planned developments. There is not enough space for on and off street parking. Lots have too little room for children to play in and they end up in streets that haven't even enough space for parking! Very dangerous for children and for drivers. Huge safety issue.	4/5/2022 6:20 PM
61	The downtown neighborhood is out of space. Every available lot is being filled with larger and taller structures. We would like some open space.	4/5/2022 6:17 PM
62	Hugh houses on small lots for families with children. People walk dogs on streets and children play in streets.	4/5/2022 5:57 PM
63	I would like to see open space/play areas in every neighborhood as well as basic services within walking distance.	4/5/2022 5:31 PM
64	We are seeing more large 2 story+ storage garages in otherwise single family neighborhoods. Also there are additional living structures and trailers being built/used for permanent living purposes in otherwise single family neighborhoods	4/5/2022 5:15 PM
65	Emerald Ridge Estates--way too dense.	4/5/2022 4:57 PM
66	Quit trying to cram high density housing into low density neighborhoods.	4/5/2022 4:30 PM
67	Existing homeowner's input is minimize while developers receive preferential consideration	4/5/2022 3:40 PM
68	Does not create walkable communities and subsidizes corporate big box stores	4/5/2022 3:35 PM
69	In our downtown neighborhood anyone can build anything anywhere at anytime with zero oversight including the trashy travel trailer in the next door neighbor's backyard that's used as a rental.	4/5/2022 2:56 PM
70	Residential homes are built way to close to each other and yards are the smallest I have ever seen.	4/5/2022 2:39 PM
71	Huge density issues. Too many homes per acre!! Plus no area is sacred anymore. Money talks	4/5/2022 2:16 PM
72	See previous comment	4/5/2022 1:49 PM
73	Too much density in most new subdivisions	4/5/2022 1:37 PM
74	Politics become involved	4/5/2022 12:58 PM
75	Our code seems to be too strict, limiting housing options, which ultimately forces single-family houses and promotes sprawl, decreasing neighborhood character, walkability, etc.	4/5/2022 12:01 PM
76	I think it's progressing in a more beneficial way, but overall it does appear that most housing in the valley is large and oversized therefore out of the budget range for a many GJ residents and it is only catering to those moving into town with more money. Therefore leaving many of GJ residents without access to housing they can afford and housing that they can afford tends to push them further away from the areas that most of their life, like work and schools is which increases the overall amount of driving and trip time for them, this decreasing their access to the area that they live.	4/5/2022 9:52 AM
77	I'd like to see more community/public spaces and more accessibility for alternate forms of	4/5/2022 9:35 AM

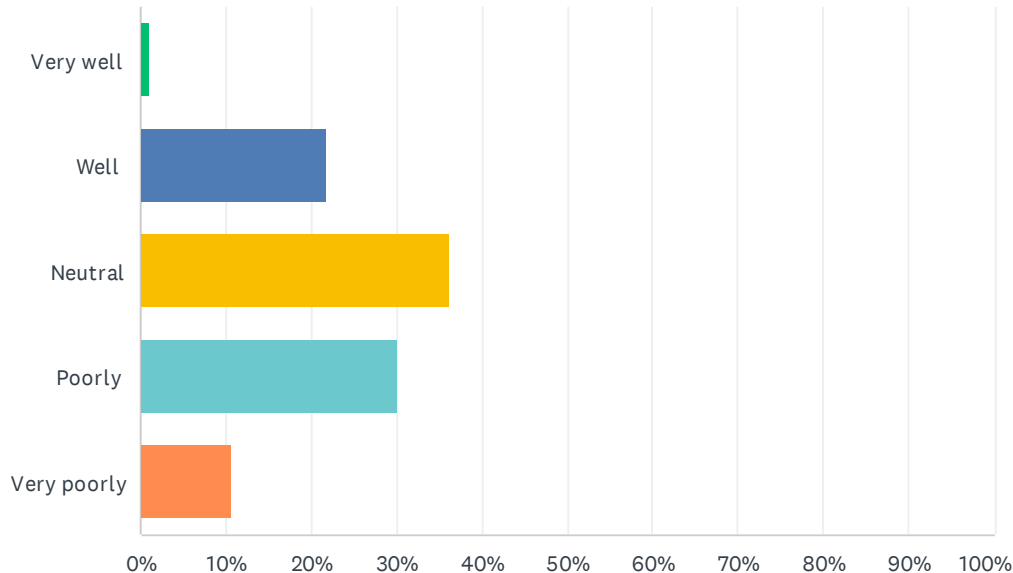
Grand Junction Z&DC Update | General Survey 1: Big Issues

transportation

78	The code currently requires large setbacks and low residential density that creates a car dependent city.	4/5/2022 8:54 AM
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Q5 How well do you think the Z&DC works to produce attractive or desirable residential neighborhoods?

Answered: 179 Skipped: 51



ANSWER CHOICES	RESPONSES	
Very well	1.12%	2
Well	21.79%	39
Neutral	36.31%	65
Poorly	30.17%	54
Very poorly	10.61%	19
TOTAL		179

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	there is no consideration for green space that is not a mono culture plant environment (grass and a few small trees). the suburban spread is not appealing but something people settle for to be in an area of abundant natural resources and beauty.	5/28/2022 5:09 PM
2	This area has the opportunity to be very attractive yet new areas do not have any space and are being developed in areas that reduce or completely take away outdoor space. GJ is about being able to be outdoors all year yet you are taking away that value prop to meet the demands of short sighted money hungry developers	5/28/2022 7:06 AM
3	Too many R-5 subdivisions being developed within /amongst established existing R-4 neighborhoods!	5/27/2022 9:40 AM
4	Need more neighborhoods with mixed use, access to small grocery, coffee shops, parks, walkable spaces	4/30/2022 11:41 AM
5	Code enforcement appears to be a problem; junk on lots, poor maintenance, etc.	4/28/2022 1:00 PM
6	Need more affordable housing	4/26/2022 3:34 PM

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7	No consideration of affordable housing	4/25/2022 3:23 PM
8	I absolutely hate the tiny yards. Too many houses on such small parcels of land. As a side affect there are too many cars in neighbourhoods	4/25/2022 3:06 PM
9	Most neighborhoods are in well shape! I'm only speaking of my moms and it only continues to go farther down hill.	4/25/2022 8:55 AM
10	Neighborhood are not conducive to building community	4/24/2022 7:49 AM
11	Lots SO small - why ??	4/23/2022 9:31 PM
12	See above. Attractive and desirable for who? People moving here from Denver and Bend?	4/13/2022 9:07 AM
13	These neighborhoods being built are poorly designed, ugly and add to urban sprawl.	4/13/2022 7:39 AM
14	High density housing stuffed into areas that enjoy much lower housing density	4/12/2022 11:02 AM
15	maybe outside ZD&C purview, but there are many very poorly maintained and junk/weed filled properties.	4/12/2022 9:44 AM
16	Most seems to be cheap quick build	4/11/2022 7:12 PM
17	Don't know	4/11/2022 12:44 PM
18	Depends if the neighborhood is new or putting a subdivision in the middle of an established neighborhood.	4/11/2022 9:17 AM
19	High density neighborhoods where orchards once stood are not attractive nor practical.	4/11/2022 8:13 AM
20	The idea of creating denser housing like around Mesa College, just looks like ad hoc crap added to old crap houses	4/11/2022 7:54 AM
21	The water-run off ponds at each subdivision is a poor answer. The regulations for subdivision are oppressive and often capricious.	4/9/2022 9:53 PM
22	It only works with the Planned development, not the existing home in areas of Grand Junction.	4/9/2022 2:22 PM
23	I can see businesses in the Dos Rios area not sure I like 3 story bldgs with living space on 3rd floor Offices are ok	4/8/2022 11:04 PM
24	Homes are being built too close to each other. Suffocating!	4/7/2022 2:40 PM
25	Needs more free	4/7/2022 1:45 PM
26	Though the ideas in place are good, they do not account for urban development. The code is designed currently for tract homes	4/7/2022 11:09 AM
27	Keep cars off the streets by implementing alleys	4/7/2022 9:01 AM
28	Subdivisions all separate entities not tied together	4/6/2022 9:39 PM
29	would like to see the electrical work, gutter, etc. on new homes.	4/6/2022 8:34 PM
30	Infrastructure needs to be done first!	4/6/2022 8:18 PM
31	Market seems to be buying everything we create quickly	4/6/2022 6:31 PM
32	I used to live in the central part of GJ, near 18th street and Orchard avenue. When I moved there as a first time home owner, the neighborhood was cute with single family ranch homes. The zoning was later changed to allow single family homes to be torn down and replaced with 4-8 units for "in fill". So big apartment type units could be built, towering over the cute little bungalows . Totally ruined the integrity of the 1950s style neighborhood. It took me a few years, but I sold and left as soon as I could. The idea of infilling established neighborhoods in this inconsistent way creates ugly looking areas and impacts the lower socioeconomic groups, like first time home owners, the most.	4/6/2022 4:55 PM
33	Might be attractive but too many rules.	4/6/2022 1:56 PM
34	In the Redlands it's great; other parts of town are severely lacking.	4/6/2022 12:54 PM
35	There should be a park area for major subdivisions, Each subdivision should have permanent attractive fencing on major streets	4/6/2022 11:23 AM

Grand Junction Z&DC Update | General Survey 1: Big Issues

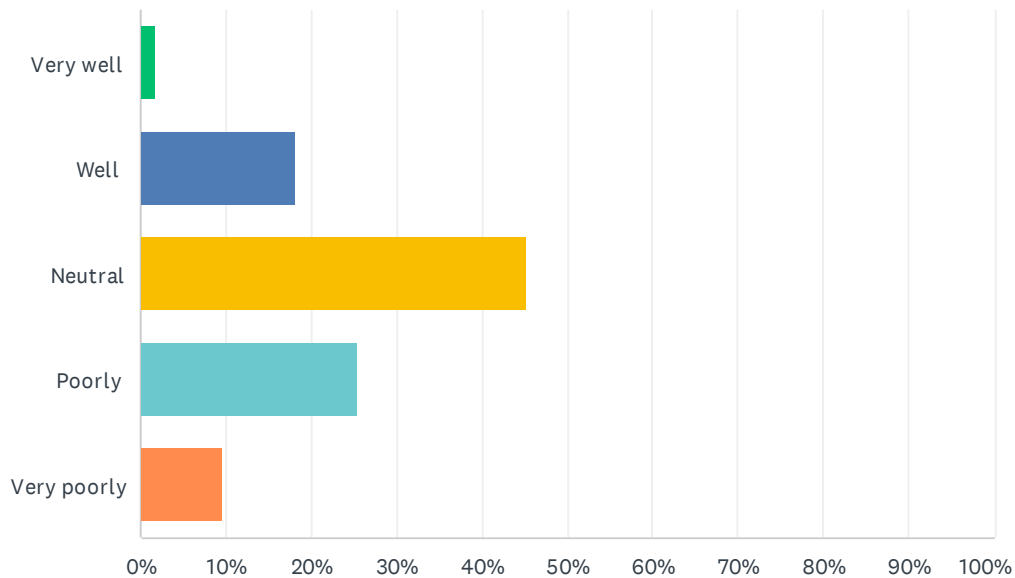
36	Give people an example of this and we can then determine if it was worth it.	4/6/2022 11:16 AM
37	Overdevelopment and insufficient infrastructure.	4/6/2022 11:04 AM
38	Again, added parks and outdoor spaces are key. Having bike lanes and sidewalks is also a major component that is highly lacking. One must have a car in this town to get anywhere outside of downtown.	4/6/2022 10:12 AM
39	It is more the developers that put the covenants together. We need to decrease the amount of water landscaping to be less, less trees and bushes. WE are in a drought and will remain there.	4/6/2022 9:56 AM
40	houses to close and to much impact on roads.	4/6/2022 9:35 AM
41	See above. But mainly it seems code enforcement is the problem. You see structures being built without any permits posted. Look at Elm Ave all the way from 12th to 28th streets	4/6/2022 8:50 AM
42	Elevation 4591 subdivision	4/6/2022 7:30 AM
43	Notifications are basically provided after the project seems to be pre approved. Public very seldom notified what's being built where. Communication failure.	4/5/2022 9:27 PM
44	Not well thought out...especially with the rapid growth. Developers are ruining the uniqueness of this valley	4/5/2022 9:21 PM
45	Me gustaría que los vecindarios sean áreas done se pueda caminar fácilmente a los lugares necesarios, como el súper mercado o la oficina de correo. Sería mejor que la gente se sienta cómoda a caminar entre su trabajo, su casa, y otros lugares.	4/5/2022 8:35 PM
46	Redlands 360	4/5/2022 6:51 PM
47	All new residential homes look the same - big and bland	4/5/2022 6:42 PM
48	All the subdivisions look alike. So boring	4/5/2022 6:32 PM
49	As stated above.	4/5/2022 6:20 PM
50	They mostly all look the same.	4/5/2022 5:57 PM
51	Too many developments have houses that all basically look alike, too close together, with no trees or play areas.	4/5/2022 5:31 PM
52	Extremely bright street lighting l d, etc is being installed in new development which negatively affects the night sky darkness. Night sky visibility is one reason we settled here!	4/5/2022 5:15 PM
53	Emerald Ridge Estates	4/5/2022 4:57 PM
54	Does not produce walkable communities, creates roads that are dangerous to all users that divide neighborhoods, allows massive parking lots, favors large multinational corporations over local business	4/5/2022 3:35 PM
55	It appears open space requirements only apply to SF residential developments over 100 Units and developers plan 99 Unit developments That are contiguous creating much larger under served areas.	4/5/2022 3:07 PM
56	Last year several remodels went in that don't match anything in the neighborhood and then the forestry department came and cut down two healthy trees in our parking and left three diseased trees in the neighboring parking with no regard to anyone in the area.	4/5/2022 2:56 PM
57	Homes are built way to close to each other with no yards. 3000+ sq ft homes are so close you could reach out and touch the neighbors house	4/5/2022 2:39 PM
58	Close quarters to house don't make for much privacy and no space for outdoor recreation	4/5/2022 2:23 PM
59	Emerald Ridge pricey homes on tint lots, crammed in, poorly built too.	4/5/2022 2:16 PM
60	More open space/park areas within new neighborhoods would be appreciated and add value to the community.	4/5/2022 2:15 PM
61	Faith Heights Church got a mixed use zone for their property because the zoning map was incorrectly applied by the planning staff.	4/5/2022 1:49 PM

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62	New developments are almost exclusively car-dependent, single-family homes. This is a unequitable and unsustainable development pattern. Reduce unnecessary restrictions and let the market decide density, housing types, residential/commercial mix, etc.	4/5/2022 12:01 PM
63	Some of the highest value housing in the country is mixed use "missing-middle" housing, e.g. townhomes, apartments, condos, etc. Giving developers and residents the option to live in something other than single family detached housing is essential for housing affordability.	4/5/2022 8:54 AM

Q6 How well do you think the Z&DC works to produce commercial development (areas where we work, shop, and enjoy entertainment) that is well-balanced in terms of size and scale?

Answered: 177 Skipped: 53



ANSWER CHOICES	RESPONSES	
Very well	1.69%	3
Well	18.08%	32
Neutral	45.20%	80
Poorly	25.42%	45
Very poorly	9.60%	17
TOTAL		177

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	Due to minimum parking spots per commercial space, it's much harder to create an attractive density of shops and entertainment that can draw people in on foot. If you have less parking spots, walking will be encouraged and that's beneficial for businesses.	5/30/2022 11:57 PM
2	Again bypassing the reason people want to come and live in GJ	5/28/2022 7:06 AM
3	The commercial lots are great but don't attract large business to the area for expanding employment opportunities.	5/25/2022 1:29 PM
4	Have to drive a car to get out to shopping areas (downtown is the exception) - huge commercial areas that are terrible to walk/bike to	4/30/2022 11:41 AM
5	Need more concentrated development instead of continued sprawl	4/28/2022 1:00 PM
6	Too many generic franchises	4/25/2022 3:23 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

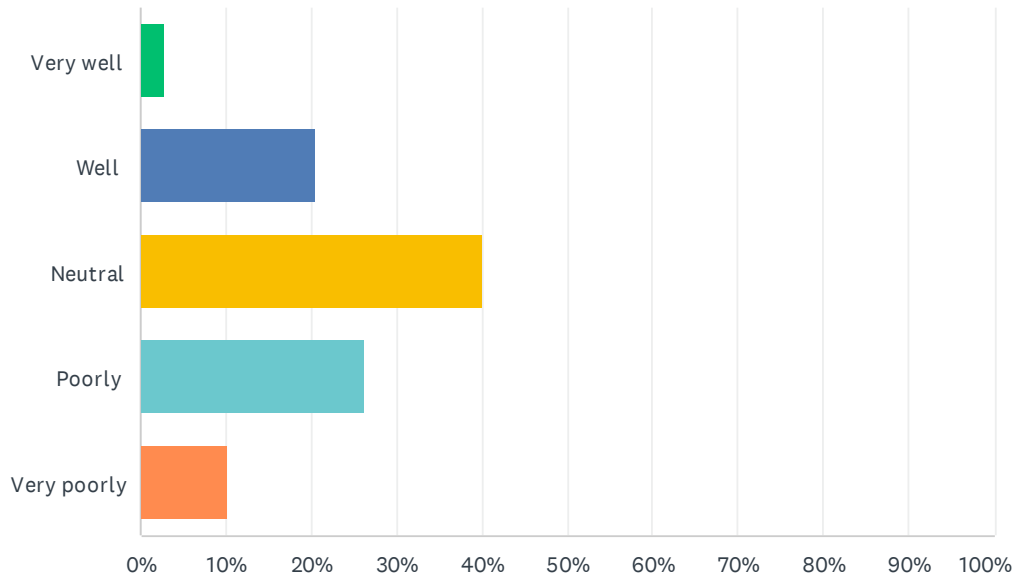
7	I certainly don't appreciate yet another tattoo parlor/smoke shop, pot shop	4/25/2022 3:06 PM
8	Some areas looks really nice but most of north ave is an eye sore, partly because of business and empty buildings. Like the Far East building.	4/25/2022 9:46 AM
9	Yes I would like to. Not enough space here	4/24/2022 7:49 AM
10	We need to FIX the ugly landscape of deserted commercial space before embarking on new development. We need to find a sister-city to align with and to learn from to enhance our "could-be-amazing" valley. LEARN from what's already been successful.	4/23/2022 9:31 PM
11	Companies are leaving the area	4/14/2022 4:44 AM
12	Need small family run stores	4/13/2022 3:17 PM
13	How many Walmarts are in GJ? The North Ave corridor is an eyesore, and everything along Business 50 is concrete and buildings. Downtown GJ is beautiful and very few outsiders know or appreciate it (an aside, whoever approved that new glass and orange monstrosity on 7th and Main should be fired, it ruins the historical charm of downtown and doesn't fit in at all with any of the other buildings)	4/13/2022 9:07 AM
14	All I see are shopping areas that the rest of the country does. There's no innovation, there's no long-term thinking and it ends up leaving big buildings that need lots of repair, are generally only good for commercial enterprises and use lots of space.	4/13/2022 7:39 AM
15	Doesn't seem to be planned. Just a thing goes	4/11/2022 7:12 PM
16	Poor traffic flow. Adjacent parking lots not connected.	4/11/2022 3:47 PM
17	Increasing the use of smaller pockets of commercial development in the vicinity of homes would be helpful.	4/11/2022 1:56 PM
18	Don't know - no info available to me.	4/11/2022 12:44 PM
19	Often the commercial areas are approved with inadequate road and access improvements required of the developer. Rimrock is an example along with the unfortunate roundabout by Sam's Club. Other examples exist along Highway 6 & 50 where the failure to require frontage roads has led to congestion on the highway.	4/11/2022 11:06 AM
20	Parking is almost always insufficient. Also, they try to spruce it up and end up blocking sight when trying to enter or exit the business.	4/11/2022 9:17 AM
21	Some commercial development is needed in places like Orchard Mesa so folks don't have to drive a long ways for services, thus clogging roadways.	4/11/2022 8:13 AM
22	What commercial development? Where? Along the river. Those have closed, haven't they?	4/11/2022 7:54 AM
23	How about thinking about what we have and getting that up to scale. North Ave is mess of overhead wires and awful sidewalks. Where are the bike trails in the new subdivisions or walking on both sides of the street.	4/9/2022 9:53 PM
24	This question requires more input from the developers	4/9/2022 2:22 PM
25	Around North Ave in CMU area as there are many young people in this area. In Dos Rios you have a lot of seniors living here Just not sure that 3 story bldgs are ok	4/8/2022 11:04 PM
26	Downtown GJ is beautiful	4/8/2022 1:16 PM
27	Needs more green spaces	4/7/2022 1:45 PM
28	Same as answers before, remove red tape and blanket statements and be more focused on types of development. 3 acre site in downtown requires 264 bushes and 44 2" caliper trees is impossible to match	4/7/2022 11:09 AM
29	everything is being put into the west end of G.J. and you have left the east end deteriorate.	4/7/2022 10:12 AM
30	All located in single location near mall	4/6/2022 9:39 PM
31	Don't know without a map of the home, etc.!	4/6/2022 8:34 PM
32	Infrastructure needs to be paid for by developers!	4/6/2022 8:18 PM

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33	Depends on the overlay district	4/6/2022 6:31 PM
34	I like that the code requires landscaping for the big parking areas so that we don't create an urban heat island, like in Phoenix. I have not looked at zoning maps lately but would like to ensure that density is feathered in, e.g single home and duplex, to smaller town homes before big apartment buildings.	4/6/2022 4:55 PM
35	Areas should be more pedestrian/bike friendly	4/6/2022 11:43 AM
36	Rimrock area needs something done about traffic congestion. That's clearly the busiest place in the entire city especially on weekends.	4/6/2022 11:16 AM
37	There really needs to be more commercial development going east in Grand Junction. Will lessen congestion on the west side by mall	4/6/2022 9:56 AM
38	city market on 12th	4/6/2022 9:35 AM
39	It's all about the Benjamin's for the city.	4/6/2022 7:30 AM
40	I think our prior "buffer zones are disappearing" we are having our own mini-valley sprawl and I'm not very happy with it.	4/5/2022 9:34 PM
41	Grand Junction becoming a mini Denver. Again public notification via local news. No upfront way to know what's being built where. Lacks grocery choices.	4/5/2022 9:27 PM
42	Wish the new commercial buildings were more than just big ugly boxes.	4/5/2022 6:42 PM
43	Zoning and city incentives too strongly favor ambitious efforts to develop new areas like Las Colonias rather than filling in blighted or unused commercial districts.	4/5/2022 6:35 PM
44	We need more commercial and residential overlap. This will reduce reliance on vehicles.	4/5/2022 5:53 PM
45	Communication coal development happens whoever/whenever proposed. Anything g for the tax revenues.	4/5/2022 5:15 PM
46	3 walmarts, abandoned large commercial spaces that aren't reused. Turning grocery store into overpriced apartments, car dependent society	4/5/2022 3:35 PM
47	Who okayed the parking spaces at any of the major shopping areas? What member of the zoning board drives a Smart ForTwo that actually fits?	4/5/2022 2:56 PM
48	There is no competition in stores	4/5/2022 1:58 PM
49	Hopefully more commercial diversity is coming soon	4/5/2022 1:37 PM
50	Commercial development is OK, though still way to car-dependent. The incredible amount of space we dedicate to cars is a problem, and a self-fulfilling prophecy - we assume everyone wants/needs cars, we design our cities around cars, and therefore they become a requirement to existing in our cities.	4/5/2022 12:01 PM
51	Access to a majority of the parking lots is poor. Also the signage everywhere you look is is distracting and distasteful. Many areas feel like a freeway exit	4/5/2022 9:52 AM
52	Allowing for more mixed use commercial and residential areas and promoting essential work, retail, and services within walking distance. In addition, minimum parking and setback requirements create an alienating feel to bikes and pedestrians, and clearly prioritize loud , dangerous, and inefficient vehicle traffic	4/5/2022 8:54 AM

Q7 How well do you think the Z&DC works to produce attractive commercial development (areas where we work, shop, and enjoy entertainment) that feels welcoming, where we like to visit and where we take family and guests?

Answered: 175 Skipped: 55



ANSWER CHOICES	RESPONSES	
Very well	2.86%	5
Well	20.57%	36
Neutral	40.00%	70
Poorly	26.29%	46
Very poorly	10.29%	18
TOTAL		175

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	Downtown is the one good example of a place i like to take people from out of town. The rest of the city has no attempt at being pedestrian friendly	5/30/2022 11:57 PM
2	The city has poorly plan certain non-profits into areas of the city that are now consider undesirable areas to shop, eat or conduct businesses in due to the look and deterioration of the building structures.	5/25/2022 1:29 PM
3	More attractive signage requirements, landscaping, etc. would help	4/28/2022 1:00 PM
4	Access to new developments is not well thought out. There's little to no consideration given to nonmotorized access.	4/26/2022 3:58 PM
5	I think that the facades of the buildings are ugly; or at least, the existing ones	4/25/2022 3:06 PM

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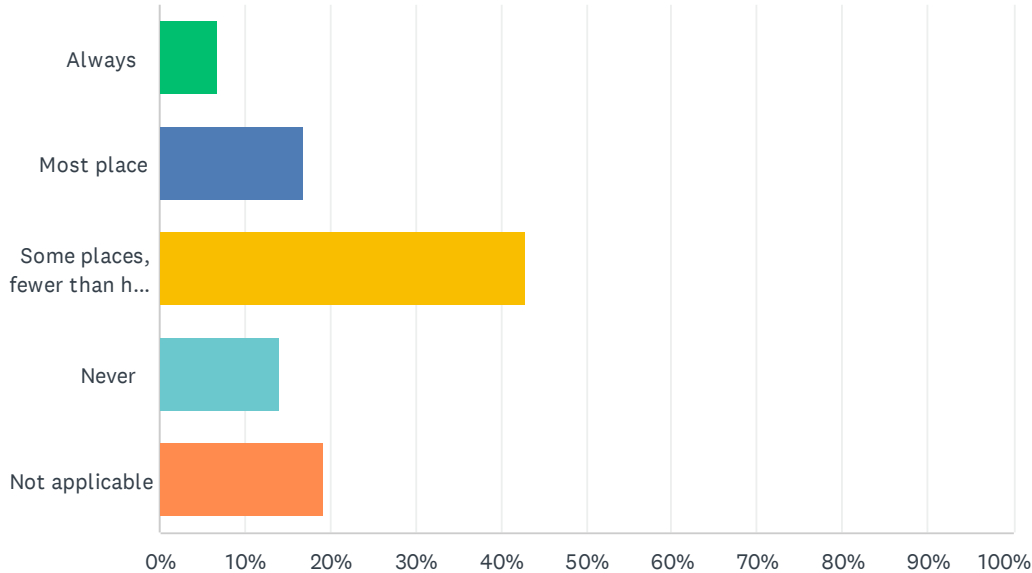
6	I am excited about some of the new businesses coming to the valley, like Panda Express.	4/25/2022 9:46 AM
7	So far, developments lack necessary community building elements	4/24/2022 7:49 AM
8	We continue to embrace sprawl without good walking/biking options, healthy outdoor spaces and with an eye for how much development our existing infrastructure can support.	4/23/2022 9:37 PM
9	Where are these attractively developed commercial areas?? Downtown is lovely, yes, but that's been done for years.	4/23/2022 9:31 PM
10	companies are leaving the area. NO supermarket downtown.	4/14/2022 4:44 AM
11	Las Colonias Park is stunning and we always take friends and family to walk and visit.	4/13/2022 9:07 AM
12	The only place this has been done well is Main St. and that's only because it's a carry over from the turn of the 20th century. There are no new commercial developments where I can't wait to take family and friends, it's all the same stuff that everyone else has in every other city across America and it's boring. Mostly functional but extremely boring and impersonal.	4/13/2022 7:39 AM
13	Many businesses have a slapped together, unplanned feel in their environment, with no landscaping and surrounded by poorly maintained asphalt.	4/12/2022 9:44 AM
14	Need to strike the right balance between economic feasibility and parks and open space	4/11/2022 1:56 PM
15	See above	4/11/2022 12:44 PM
16	Patterson st development of Beede	4/11/2022 9:35 AM
17	Might look nice, but still the parking is a huge issue especially when there is not enough parking for employees.	4/11/2022 9:17 AM
18	Seems to work in some areas but not others. North Avenue is an abomination	4/11/2022 8:13 AM
19	Foresite commercial development on North Ave is still awful.	4/9/2022 9:53 PM
20	Z&DC is just guideline that the developers will use to make feasibility assessment. Talk to the Developers to see what their vision is.	4/9/2022 2:22 PM
21	Main Street is great and the living on top in this area has worked and is diversified with stores, offices and some housing Be nice to have a grocery store in this area	4/8/2022 11:04 PM
22	Again, Downtown GJ is beautiful and welcoming	4/8/2022 1:16 PM
23	Proposed projects fail to take into account traffic, parking, safety.	4/7/2022 11:10 PM
24	Downtown is favorite; others, not so much.	4/7/2022 2:40 PM
25	The current code promotes cars, while future visioning is promoting pedestrian - which are you going with?	4/7/2022 11:09 AM
26	I appreciate the art district.	4/7/2022 7:38 AM
27	downtown gj is a great mix of shopping, entertainment, etc. Most other places are disconnected by giant parking lots and big roads.	4/6/2022 9:45 PM
28	No architectural design	4/6/2022 9:39 PM
29	Poor infrastructure!	4/6/2022 8:18 PM
30	This looks will be a hard thing to align with market demand	4/6/2022 6:31 PM
31	See above note on green space/landscaping. I think it's vital for our health to have green space throughout our city. It is also shown to keep people calm and lower crime rates.	4/6/2022 4:55 PM
32	Commercial developments need not to have so many landscaping requirements. Too much money spent.	4/6/2022 1:56 PM
33	The mall area is good. Other areas loof run-down.	4/6/2022 12:54 PM
34	We're living in a drought, in a desert, and yet you persist in requiring ridiculous amounts of landscaping for commercial properties.	4/6/2022 11:55 AM
35	Again --- too much.	4/6/2022 11:04 AM

Grand Junction Z&DC Update | General Survey 1: Big Issues

36	Again, consider preserving some of the last remaining open spaces before it all turns into commercial development. Once it's gone you'll never get it back. Integrating green spaces into these areas is what makes it more welcoming.	4/6/2022 10:12 AM
37	It's great on the West side and the redlands area. But affordable home buyers are moving to the east side of town. Let's get it built up folks....	4/6/2022 9:56 AM
38	It's all about the Benjamin's for the city.	4/6/2022 7:30 AM
39	Clueless how the process works..this in itself shows poor communication with the residents!	4/5/2022 9:21 PM
40	Areas are large in scale with poor traffic flow. Some areas discourage visitors by charging to park while other areas are congested.	4/5/2022 8:24 PM
41	Most new buildings are still big ugly boxes. Parking lots are difficult and dangerous especially Rim Rock shopping complex.	4/5/2022 6:42 PM
42	As long as parking and single-car traffic are prioritized for these areas, they'll be a nightmare to drive to and park at. Developments must be forced to accomodate pedestrian and bicycle traffic the same way they're required to meet parking requirements.	4/5/2022 6:35 PM
43	Too much money devoted to downtown and the river front development.	4/5/2022 6:20 PM
44	I think Fruita does a lot better at all the planning. I plan to move to that area to get out of Grand Junction that is not people family friendly.	4/5/2022 5:57 PM
45	Outside of downtown there is not an area I would call welcoming.	4/5/2022 5:53 PM
46	See above, it's getting repetitive, it does very poorly	4/5/2022 3:35 PM
47	Some of the designed commercial areas are plain ugly. For example the new area on the north side of Patterson across from Pomona Elementary School.	4/5/2022 2:56 PM
48	7th and Main buildings are very nice but too many vacant commercial buildings still in town	4/5/2022 1:37 PM
49	Downtown and Las Colonias are good examples, though the latter included a massive amount of largely unnecessary parking. Hard to find good examples beyond that.	4/5/2022 12:01 PM
50	The only place we will take people that are visiting is downtown or the riverfront	4/5/2022 9:52 AM
51	Woudl like to see less big chains and malls and more small businesses and mixed use development	4/5/2022 9:35 AM
52	See above	4/5/2022 8:54 AM

Q8 If you walk/roll or bike to work, school or to run errands, can you get to the places you want to go?

Answered: 177 Skipped: 53



ANSWER CHOICES	RESPONSES	
Always	6.78%	12
Most place	16.95%	30
Some places, fewer than half of where I'd like to go	42.94%	76
Never	14.12%	25
Not applicable	19.21%	34
TOTAL		177

#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	Keep creating easy and pleasing bike routes.	5/28/2022 7:08 AM
2	Growing up here in the valley I rode my bike all over, cross town to the college, downtown and to the mall. River front trail has areas that one should not venture into for walking or bike riding. Also certain streets are unsafe, due to motorists not being held liable for actions on the road. I see many sheriffs and state troopers but the city police has gotten lazy.	5/25/2022 1:33 PM
3	My family only has one car so some of us are always walking or biking. The infrastructure in our town is designed for and prioritizes automobiles rather than people. This is an equity problem. I often feel unsafe biking to where I need to go. I've lived in towns with good biking/pedestrian infrastructure and when people feel safe they use the infrastructure. If we built it - people would use it. And it must be more than a bike lane in a gutter littered with debris. It should be physically protected from cars and kept clean.	4/30/2022 11:46 AM
4	Lack of dedicated bike lanes north/south from Patterson to downtown; no bike lane continued from Redlands Parkway to mall or northwards	4/28/2022 1:03 PM
5	Few bike lanes in the downtown core city.	4/28/2022 6:51 AM

Grand Junction Z&DC Update | General Survey 1: Big Issues

6	Look too dangerous to even try	4/26/2022 3:35 PM
7	I have to use scary roads but I always get around.	4/25/2022 5:54 PM
8	Terrible connections	4/25/2022 3:23 PM
9	When I lived on 29 road I would all of the time. I now live on 32 and E and I no longer enjoy this activity	4/25/2022 3:08 PM
10	I live fairly close to North Ave and the amount of homeless people prevent me from going anywhere alone with my son with me.	4/25/2022 9:48 AM
11	I do bike some but as an older person I am reluctant to get out in the streets. I feel safe walking jsut about anywhere, just limited in distance.	4/25/2022 7:48 AM
12	There are no sidewalks, bike lanes, crosswalks or street lamps	4/24/2022 7:54 AM
13	Yes but the speeding automobiles are a huge problem.'	4/24/2022 6:27 AM
14	I would love to be able to ride my bike most places but there are simply not safe ways for me to get around town with my kids.	4/23/2022 9:40 PM
15	Bike routes are improving, but there are still gaps.	4/21/2022 8:54 PM
16	Not enough bike friendly paths across north.	4/14/2022 4:46 AM
17	There are terrifying stretches of routes that make biking feel unsafe. The new bike lane painted barrier on Main Street is incredible!	4/13/2022 9:12 AM
18	Often times bike lanes and/or sidewalks will simply disappear. Sometimes the should of the road is non-existent or too small for use. The Broadway bridge over the river has a pedestrian path but it's BARELY able to fit two bikes going opposite directions, it's a joke. Things have been getting better but on the whole I find biking to be relatively unsafe to go get groceries on a regular basis. When I went into the office getting to Orchard mesa required going out of my way to be safe and even then Unaweep, with a bike lane, didn't exactly feel safe.	4/13/2022 7:44 AM
19	The mall business area is like 5 miles away. You need to drive a car.	4/12/2022 11:05 AM
20	I would like to walk to do errands, but this is impossible from my neighborhood.	4/12/2022 9:45 AM
21	ONLY an IDIOT would use the most DANGEROUS mode of transport in a town with OUT OF CONTROL DEVELOPMENT and OVER BUILT	4/12/2022 6:55 AM
22	Not available from The Redlands.	4/11/2022 12:45 PM
23	Urban trail access to the Riverfront trail is inadequate and often unsafe.	4/11/2022 11:09 AM
24	Blind spots around round-about make it dangerous. Bike lanes are not kept free of debris and are too narrow in parts of county.	4/11/2022 9:28 AM
25	You keep adding bike routes, screwing up auto traffic flow. Where are the bike riders?	4/11/2022 7:56 AM
26	Getting from the Redlands to the Mall is awful.	4/9/2022 9:58 PM
27	Retired in Downtown	4/9/2022 2:23 PM
28	I am a senior so I drive to where I need to go as in a 6 mile radius	4/8/2022 11:07 PM
29	Riverside Parkway to Foresight Circle - I can get there, but it is not safe for a cyclist.	4/8/2022 1:17 PM
30	No sidewalks in my area. 26 road is getting very busy and there are no sidewalks to get to east middle school and biking is not safe along that road	4/7/2022 6:32 PM
31	Clifton isn't very walkable or safe.	4/7/2022 1:45 PM
32	Grand Junction is car centric	4/7/2022 11:12 AM
33	I support bike friendly roads	4/7/2022 9:03 AM
34	Bike lanes not connecting so does not feel safe	4/6/2022 9:42 PM
35	We have just enough trails and access for multi modal	4/6/2022 6:32 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

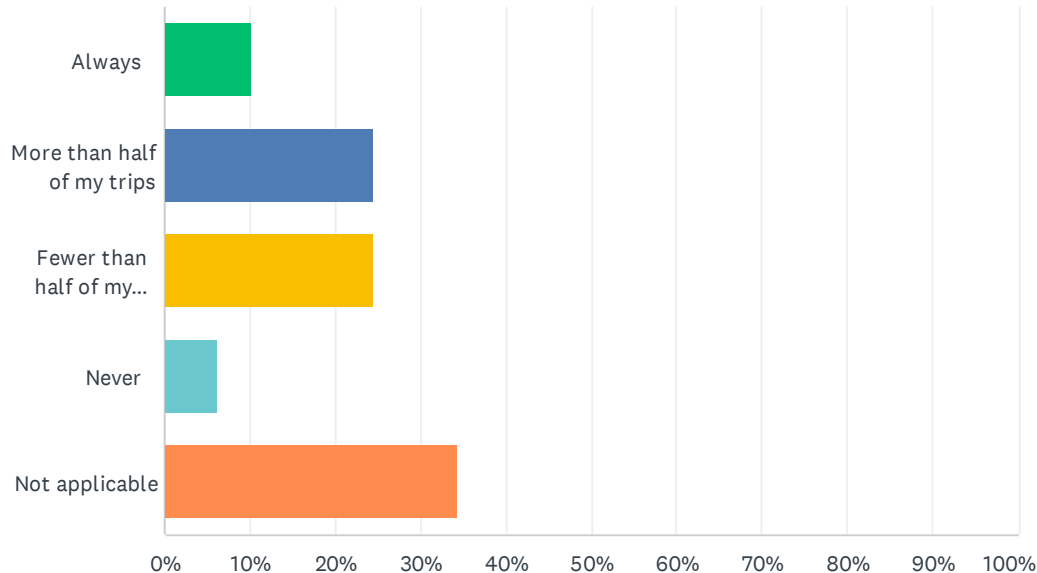
36	Some streets are way too busy to bike on safely. I like roundabouts but it's hard to cross them safely, on a bike or on foot. Some unincorporated areas don't have sidewalks.	4/6/2022 4:58 PM
37	This area is in need for more bike paths for the safety of the riders.	4/6/2022 1:57 PM
38	I use to commute to work on my bicycle and very little of my commute included bike lanes. Our city has done a poor job making it bike accessible	4/6/2022 1:22 PM
39	No sidewalks in many areas of North, such as 27 Rd over interstate.	4/6/2022 12:17 PM
40	Pedestrian access on 24 Rd/Redlands parkway. Unsafe to get from mall/commercial area across 70 business to river trails and Redlands area.	4/6/2022 11:47 AM
41	More safe bike paths and trails protected for cars, cars do not give ample space.	4/6/2022 11:37 AM
42	too far away and too dangerous next to roads	4/6/2022 11:24 AM
43	I live in the Redlands. It kills me that there is absolutely no safe way to get to city market on 24 Road or any of the shops off of Patterson. It is completely unsafe with no pedestrian access. All of the construction that went into the intersection at first and grand and they didn't even put in any bike lanes is so disappointing. That was such an opportunity to provide inclusion.	4/6/2022 10:15 AM
44	Again, not enough growth for us on the east side. We ride bikes too. Where are our trails.	4/6/2022 9:58 AM
45	Need more bike lanes, please	4/5/2022 9:36 PM
46	Trying to get over 5th Street Bridge not safe	4/5/2022 9:29 PM
47	North of town has poor walking and lack of resources	4/5/2022 9:23 PM
48	Muchas de las calles grandes no son seguras para andar en bicicleta. Sería mejor que hubiera mas conectividad en los senderos para bicicleta.	4/5/2022 8:40 PM
49	Larger areas have limited access that is not overly congested.	4/5/2022 8:27 PM
50	I walk to work. Some sidewalks are heaving. Have to duck under overgrown trees and avoid plants growing onto the sidewalks.	4/5/2022 6:45 PM
51	Nearly every commute involves a brisk jog across a major artery of traffic filled with motorists who can't be counted on to slow for a walking pace. I can't imagine what a nightmare it might be for our wheelchair bound friends or anyone not capable of sprinting for their lives to make way for an F-250 Platinum edition that wouldn't check the cross walk before making a right-hand turn if there were money offered to do so.	4/5/2022 6:40 PM
52	Have you seen the traffic around here? No one bikes/walks or rolls to work, school or errands. It is purely done recreationally and should be removed from these insufficient roadways.	4/5/2022 6:29 PM
53	need bike lanes so cars don't run you off the road	4/5/2022 6:27 PM
54	Too distant for persons of my age who live independently.	4/5/2022 6:23 PM
55	There is not a grocery store in the downtown area. The Z &DC claims that Sprouts and Rimrock Walmart are only 1.3 miles away, but they are not walkable miles. I wouldn't send my kids on their bikes, either. We need a downtown grocery store.	4/5/2022 6:22 PM
56	There are limited ways for a bike or pedestrian to cross the 3 major obstacles in town. North Ave, Patterson, and 6&50	4/5/2022 5:55 PM
57	ALL roads including Frontage roads must have sidewalks for safety, values, weed control.	4/5/2022 5:13 PM
58	Please, do not base development on bicycles and walking. We would live in a large, dense city if we wanted that.	4/5/2022 4:58 PM
59	I don't commute on a bike but I have ridden all over GJ. More bike lanes are needed.	4/5/2022 3:58 PM
60	Town neighborhoods are separated by massive parking lots, big box stores, and minihighways	4/5/2022 3:37 PM
61	Fruitvale has limited bike path, only one park and no sidewalks on 29 or 29 1/2 North of Patterson	4/5/2022 3:32 PM
62	Not enough safe crossing areas for pedestrians.	4/5/2022 2:57 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

63	No bike lanes on older roads like H rd. No extra space for pedestrians on most older roads	4/5/2022 2:40 PM
64	I feel unsafe and uncomfortable on a lot of our roadways on my bike and especially when with my children. They want to ride places but I don't feel that our city has prioritized any reasonable and safe bike lanes or paths to actually get around. We almost always have to load a bike in a car to then ride it.	4/5/2022 1:59 PM
65	Allow bikes on sidewalks for more safety from rude roadway drivers.	4/5/2022 1:06 PM
66	I can usually get there, but I am certainly putting myself at greater safety risk than if I just decided to hop in the car instead. Some places are certainly so unsafe/inconvenient that they are practically off-limits.	4/5/2022 12:05 PM
67	Cannot easily bike to services from downtown (grocery store, pharmacy).	4/5/2022 10:55 AM
68	I will bike most places but I do not feel comfortable on certain roads to get to other places so I will take different routes, sometimes very out of the way so that I do not need to worry about being hit by a car.	4/5/2022 9:54 AM
69	Sometimes not safe bike lane or path for me to ge to my destination	4/5/2022 9:37 AM
70	I'm lucky to live close to my grocery store, doctors office, work, and school, but I am also an aggressive/confident rider. People of every age and skill level need to feel safe and able to make a choice as to their transportation options.	4/5/2022 8:57 AM

Q9 If you walk/roll or bike as a form of transportation, are you able to reach your destination in a reasonable amount of time?

Answered: 175 Skipped: 55



ANSWER CHOICES	RESPONSES	
Always	10.29%	18
More than half of my trips	24.57%	43
Fewer than half of my trips	24.57%	43
Never	6.29%	11
Not applicable	34.29%	60
TOTAL		175

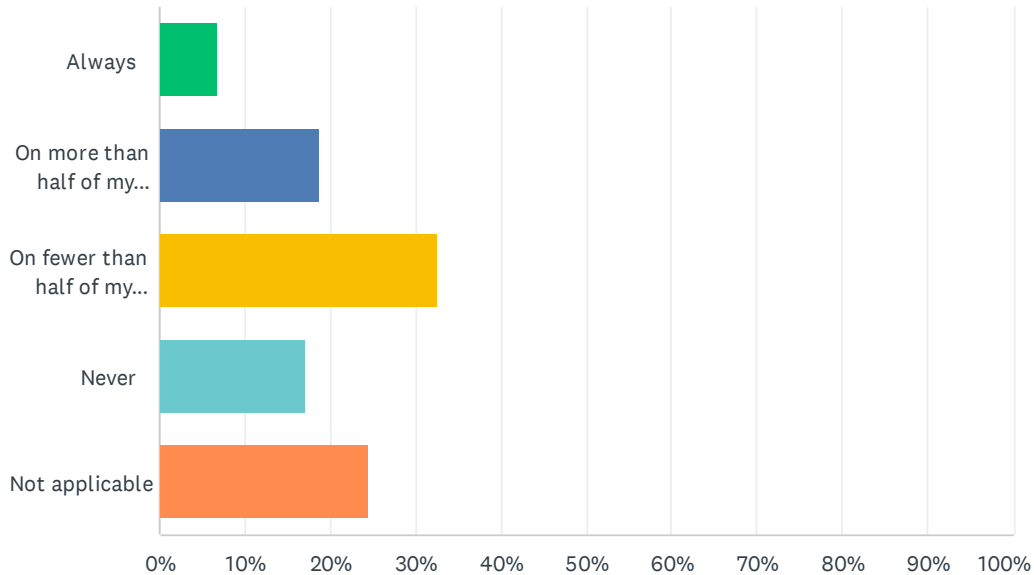
#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	Distances can be too far or safety becomes an issue	4/28/2022 1:03 PM
2	I need a safe connection from the riverfront trail to the mall area.	4/25/2022 5:54 PM
3	Places I need to go are too far away to bike/walk to	4/24/2022 7:54 AM
4	Yes but always a risk of being killed by a speeding car/truck	4/24/2022 6:27 AM
5	I'm not in the city proper.	4/23/2022 9:32 PM
6	I find that unless you go really far out of your way to maintain as much safety as possible the transport times aren't bad.	4/13/2022 7:44 AM
7	N/A	4/11/2022 12:45 PM
8	So much construction, it's hard to get anywhere on time.	4/11/2022 9:28 AM
9	The connection of South Camp and the trail on Monument Road is incomplete.	4/9/2022 9:58 PM

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10	Poor roads, potholes, nobody seems to inspect road projects near or at completion for quality	4/7/2022 11:14 PM
11	Many many many 5 & 6 lane roads separate the residential and commercial areas - promote mixed use development	4/7/2022 11:12 AM
12	I support bike friendly roads	4/7/2022 9:03 AM
13	I consider it too dangerous to try to bike to work	4/6/2022 9:42 PM
14	Lights are not timed good. Turn arrows allow only a few cars to pass through.	4/6/2022 12:17 PM
15	The bike lanes are so intermittent that it takes you so far out of the way from your destination.	4/6/2022 10:15 AM
16	Dont ride my bike on the east side of town. No bike trails.	4/6/2022 9:58 AM
17	Around the mall is very scary!!!	4/5/2022 9:36 PM
18	Ver la respuesta arriba	4/5/2022 8:40 PM
19	This would not be the case if I weren't fortunate in my health. The breadth of sprawl and challenging crossings would be difficult for many.	4/5/2022 6:40 PM
20	are you kidding me?	4/5/2022 6:29 PM
21	have to avoid cars that honk and swerve close to bikers	4/5/2022 6:27 PM
22	I use the downtown post office, bank, and library. All that is missing is a grocery store. (See above.)	4/5/2022 6:22 PM
23	After years of trial and error I have been able to find efficient routes	4/5/2022 5:55 PM
24	Same as above	4/5/2022 3:37 PM
25	Fruitvale has only one public park for a huge area	4/5/2022 3:32 PM
26	Not enough bike paths.	4/5/2022 2:57 PM
27	Trails not really planed for destinations, but where there is room. Along the River does not get you down town, or to lodging.	4/5/2022 1:06 PM
28	As a bike-commuter, unfortunately you have to learn to deal with inconveniences every step of the way. Lights not changing for you, unsafe paths (debris filled, high speed unbuffered traffic nearby), etc. As such, you often have to modulate your route to minimize these negatives. We can do better.	4/5/2022 12:05 PM
29	With the river and certain streets stopping through town, there are sometimes limited routes. Especially bike-only routes (like a bike path separate from a road, like on a greenway)	4/5/2022 9:37 AM
30	I'm super fast.	4/5/2022 8:57 AM

Q10 If you walk/roll or bike to work, school or to run errands, how often do you feel safe?

Answered: 175 Skipped: 55



ANSWER CHOICES	RESPONSES	
Always	6.86%	12
On more than half of my trips	18.86%	33
On fewer than half of my trips	32.57%	57
Never	17.14%	30
Not applicable	24.57%	43
TOTAL		175

#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	There are areas near the river where it's a bit sketchy	5/28/2022 7:08 AM
2	Dettached sidewalks are always a more comfortable experience	5/4/2022 4:58 PM
3	Very rarely do I truly feel safe. Physical barriers are incredibly important for pedestrians and bikers, children	4/30/2022 11:46 AM
4	But, I don't go some places I would like to go because the most direct route is unsafe.	4/28/2022 5:08 PM
5	Where I do bike for errands it is usually on a dedicated path	4/28/2022 1:03 PM
6	GJ not a very bike friendly/bike knowledgeable city.	4/28/2022 6:51 AM
7	No protected bike lanes anywhere and no safe way to get from north GJ to downtown. Mesa Mall area is a terrible example of an island accessible only by cars.	4/26/2022 4:05 PM
8	They 'roll coal' on me and romp on big truck or motorcycle pipes to blast my ears. Drivers in this town hate cyclists.	4/25/2022 5:54 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

9	No	4/25/2022 3:08 PM
10	I feel safe walking but not biking.	4/25/2022 7:48 AM
11	I've been hit by cars while on a bike. First in a bike lane, so I tried riding on the sidewalk, that didn't go well either	4/24/2022 7:54 AM
12	Cars drive 20-40 mph faster than posted limits and there are no consequences, I rarely see police and never see anyone pulled over.	4/24/2022 6:27 AM
13	I wish that the city invested in paths (like the river path) along major roads so that there was good connectivity north to south and east to west. I need to ride with my kids and it just isn't safe riding bike paths next to roads. Drivers here are not supportive enough of bikes.	4/23/2022 9:40 PM
14	Referring to cycling only. Reason- Long stretches without dedicated bike lanes.	4/21/2022 8:54 PM
15	No dedicated bike paths across North or along North .	4/14/2022 4:46 AM
16	Drivers in Grand Junction are often rude, dangerously close, or don't know how to drive near cyclists. PSA's and public outreach would be appreciated to educate these jerks in their lifted diesel trucks about respectfully and safely driving around cyclists. I've been coal-rolled by trucks more times than I can count, yelled at, honked at, and sped by at unnecessary speeds. Almost all of these behaviors can be attributed to a lack of education, understanding, respect, and appreciation for cycling.	4/13/2022 9:12 AM
17	If I go to the 12th and Patterson City Market I never feel safe as there's some elements of 12th St. and North Ave. I have to deal with. Going to Safeway in the Redlands I can make it relatively safely with main st. to Broadway but I don't like shopping there. Biking to work, when I went into the office, I rarely felt safe as it required some travel across 5th St. bridge.	4/13/2022 7:44 AM
18	It is totally impractical and significantly dangerous to do so.	4/12/2022 11:05 AM
19	N/A	4/11/2022 12:45 PM
20	This is the key issue. Drivers in GJ are not particularly supportive of bike traffic.	4/11/2022 7:33 AM
21	I just don't go where it is not reasonably safe. But competition with cars is becoming more difficult to ride on the road. Just too much traffic. The round about is always a nervous situation even with lights.....stop lights are just better.	4/9/2022 9:58 PM
22	No enforcement of speed limits. Where is everyone going in such a hurry endangering the safety of others on the road.	4/7/2022 11:14 PM
23	Do not bike or walk since not safe	4/7/2022 6:32 PM
24	Especially in Clifton, which deserves to be developed.	4/7/2022 1:45 PM
25	Many many many 5 & 6 lane roads separate the residential and commercial areas - promote mixed use development	4/7/2022 11:12 AM
26	Bums defacating, screaming, ec	4/7/2022 7:05 AM
27	Can access a few places safely by	4/6/2022 9:42 PM
28	Traffic is busy and many vehicles do not give bike riders space	4/6/2022 4:58 PM
29	Due to traffic lights and inadequate turn times on lights, many cars run red lights.	4/6/2022 12:17 PM
30	Cars do not give enough space most times	4/6/2022 11:37 AM
31	The route's to most of these places do not have proper bike lanes and as such I am forced to ride in traffic.	4/6/2022 10:15 AM
32	The roads are not safe. too many people. not enough bike lanes. Especially on the east side of town,.	4/6/2022 9:58 AM
33	Coming in on 26 1/2 from N into town!!! No bike lanes	4/5/2022 9:36 PM
34	Los senderos para bicicleta necesitan ser más grandes y conectados	4/5/2022 8:40 PM
35	Drivers are not looking out for/not aware enough.	4/5/2022 8:27 PM
36	Drivers in this town are insane. An independent team of United Nations inspectors should be	4/5/2022 6:40 PM

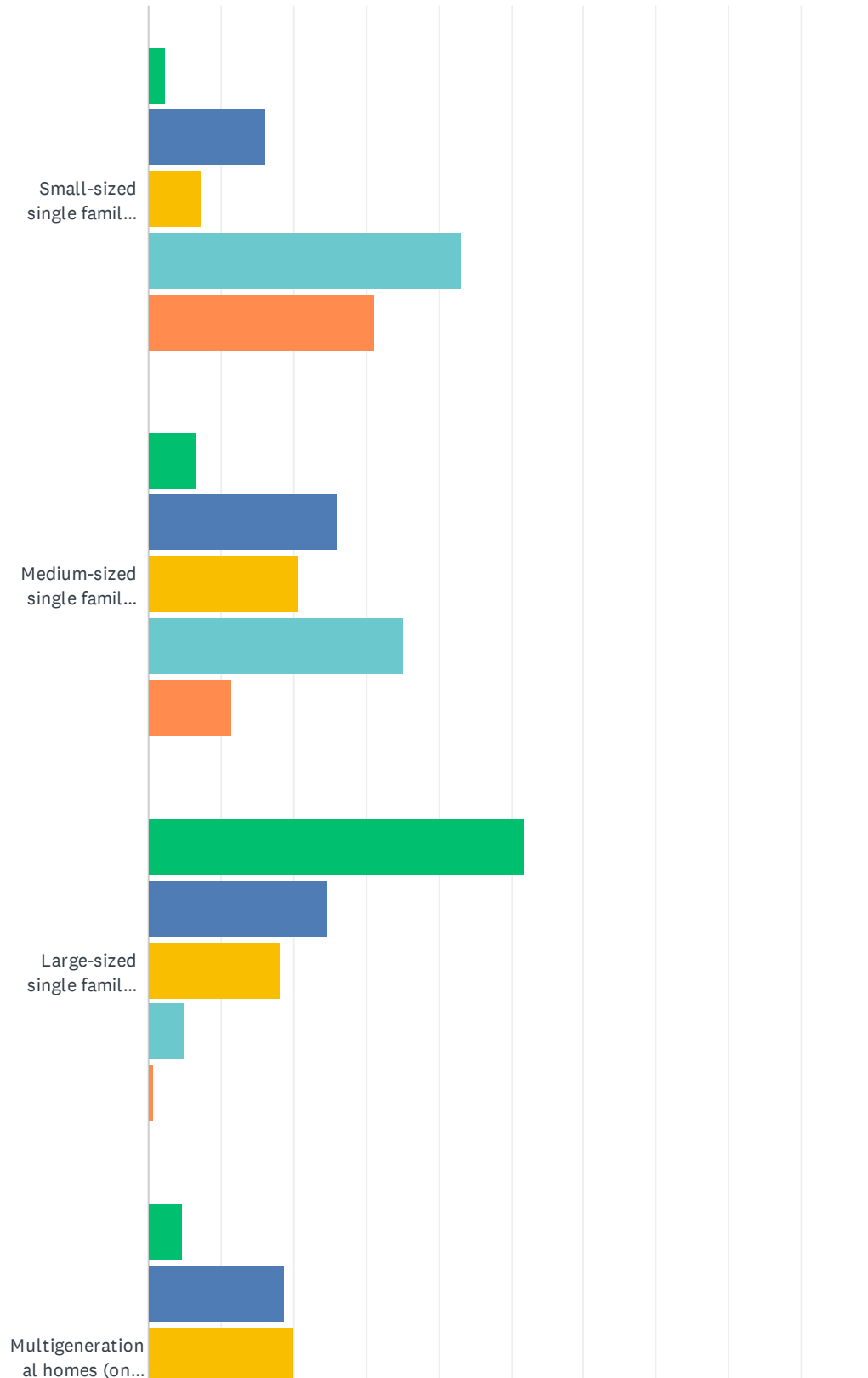
Grand Junction Z&DC Update | General Survey 1: Big Issues

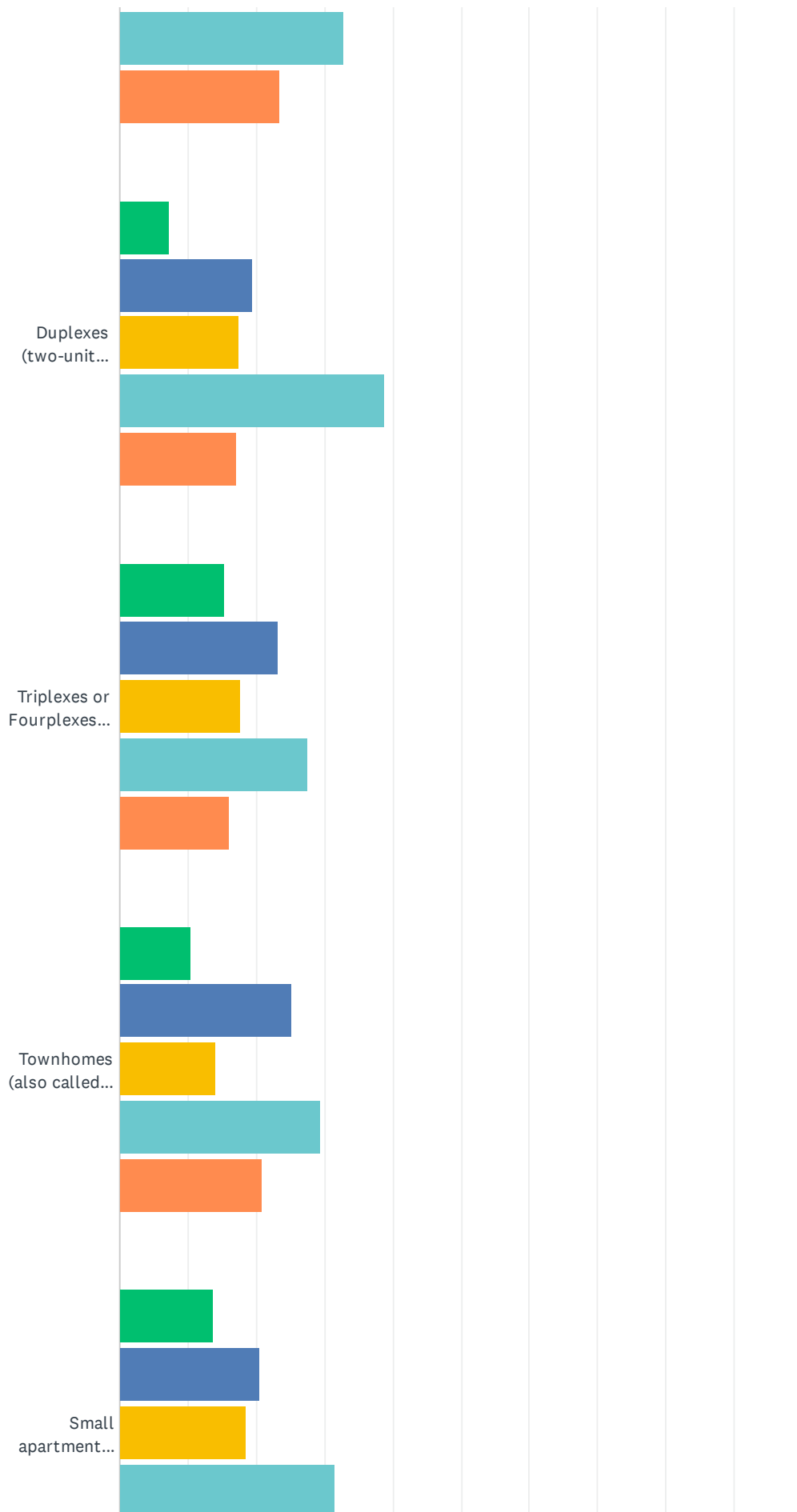
brought in to examine the phenomenon.

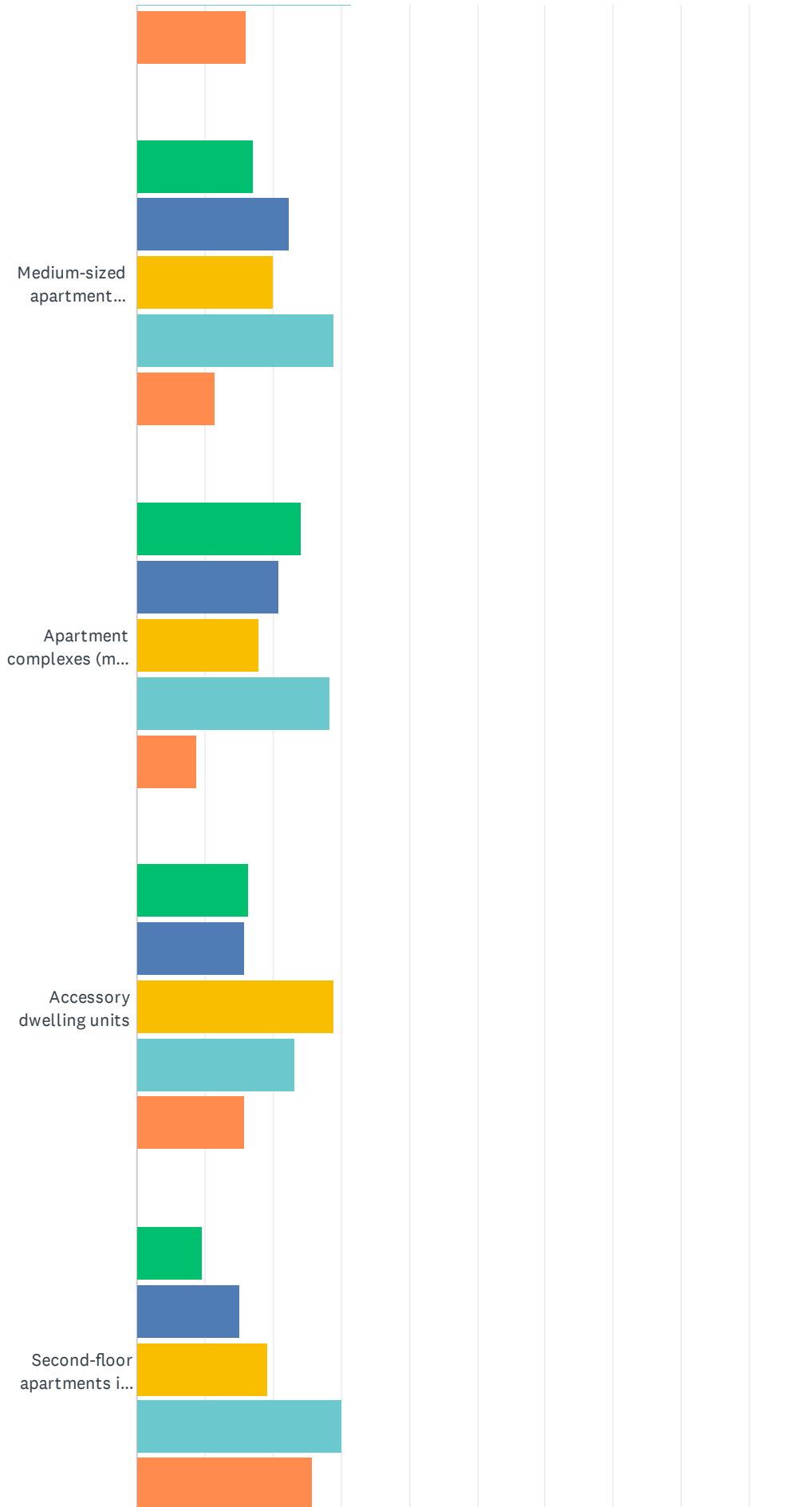
37	seriously, it feels like cars do not give bikers much room on the road	4/5/2022 6:27 PM
38	GJPD provides excellent service to the downtown area.	4/5/2022 6:22 PM
39	Would like to have more biking and walking trails like in Ft. Collins and on the Redlands.	4/5/2022 5:59 PM
40	I live close to the places I frequent so I don't have to navigate the major vehicle arteries often	4/5/2022 5:55 PM
41	Orchard Mesa- I don't think you've done much that falls within the city. One can't hardly walk along Hwy 50. Trailer courts are abandoned or in disrepair From the bridge south we should all be embarrassed. Fix the issues and GJ can prosper. I retired here but if had to do again I'd look hard at Montrose sad to say. We look like a dump heading south no pun intended.	4/5/2022 5:13 PM
42	North ave, ute/Pitkin. Paterson are death traps.	4/5/2022 3:37 PM
43	No sidewalks on 29 rd or 29 1.2 rd north of Patterson. Very dangerous!	4/5/2022 3:32 PM
44	Unless I use side streets. I do not feel safe using my bike on many n roads in this community	4/5/2022 3:27 PM
45	Cars do not share the road well	4/5/2022 2:40 PM
46	The traffic too scary to even consider doing some of these.	4/5/2022 2:17 PM
47	Drivers of bikes, walkers, and pick up trucks are all guilty of bad manners. Excuses of whom is in the wrong or fight do not mean much in hospital or jail.	4/5/2022 1:06 PM
48	As a bike-commuter, unfortunately you have to learn to deal with inconveniences every step of the way. Lights not changing for you, unsafe paths (debris filled, high speed unbuffered traffic nearby), etc. As such, you often have to modulate your route to minimize these negatives. We can do better.	4/5/2022 12:05 PM
49	Need more access for walkers and riders.	4/5/2022 11:01 AM
50	The connectivity of bike path and sidewalks is lacking to go from area to area. how to get to and from the bike path safely. bike routes/sidewalks end without notice- making it feel unsafe and unsure to connect between neighborhoods and services.	4/5/2022 10:55 AM
51	Lots of big trucks in GJ and they drive very fast. Only limited safety on bike lane. Bike path with no cars preferred.	4/5/2022 9:37 AM
52	While the UTC is certainly making the right recommendations to City Council and Public Works, I would like to see a significant investment increase in bike and red infrastructure across the city.	4/5/2022 8:57 AM

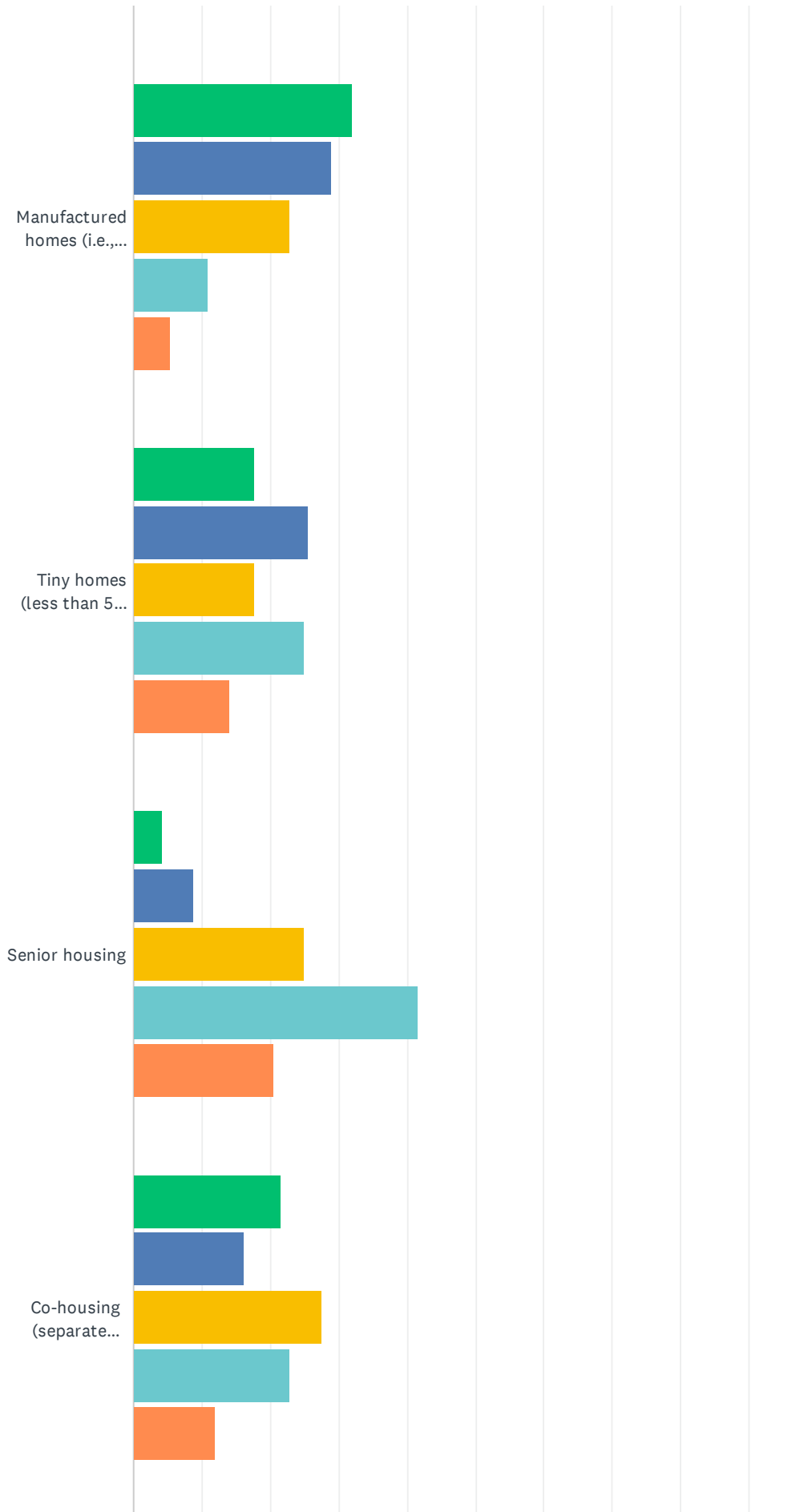
Q11 Grand Junction is exploring how to diversify housing types across the city. What types of housing do you think should be considered?

Answered: 170 Skipped: 60

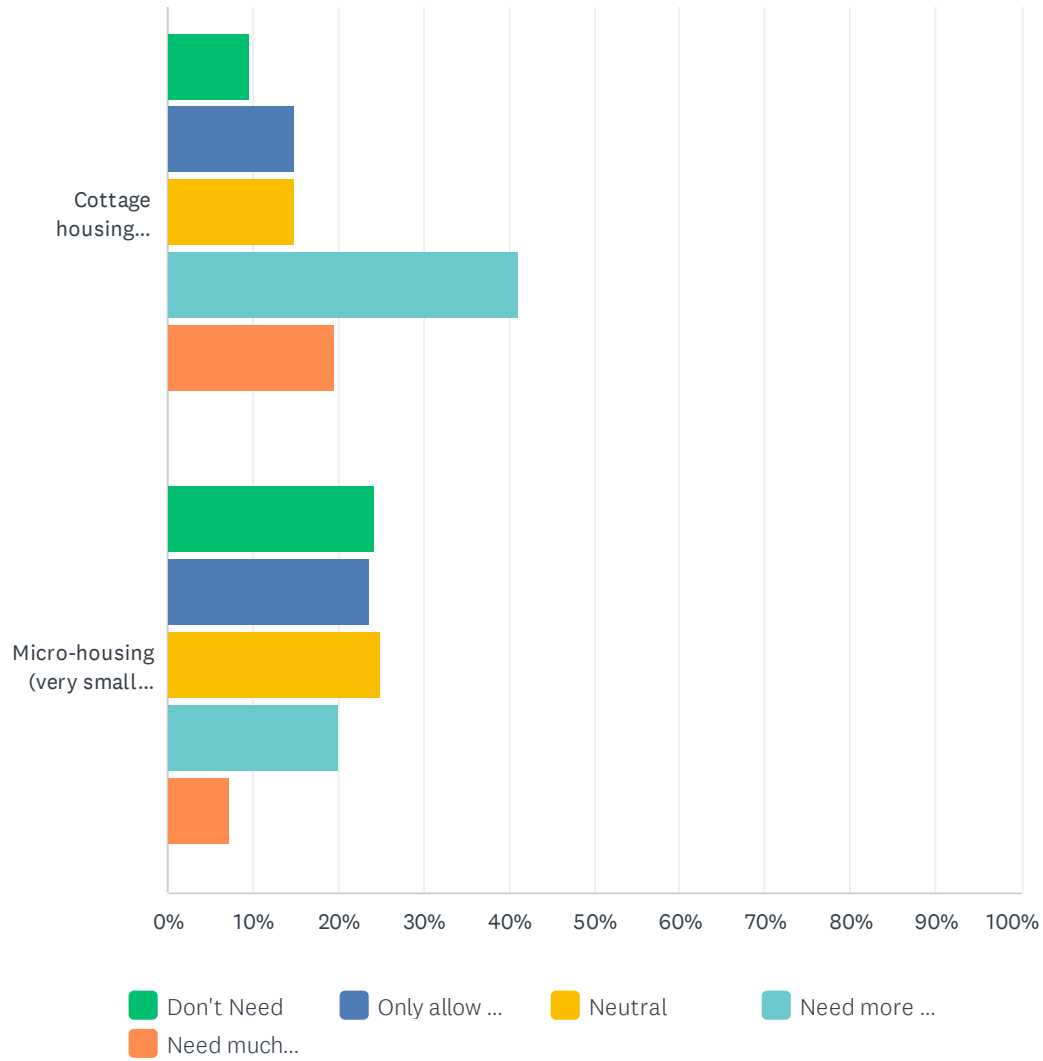








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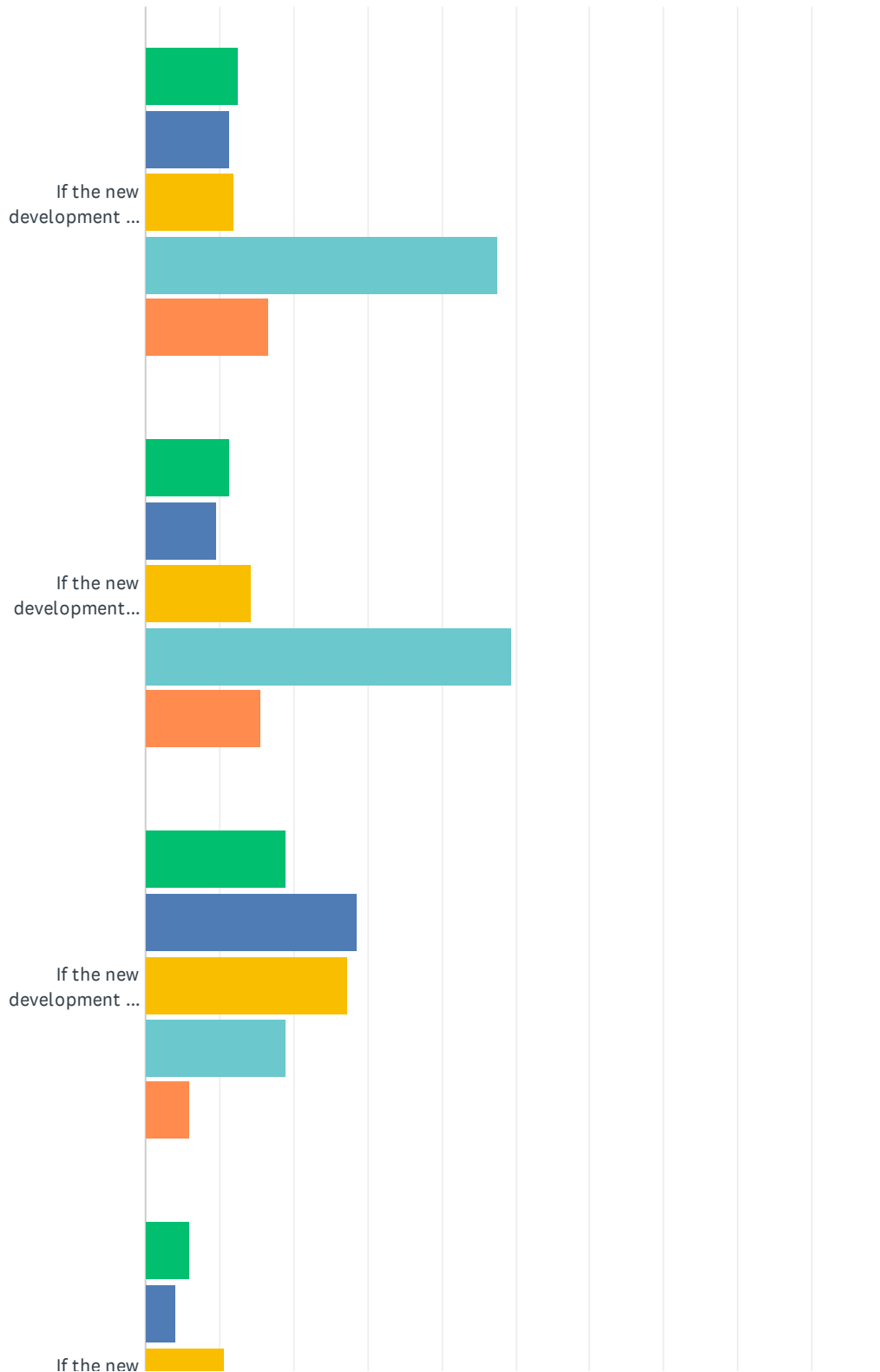


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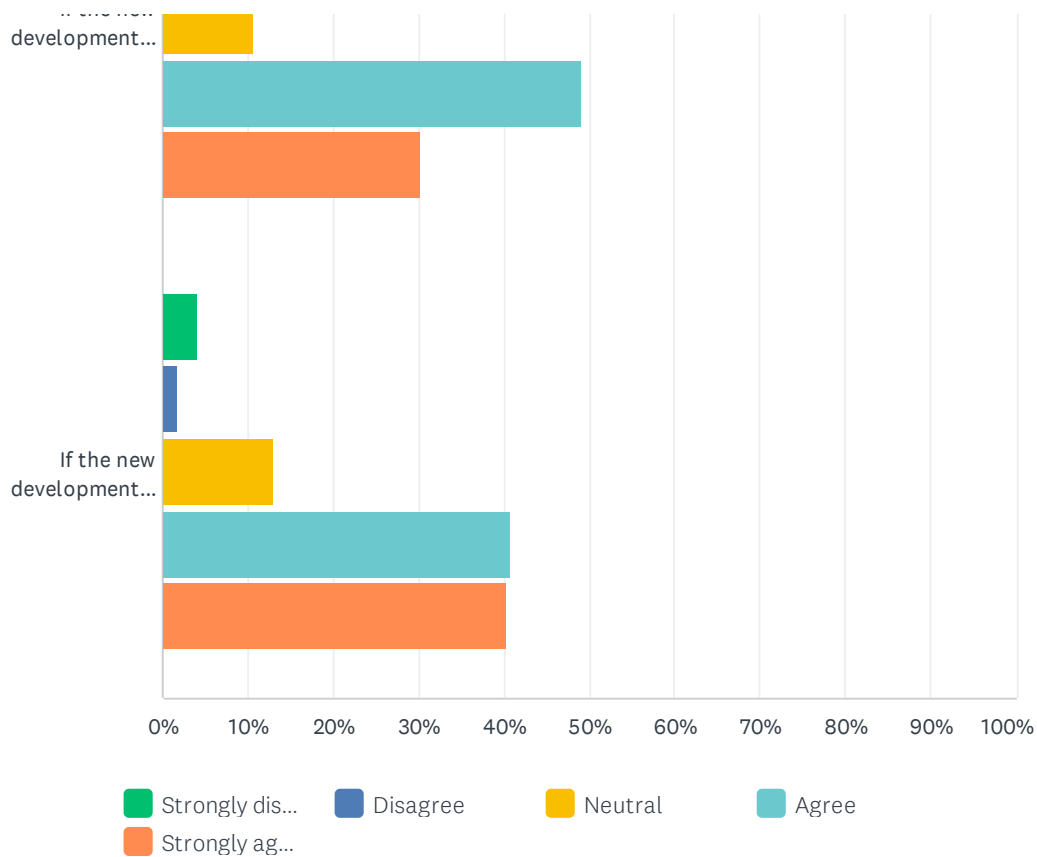
	DON'T NEED	ONLY ALLOW A LIMITED AMOUNT	NEUTRAL	NEED MORE IN SOME PLACES	NEED MUCH MORE IN MANY PLACES	TOTAL	WEIGHTED AVERAGE
Small-sized single family detached homes (less than 1,500 square feet)	2.40% 4	16.17% 27	7.19% 12	43.11% 72	31.14% 52	167	3.84
Medium-sized single family detached homes (1,500 to 3,000 square feet)	6.67% 11	26.06% 43	20.61% 34	35.15% 58	11.52% 19	165	3.19
Large-sized single family detached homes (more than 5,000 square feet)	51.81% 86	24.70% 41	18.07% 30	4.82% 8	0.60% 1	166	1.78
Multigenerational homes (one house with spaces for grandparents, parents, and adult kids)	4.71% 8	18.82% 32	20.00% 34	32.94% 56	23.53% 40	170	3.52
Duplexes (two-unit homes)	7.27% 12	19.39% 32	17.58% 29	38.79% 64	16.97% 28	165	3.39
Triplexes or Fourplexes (three- or four-unit homes)	15.34% 25	23.31% 38	17.79% 29	27.61% 45	15.95% 26	163	3.06
Townhomes (also called rowhomes, a group of 6-8 homes)	10.43% 17	25.15% 41	14.11% 23	29.45% 48	20.86% 34	163	3.25
Small apartment buildings (up to 9 units)	13.58% 22	20.37% 33	18.52% 30	31.48% 51	16.05% 26	162	3.16
Medium-sized apartment buildings (up to 16 units)	16.97% 28	22.42% 37	20.00% 33	29.09% 48	11.52% 19	165	2.96
Apartment complexes (more than one building)	24.07% 39	20.99% 34	17.90% 29	28.40% 46	8.64% 14	162	2.77
Accessory dwelling units	16.35% 26	15.72% 25	28.93% 46	23.27% 37	15.72% 25	159	3.06
Second-floor apartments in commercial buildings (mixed-use)	9.64% 16	15.06% 25	19.28% 32	30.12% 50	25.90% 43	166	3.48
Manufactured homes (i.e., mobile homes)	31.93% 53	28.92% 48	22.89% 38	10.84% 18	5.42% 9	166	2.29
Tiny homes (less than 500 square feet)	17.68% 29	25.61% 42	17.68% 29	25.00% 41	14.02% 23	164	2.92
Senior housing	4.35% 7	8.70% 14	24.84% 40	41.61% 67	20.50% 33	161	3.65
Co-housing (separate houses with shared community space like a kitchen)	21.56% 36	16.17% 27	27.54% 46	22.75% 38	11.98% 20	167	2.87
Cottage housing (small-sized single-family homes around a courtyard)	9.52% 16	14.88% 25	14.88% 25	41.07% 69	19.64% 33	168	3.46
Micro-housing (very small apartments)	24.24% 40	23.64% 39	24.85% 41	20.00% 33	7.27% 12	165	2.62

Q12 Do you think redevelopment that adds more residential housing in existing neighborhoods should be allowed if it meets the following requirements:

Answered: 169 Skipped: 61



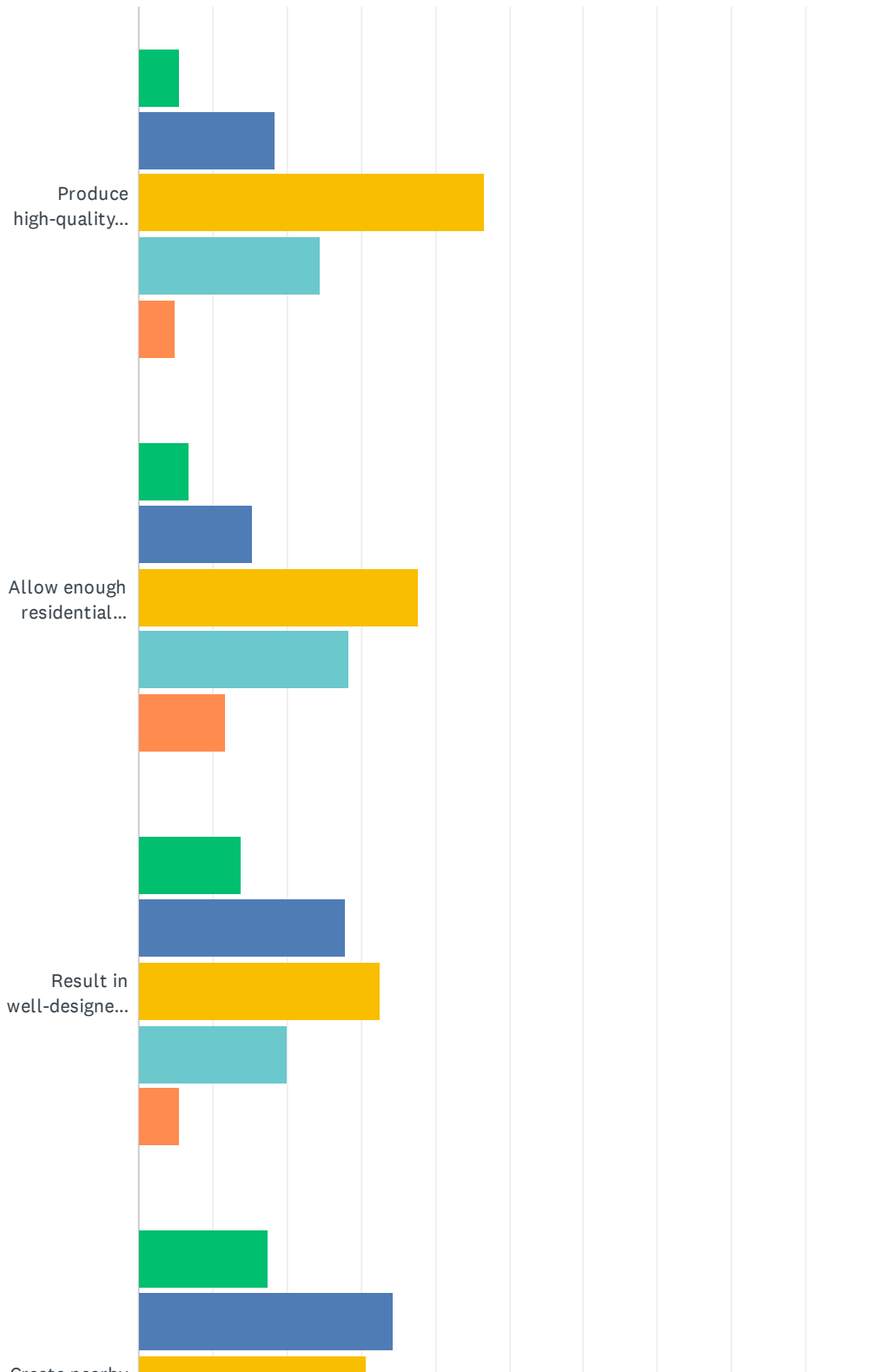
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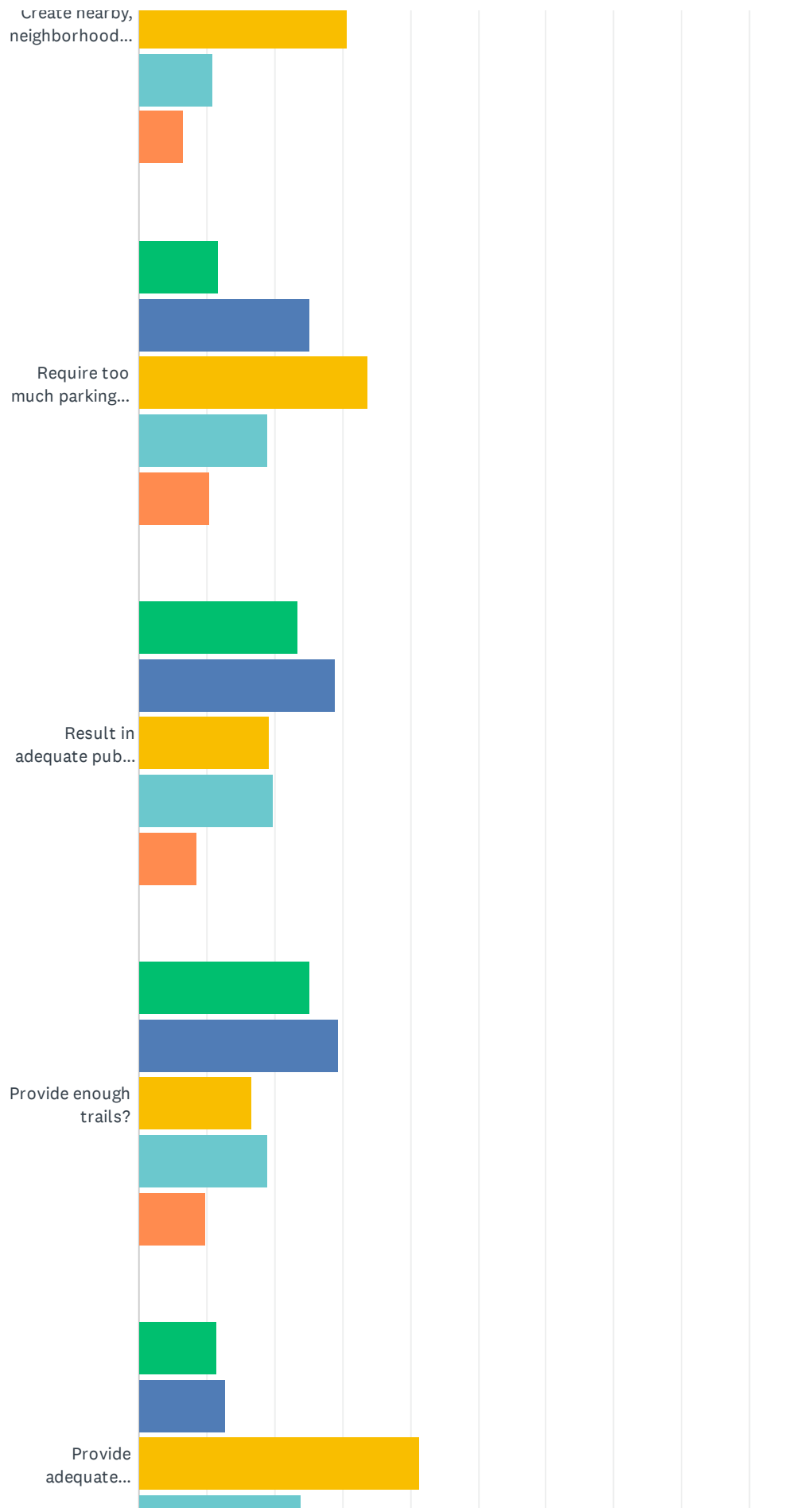
	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
If the new development is the same size and scale as surrounding development.	12.50% 21	11.31% 19	11.90% 20	47.62% 80	16.67% 28	168	3.45
If the new development looks like the surrounding development.	11.31% 19	9.52% 16	14.29% 24	49.40% 83	15.48% 26	168	3.48
If the new development is built on large lots that can be subdivided.	19.05% 32	28.57% 48	27.38% 46	19.05% 32	5.95% 10	168	2.64
If the new development replaces older, poorly maintained buildings.	5.92% 10	4.14% 7	10.65% 18	49.11% 83	30.18% 51	169	3.93
If the new development rehabilitates older buildings.	4.14% 7	1.78% 3	13.02% 22	40.83% 69	40.24% 68	169	4.11

Q13 Development regulations address building design, parking and landscaping requirements and other development standards. Does the current Z&DC:

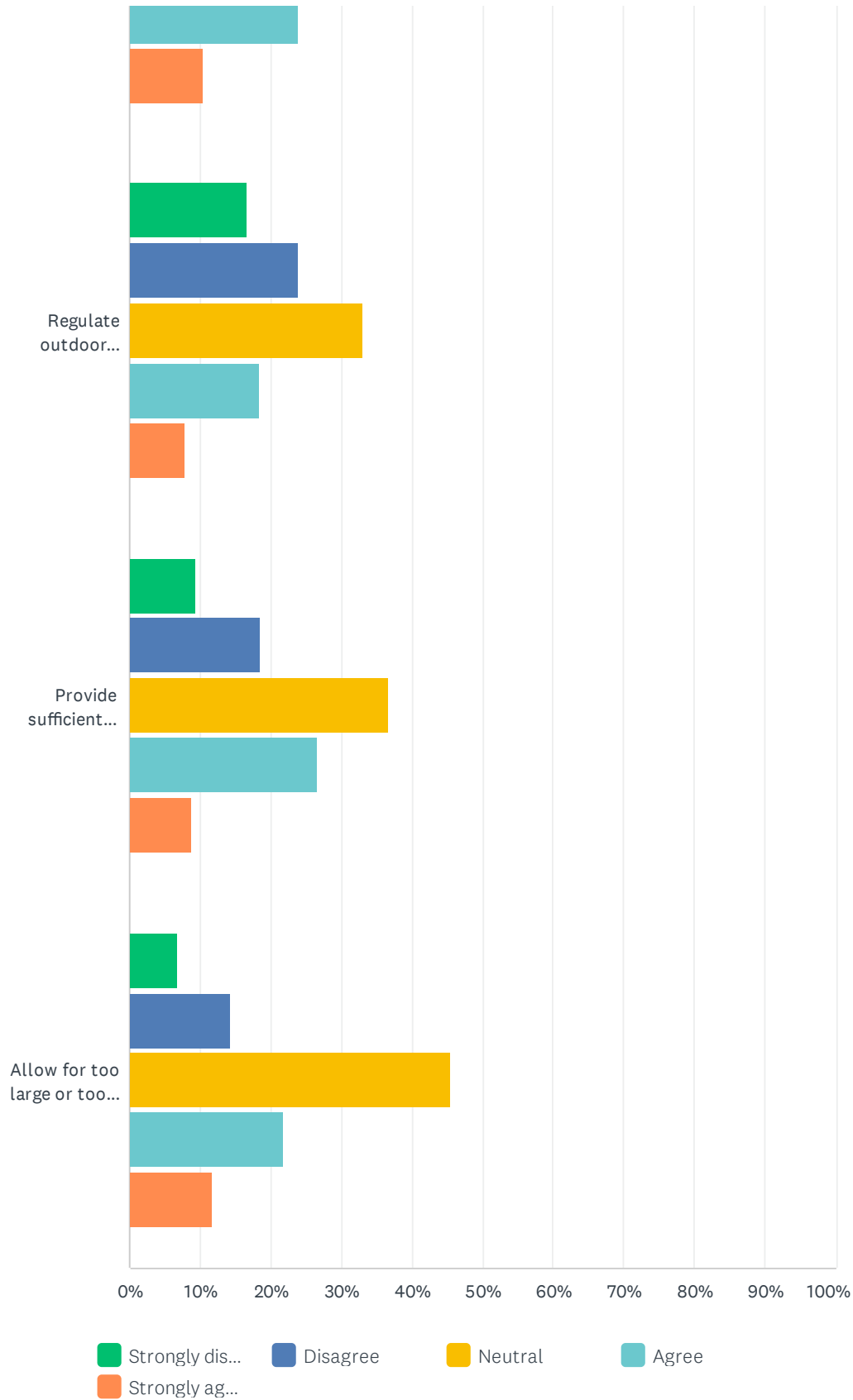
Answered: 167 Skipped: 63



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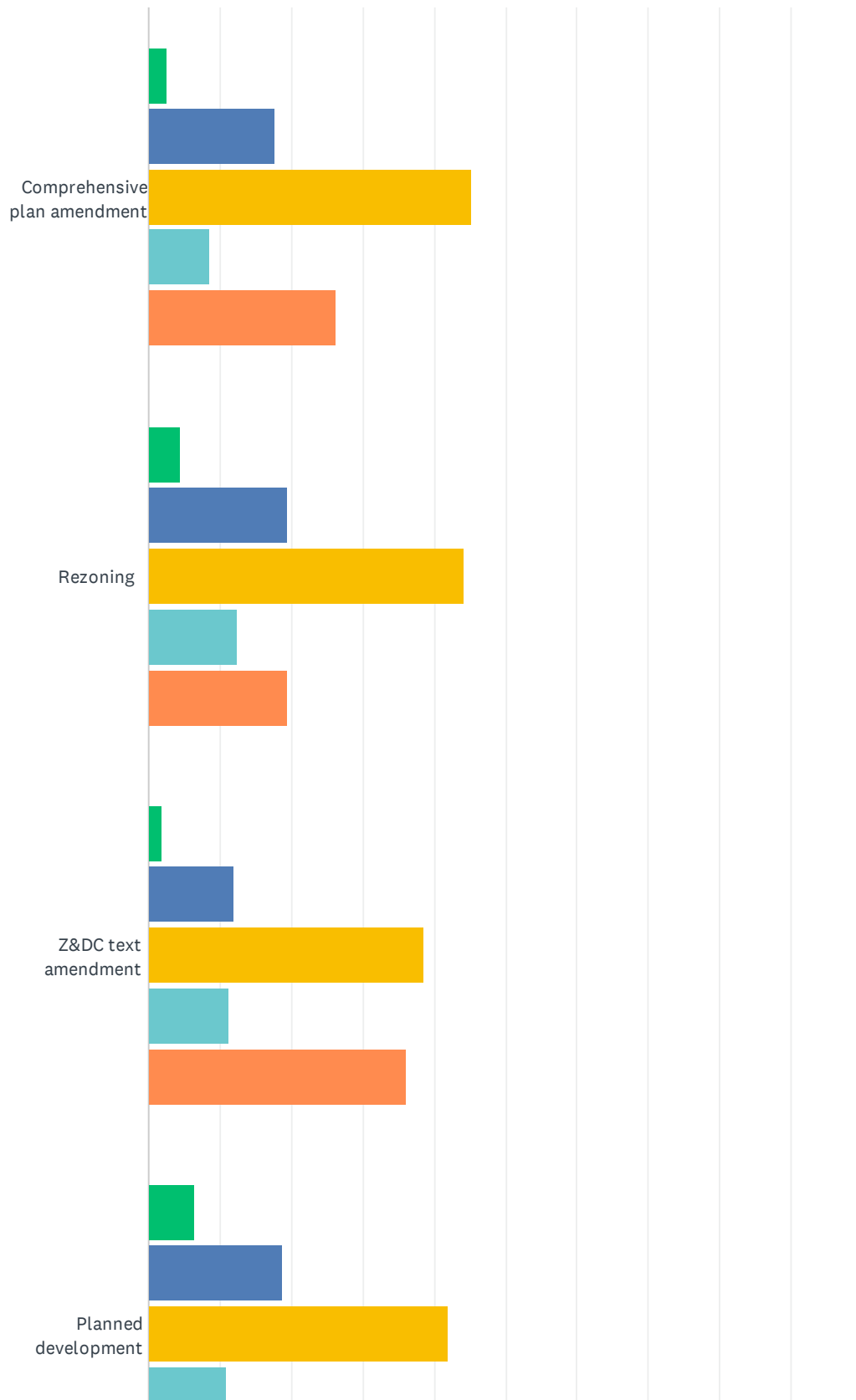


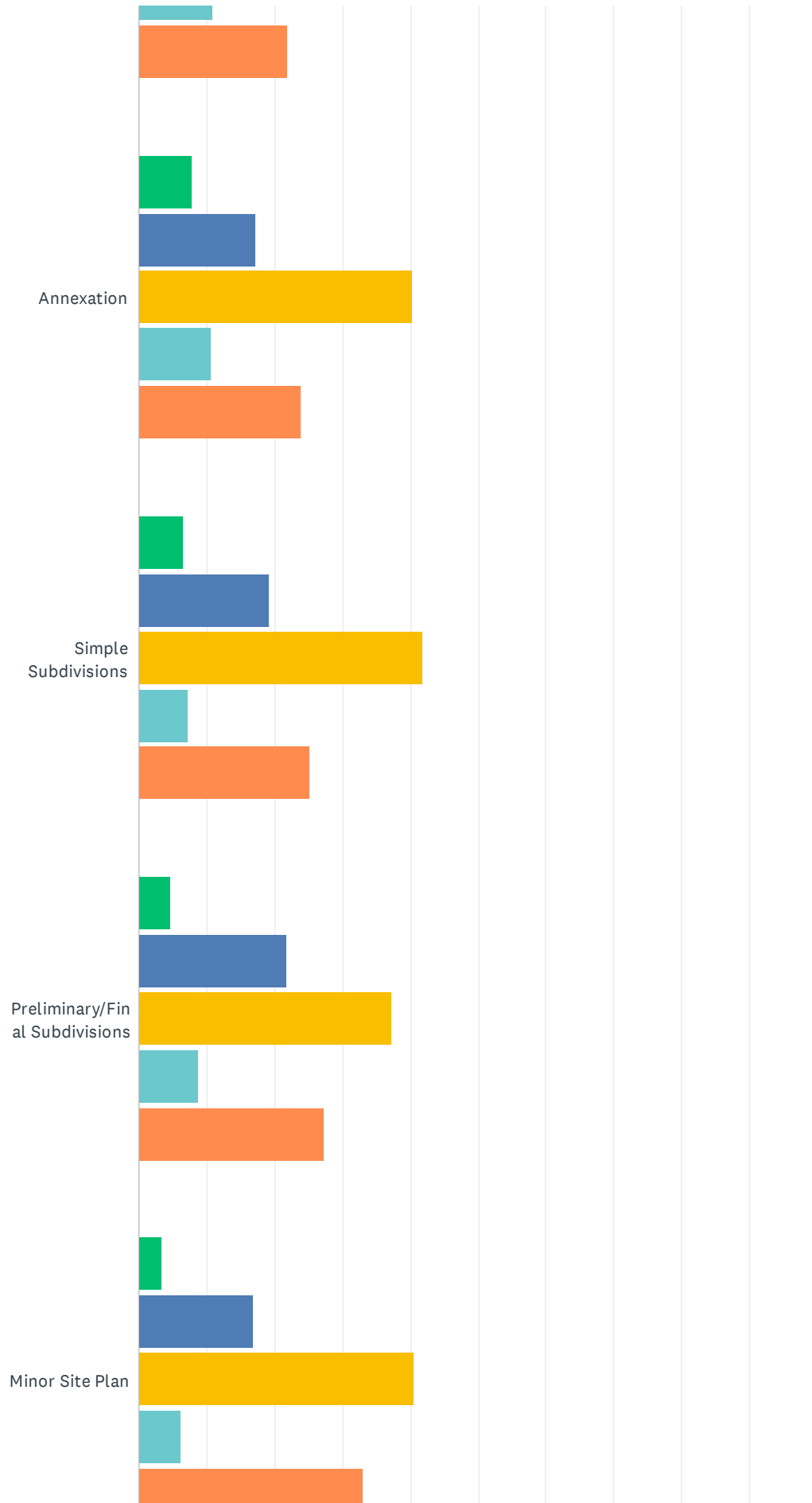
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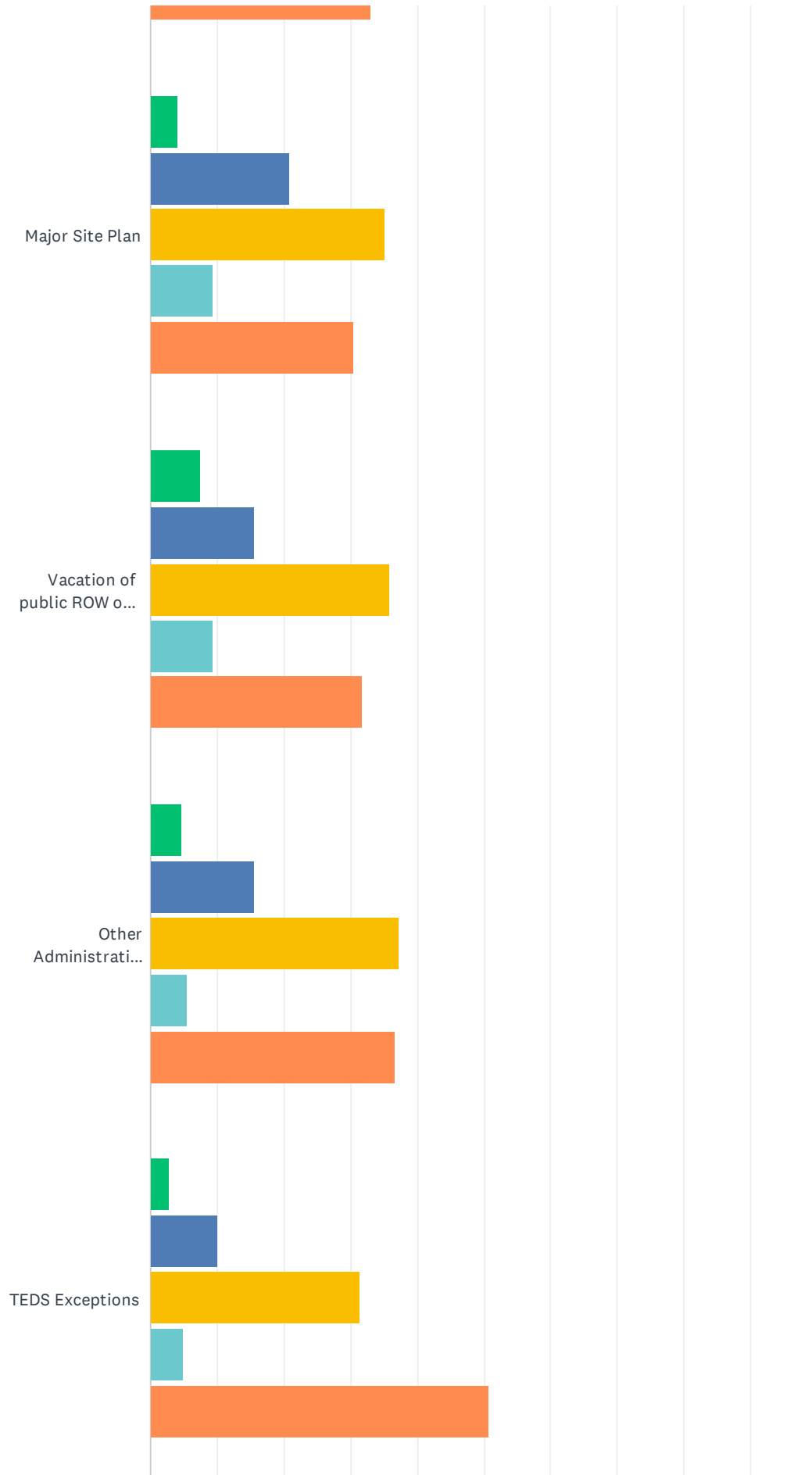
	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Produce high-quality, well-designed buildings?	5.52% 9	18.40% 30	46.63% 76	24.54% 40	4.91% 8	163	3.05
Allow enough residential construction?	6.79% 11	15.43% 25	37.65% 61	28.40% 46	11.73% 19	162	3.23
Result in well-designed neighborhoods?	13.94% 23	27.88% 46	32.73% 54	20.00% 33	5.45% 9	165	2.75
Create nearby, neighborhood shopping and service areas?	17.47% 29	34.34% 57	30.72% 51	10.84% 18	6.63% 11	166	2.55
Require too much parking to be provided on the site?	11.66% 19	25.15% 41	33.74% 55	19.02% 31	10.43% 17	163	2.91
Result in adequate public parks and open space?	23.49% 39	28.92% 48	19.28% 32	19.88% 33	8.43% 14	166	2.61
Provide enough trails?	25.15% 41	29.45% 48	16.56% 27	19.02% 31	9.82% 16	163	2.59
Provide adequate protection for the City's historic neighborhoods and buildings?	11.59% 19	12.80% 21	41.46% 68	23.78% 39	10.37% 17	164	3.09
Regulate outdoor lighting to keep the City dark enough to see the night sky?	16.56% 27	23.93% 39	33.13% 54	18.40% 30	7.98% 13	163	2.77
Provide sufficient landscaping?	9.32% 15	18.63% 30	36.65% 59	26.71% 43	8.70% 14	161	3.07
Allow for too large or too many signs?	6.83% 11	14.29% 23	45.34% 73	21.74% 35	11.80% 19	161	3.17

Q14 Do you think the following processes have predictable outcomes:

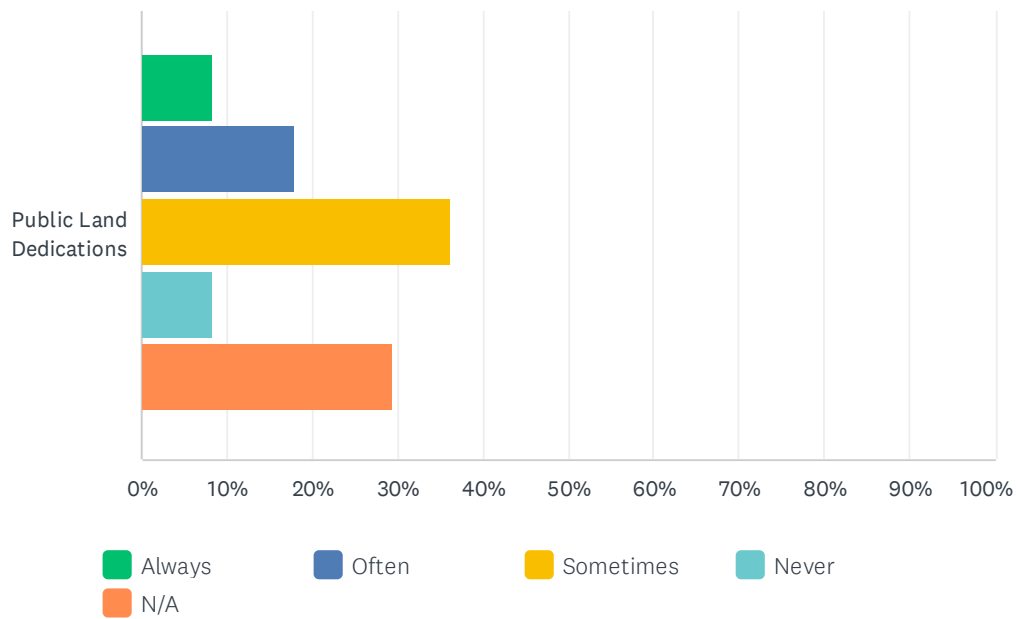
Answered: 157 Skipped: 73







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	ALWAYS	OFTEN	SOMETIMES	NEVER	N/A	TOTAL	WEIGHTED AVERAGE
Comprehensive plan amendment	2.61% 4	17.65% 27	45.10% 69	8.50% 13	26.14% 40	153	2.81
Rezoning	4.55% 7	19.48% 30	44.16% 68	12.34% 19	19.48% 30	154	2.80
Z&DC text amendment	2.00% 3	12.00% 18	38.67% 58	11.33% 17	36.00% 54	150	2.93
Planned development	6.45% 10	18.71% 29	41.94% 65	10.97% 17	21.94% 34	155	2.74
Annexation	7.95% 12	17.22% 26	40.40% 61	10.60% 16	23.84% 36	151	2.70
Simple Subdivisions	6.62% 10	19.21% 29	41.72% 63	7.28% 11	25.17% 38	151	2.66
Preliminary/Final Subdivisions	4.76% 7	21.77% 32	37.41% 55	8.84% 13	27.21% 40	147	2.69
Minor Site Plan	3.38% 5	16.89% 25	40.54% 60	6.08% 9	33.11% 49	148	2.74
Major Site Plan	4.05% 6	20.95% 31	35.14% 52	9.46% 14	30.41% 45	148	2.72
Vacation of public ROW or Easement	7.43% 11	15.54% 23	35.81% 53	9.46% 14	31.76% 47	148	2.69
Other Administrative Permits	4.76% 7	15.65% 23	37.41% 55	5.44% 8	36.73% 54	147	2.69
TEDS Exceptions	2.86% 4	10.00% 14	31.43% 44	5.00% 7	50.71% 71	140	2.78
Public Land Dedications	8.22% 12	17.81% 26	36.30% 53	8.22% 12	29.45% 43	146	2.63

Q15 What are the most important priorities for development in Grand Junction that this project needs to address?

Answered: 129 Skipped: 101

#	RESPONSES	DATE
1	Providing more points of interest than just in downtown. Think of neighborhoods as nodes where people can walk to get dinner, and be close to a grocery store	5/31/2022 12:04 AM
2	Protecting the natural resources promises draw people to colorado - clean air, clean water, views, basic needs accessibility for all income levels, improvement of public transit, open spaces both wild and manicured.	5/28/2022 5:18 PM
3	Trader Joe's	5/28/2022 3:08 PM
4	Outdoor space at reasonable prices is key. We don't want to become the next Denver. Our community should stay relaxed, open and affordable.	5/28/2022 7:17 AM
5	Revitalize old neighborhoods where homeless hang out Encourage nighttime lighting to reduce crime	5/27/2022 6:11 PM
6	Stop approving R-5 subdivisions being developed within /amongst established, existing already congested R-4 neighborhoods! Build more bridges from OM to GJ across the river.	5/27/2022 9:49 AM
7	Keep our buffer zones, keep our natural areas, trails and natural beauty and do not overdevelop our town	5/27/2022 8:04 AM
8	Clarification of residential parking, how many parking spots to a home, landlord responsibility for providing adequate parking to renters, residential parking permits program to limit squatters and overflow of vehicles.	5/25/2022 1:42 PM
9	Homeless people. They have taken over our parks, sidewalks, bus stops, empty fields, you name it, and they are there setting up camps. There need to be strict and enforced regulations/rules as to where they can & can't be.	5/9/2022 10:56 AM
10	predictable outcomes for development. The City/Community usually wants "high quality" buildings and development but they are the ones paying for it. There needs to be more incentives for development to provide higher quality product.	5/4/2022 5:06 PM
11	Homeless and low-income housing	5/4/2022 2:36 PM
12	Affordable, more dense housing encouraging amenities in neighborhoods like access to grocery, parks, open space, trails. Less sprawl - all of us are subsidizing low density zoning with our taxpayer dollars while lower income individuals are struggling to afford a place to live. Plan this community for ALL people, not just wealthy folks and developers. Provide infrastructure for those who don't have cars or choose to bike/walk. Less cars on the road is better for everyone.	4/30/2022 11:55 AM
13	Street access for bikes and pedestrians, more and better multi-family housing in the core of the city through redevelopment of old housing.	4/28/2022 5:21 PM
14	Climate change resilience: updated building codes, xeriscape landscaping requirements, incentives for solar. Bikeable/walkable communities that are connected with dedicated trails.	4/28/2022 1:13 PM
15	Make GJ more walkable and bike friendly.	4/28/2022 6:59 AM
16	Unified development, both commercial and residential, instead of many little one-acre developments with cul-de-sacs that don't connect with each other.	4/26/2022 4:11 PM
17	Affordable housing	4/26/2022 3:42 PM
18	Too many houses on too little property space. I'm tired of looking at the homeless. Tiny apartments are great. Put said apartments behind the Catholic Outreach Center. I don't want Grand Junction to look like Kensington PA. Why can't Grand Junction get a YMCA?	4/25/2022 7:52 PM

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19	Charge bank owned properties for leaving homes vacant. It brings down neighbors property values and morale, while banks can wait for the housing market to increase.	4/25/2022 6:08 PM
20	Affordable housing, senior housing, higher density Connect bike lanes	4/25/2022 3:30 PM
21	We need more affordable house. Affordable being the key word. The housing market is out of control for buying and renting. If something was to happen to my home finding another one would be impossible. My brother in law has been looking for a rental for months and months, has done so many applications and paid so many application fees to be denied for one reason or another. He has decent credit, a good job, and one dog, it shouldn't be that hard to find a rental. I like how the city stays on top of peoples housing for weed control and things like that. But then you allow an eye sore like the old Far East building on north to just sit there, run down. A lot of North Ave looks very run down and the homeless population is out of control.	4/25/2022 9:59 AM
22	I think GJ needs to put in a REC center, I pray daily Willow Rd. 536 1/2 especially is tended to. My sister knows what is going on at the house, every neighbor has called and asked to please evict him. My sister refuses because he is the father of her 3 grown children. He has dropped the property value on every neighbor home due to the way they have cared for my mothers property at 536 1/2 Willow Rd. He has continued to break the law, let alone my parents hearts, all the love that they provided over the years, and this is how my sister and brother-in-law say thanks mom & dad. This is why I am saying that I need your assistance with this matter... GJ	4/25/2022 9:28 AM
23	Affordable housing.	4/25/2022 7:53 AM
24	providing affordable housing, cleaning up some of the "run down" neighborhoods,	4/24/2022 9:05 AM
25	Common sense: if you want neighbors to interact with each other, does it make sense to build homes where nobody ever sees their neighbors? Without sidewalks, community gardens community recreation areas or parks?	4/24/2022 8:17 AM
26	We need to be investing in open space within our community. There are tracks of private land that could be purchased in partnership with land trusts to create those spaces. We need to make paths for safe biking a key component of development. Our community is changing with lots of new development. This strains infrastructure and alters the quality of life that we enjoy here.	4/23/2022 9:46 PM
27	Stop taking our green space for too many homes built on too little land with NO IMPACT FEES for developers. We need to learn from what other towns have already learned - let's not spin our wheels in frustration before its too late. We need to think of ageing place - tiny homes, communal living, no impact on schools and services for children! GJ is drawing retirees.....they don't want to see their tax dollars go to crowded schools with overworked teachers!!! Let the developers pay.....	4/23/2022 9:43 PM
28	address infill and maintain rural areas	4/22/2022 4:38 PM
29	Allowing for considerate development that increases housing options at all levels, yet works to maintain the character of Grand Junction (established neighborhoods/historic homes and building preserved and repurposed rather than replaced). I would also like to see the load of increased density shared throughout the City of Grand Junction, and not just focused in places like Downtown. Continuing to allow ADUs Downtown may be a way to increase density while preserving original old homes too. I would also like to see incentives offered to developers to preserve and reimagine older buildings (mixed use/residential/retail/office).	4/21/2022 9:10 PM
30	Bike paths and supermarket downtown	4/14/2022 4:54 AM
31	Connection with walk and bike lanes small stores to walk and bike to	4/13/2022 3:24 PM
32	Open spaces, trails, parks, denser affordable housing, less eyesore new buildings in historic areas, STOP BUILDING ALONG LUNCH LOOPS (as a recreational user, this is the city's greatest asset & part of Colorado's 2 billion dollar Rec industry, but by all means, build another mansion for a handful of rich white guys from Aspen)	4/13/2022 9:19 AM
33	I know there's a transportation plan too but I'd really like to see better movement within the city via bike lanes and pedestrian paths. We need to be building UP instead of OUT. These new single family home developments going in are a joke. Stop thinking with the traditional American mindset that everyone needs a 3/2 house with a yard. These three story apartment complexes are a step in the right direction but it's still not great because they almost all have to have a vehicle if they don't want to be limited to one store. Put retail underneath dense housing. Stop building strip mall type places. ADU regulations should be relaxed too, if your	4/13/2022 7:52 AM

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property has the room for over 900sqft then why not? I'd really like to see Grand Junction lead the way for attempts at doing something different and progressive with developments in the valley but I don't have much hope. I see sprawl, I see traffic, I see overused resources and I see another typical American city.

34	A slow, thoughtful, process considering all aspects and impacts before rushing into development of new neighborhoods and commercial. It all feels very fast and jammed right now. You can feel the intensity here.	4/12/2022 4:00 PM
35	Commercial property upgrades	4/12/2022 12:46 PM
36	Too much cramming of development into every nook and cranny reduces the quality of the neighborhood, as does increased housing density stuffed into residential neighborhoods.	4/12/2022 11:22 AM
37	It needs to allow for private sector development to bring product to the market that exists without tampering, downzoning, extraction, and punitive measures	4/12/2022 11:04 AM
38	Affordable housing in GJ, encourage in-fill development and mixed use development	4/12/2022 11:00 AM
39	I do not see grocery stores being integrated into developments. The loss of the downtown City Market left all downtown residents and visitors with no easy place to obtain nutritious food at reasonable prices. Development must include more realistic services for the residents. Please insist that any development will provide for easy foot traffic to a food center. Not everyone has access to an auto or bus transport. Please!	4/12/2022 10:14 AM
40	again, don't know if this is your purview, but many existing buildings and homes are poorly maintained, with weed filled or no landscaping, and too much asphalt which is not broken up by plantings or other features.	4/12/2022 9:50 AM
41	STOP DEVELOPMENT UNTIL THE REAL COSTS ARE PROPERLY ASSESSED and FAIRLY APPORTIONED. Traffic mitigation and ROAD construction MUST BE paid BY THE DEVELOPERS not the taxpayers. -- Hire Competent planners and traffic engineers. FIRE the City Manager .	4/12/2022 7:02 AM
42	Streamline the process; maintain reasonable fee structure	4/11/2022 9:11 PM
43	Quality not sprawl. Fill in before adding more massive buildouts	4/11/2022 7:20 PM
44	Developer responsibility for street damage and maintenance for longer than current requirements. The City is full of dips, ruts and bumps caused by development or utility work. and bumps caused by development work	4/11/2022 4:00 PM
45	Traffic planning.	4/11/2022 2:09 PM
46	To provide parks and recreation areas close to housing. To prevent density that is an overriding problem on the front range.	4/11/2022 12:53 PM
47	Require development to include adequate public infrastructure improvements especially in the areas of transportation and drainage.	4/11/2022 11:19 AM
48	More bike lanes and preserve mountain bike areas around town. More recreational areas.	4/11/2022 10:32 AM
49	How all these new applications will impact traffic, water, schools, road repair, noise, services. We do not need Grand Junction to be Denver. Our roads are so bad and there is so much more traffic.	4/11/2022 10:06 AM
50	preserve open space; allow less high density development; preserve agricultural aspect of Grand Valley	4/11/2022 9:42 AM
51	Covering the ugly rail yard and oil tanks that face Riverfront Drive. Mandating property clean ups, where necessary.	4/11/2022 9:05 AM
52	Adequate or expanded roads and access before approval of large scale developments which only bring more automobiles into the area.	4/11/2022 8:21 AM
53	Mesa State needs to provide more parking-before they are allowed to build more. Auto traffic flow needs to be first, before bikes and peds. Stop shrinking 4 lanes to 2.	4/11/2022 8:05 AM
54	Recreation Center - NOT IN Lincoln Park	4/11/2022 7:57 AM
55	Affordable housing is a for-real crisis. I'm 67 and my kids are in their 30s but all struggled to	4/11/2022 7:38 AM

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get into the market (one may never own his own home). I've got relatives in very large homes on huge lots and if we can afford as a community to support that kind of life style, surely we can support living space options on the other end of the scale.

56	- Eliminate parking requirements for residential uses in the B2 zone and for ADUs in all zones. - Revise the transportation development impact fee program so that paid by development in the B-2 zone or the designated redevelopment zones doesn't pay for new lane-mile capacity (road expansions) but is instead used to pay for multimodal improvements and parking management which benefits infill/downtown development. - Do a nexus study for the open space exaction fee program before it's challenged in court as illegal and increase the threshold from subdivisions of 10 or more to subdivisions of 50 or more. - Stop prohibiting grey water systems for landscaping irrigation in new residential development.	4/10/2022 12:58 PM
57	Simplify the amount and type of review required and make the zones more flexible. More administrative approval	4/9/2022 11:27 AM
58	It is irresponsible for commercial properties to be required to have lawn and shrubs in the desert, especially in when everyone is asked to conserve water usage. Seems hypocritical and wasteful. There should be an allowance for xeriscaping or rock. I'm thinking of 555 & 610 W Gunnison, the fuel station at 1st & Grand with the dead grass, etc.	4/9/2022 10:01 AM
59	Rec center!!!!!!! More pickleball courts. Please plan growth so we look like a real city and not hodge lodge.	4/9/2022 8:28 AM
60	Housing for the homeless if they will are willing to get off the street and be safe	4/8/2022 11:23 PM
61	Maintain open space, preserve public access	4/8/2022 1:24 PM
62	Safety, safety and acceptance of final project meeting improvement specifications	4/7/2022 11:26 PM
63	Foremost, the Rec center at Matchett Park. Nobody in "powers that be" seems to listen to what we want and where it should be built. Other sites are ridiculous!	4/7/2022 3:05 PM
64	Grand Junction needs to work on helping the lower class escape the poverty cycle by offering us housing opportunities. Clifton deserves to feel like a community. Living there feels dreadful. The commercialized spaces do not feel like they do in town. It feels unsafe. Considering this is the only affordable neighborhood to get out of the renting market, Clifton deserves to feel like a community that is cared about.	4/7/2022 1:55 PM
65	Affordable housing for young families. Beautification of common areas with green spaces.	4/7/2022 1:53 PM
66	Quit allowing for suburban sprawl before we have a doughnut shaped city like Cleveland or Detroit. Make it easier to develop in the core of the city to promote the vision that keeps being shown in all of the visioning/future plans of the city. Removing one way streets, protected pedestrian cross walks, ease of urban development and remove the blanket policies that are geared toward tract homes - that would be strong start. Also force the city to encourage development in the urban area with financial incentives for all development - not just income/age restricted housing like we have had over the past 2-3 decades. The city should not be a land developer (River Front), but a accessible means to private equity who can do that work at a fraction of the cost and for a profit. Having the city on the same page as the DDA would make a world of difference in progress for the overall community.	4/7/2022 11:25 AM
67	Affordable housing for seniors on main bus routes. Do not give tax breaks and other giveaways to developers, this just causes other taxpayers to foot the bill that are just trying to break even. If developers need giveaways then they don't really know if they have a market. If there is a market, then some other developer will step in.	4/7/2022 10:23 AM
68	The city of GJ needs to celebrate the Colorado and Gunnison rivers and not treat the like sewers or run-off ditches. We need more development overlooking the rivers so we can enjoy the sacred water. (Have you ever been to the San Antonio, TX river walk?)	4/7/2022 9:12 AM
69	Affordable housing, housing first for the homeless.	4/7/2022 7:46 AM
70	Affordable housing, reduced reliance on cars, increased density instead of sprawl	4/6/2022 9:52 PM
71	Affordable housing for Seniors who can support each other yet remain independent. Circular housing with maintenance and other amenities provided.	4/6/2022 9:18 PM
72	MAKE DEVELOPERS PAY FOR INFRASTURE AND KEEP REAL ESTATE PEOPLE AND DEVELOPERS OUT OF PUBLIC OFFICE!	4/6/2022 8:22 PM

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73	Find ways to reduce cost, increase density, create codes that are more predictable for creative projects	4/6/2022 6:44 PM
74	Consistent zoning; keep the character of existing neighborhoods and feather in higher density slowly! no big buildings next to existing single family homes; green space planned into the city everywhere, especially in poorer areas.	4/6/2022 5:07 PM
75	Clean up the city. The city is ugly with trash, delapidated buildings and just an overall junky appearance. The city needs to work with the county for a coordinated clean up of the place.	4/6/2022 3:17 PM
76	traffic flow. As new housing goes in, and it should, traffic flow must be considered	4/6/2022 1:29 PM
77	Drought and the problems inherent in requiring residents to conserve water while approving more and more subdivisions, making water more and more scarce. This is a nightmare scenario.	4/6/2022 1:04 PM
78	Affordable housing that is made sustainably, minimizing impact on the environment (e.g. native plants vs grass), and allowing a walkable/bikeable/public transportation lifestyle vs relying on cars. I also believe there is tremendous opportunity to help build community with mindful design/architecture. For example, building homes with front porches and front space will encourage neighbors to interact. "Micro" community spaces (e.g. smaller flexible community centers) that are walkable/bikeable for residents in a neighborhood can also help build community and bring people together.	4/6/2022 11:55 AM
79	More trails like the river front trail. Maybe protected bike lanes? Too many times iave been ran off the road by unfriendly cars on the road. Even on the down town strip ive had people speed around me and cut me off just to meet them at the next stop light while im calmly riding at the right side of the road. Safe bike lanes are a great option.	4/6/2022 11:44 AM
80	increase in traffic, beautification of the city, water availability, senior housing with smaller houses and no yard maintenance (like Del Webb community)	4/6/2022 11:36 AM
81	Too much growth Developing too quickly Charge developers much more money for tap fees, etc. This would slow the number/speed of new developments and would still help the City tax base. Be VERY MINDFUL of GJ's quality of life -- don't destroy a good thing.	4/6/2022 11:27 AM
82	Tearing down the aging structures around town, especially downtown to make it more of an inviting and welcome, safe environment for tourists and locals. Second priority is better landscaping at places like along the Horizon/I-70 exit with all the hotels. Making it more attractive and less transient looking.	4/6/2022 11:21 AM
83	As mentioned earlier, preserving existing open spaces rather than turning them into commercial or residential areas. These open green spaces are what attracts people to this area that other places lack. Once you destroy these areas you will never get them back. They are far more valuable than any type of housing or business structure. The same goes for prioritizing parks. I can't believe that despite all of the development in the Redlands there are so few parks. Lastly, prioritize and always include bike lanes in the planning process. Provide safe alternative paths for people to access major shops and stores.	4/6/2022 10:23 AM
84	#1 REC CENTER OR SOMETHING FOR THE KIDS TO DO AND GO. WE HAVE MORE FOR HOMELESS AND CRIMINALS TO DO THAN OUR OWN CHILDREN. #2 More development on the east side of town. We very little over there and a lot of space to build. The eastside is the most populated and the most desirable right now for affordability. Cut your traffic down.... #3. The city lights need to looked at. Maverick by the hwy in Clifton, so many run the light because you sit for almost 5 minutes. Again. the east side is the most problem with light times.	4/6/2022 10:09 AM
85	There is a huge need for affordable housing. This is housing priced under \$300,000, preferably under \$250,000. Also, the City Planning Department shouldn't send out notices on input for a new project that affects my quality of living only to be told it has already been approved.	4/6/2022 10:06 AM
86	fixing the streets and making people clean up propertys	4/6/2022 9:48 AM
87	Code enforcement	4/6/2022 8:56 AM
88	Clean up around 5th street bridge	4/6/2022 8:39 AM
89	OVERdevelopment within the city limits	4/6/2022 7:40 AM

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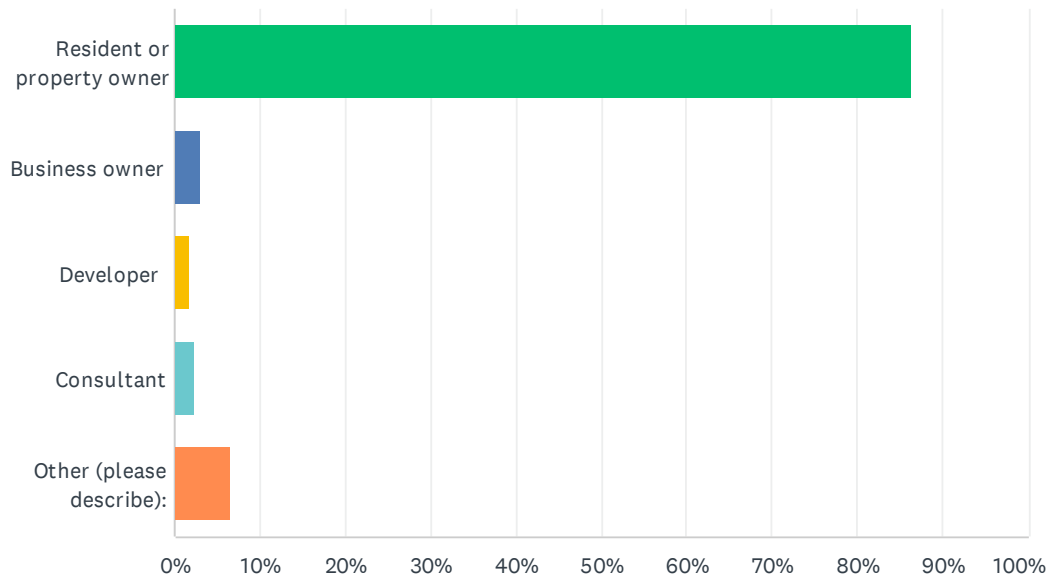
90	Public input!	4/5/2022 9:35 PM
91	Too rapid growth without good, well thought out planning leads to poor, unwelcome outcomes!!	4/5/2022 9:32 PM
92	Accessibility and developing a town that can be lived in without a vehicle.	4/5/2022 9:18 PM
93	Más casas y apartamentos con precios cómodos, más áreas fáciles para caminar o andar en bicicleta	4/5/2022 8:55 PM
94	New developments need to invite homeowners and residents to participate. Not just the developers who don't care how their projects may negatively affect people who live and work here.	4/5/2022 8:41 PM
95	To many short term rentals aka Airb&b's in one area. Need to limit the number per block or area. Also need individual notice of meetings etc.	4/5/2022 7:47 PM
96	Too much development and not enough concern for infrastructure and paying for the development. We need to keep some open space!	4/5/2022 7:18 PM
97	Need to realize that there is only so much land and water and that at some point, the area will need to reconsider ongoing growth and development.	4/5/2022 6:56 PM
98	Three categories: Curb housing contractors and add restrictions to elevate urban buildings by height, within a zone circular and proportional to pop. density per sq. Area Buy out mobile homes. Designate few areas for industrial uses, business sector, tech and industry.	4/5/2022 6:55 PM
99	Denser neighborhoods capitalizing on infill of existing lots (how many gravel lots does the city plan on collecting?) More trails and wider sidewalks and some way to slow motorvehicle traffic through pedestrian friendly areas (perhaps a spike strip at the 7th and Main roundabout or some kind of rhinoceros crossing guard.)	4/5/2022 6:45 PM
100	A simple moratorium on development for a period of time to address infrasture issues as the highest priority before any further development occurs.	4/5/2022 6:40 PM
101	stop building so many new homes and mcmansions, keep open space	4/5/2022 6:32 PM
102	Rec center, downtown grocery store, public parks/open space	4/5/2022 6:28 PM
103	More park development and walking and biking paths that lead to where we work, shop and play. Making certain to upgrade and widen roads before putting in large housing development or subdivisions,	4/5/2022 6:13 PM
104	The future development needs to prioritize pedestrians and alternative modes of transportation beyond vehicles. Higher density residential living to prevent urban sprawl and protect the open space that makes the valley unique. Combining commercial and residential spaces will make for a more useful and efficient neighborhood.	4/5/2022 6:03 PM
105	I would like to see self-sufficient neighborhoods that allow for walking and biking to obtain basic services. It's also important that young people can afford to buy homes here. There is way too much development for millionaires from out of state and not enough for the people who grew up here. If we want GJ to thrive, we need to be family friendly and offer a sustainable, affordable lifestyle.	4/5/2022 5:39 PM
106	Cleaning up some existing properties! Annex more of Orchard Mesa. One doesn't have to have much to keep ALL properties neat and tidy. No trash, no non running vehicles. These items help eliminate crime as people care. Replace the GJ sign on highway 50. It reflects on how you care. Expand the fairgrounds by purchasing property to the west while you can! Cleanup lower downtown by bridge to make it attractive. Purchase space for future while cleaning up	4/5/2022 5:32 PM
107	PROTECT THE NIGHT SKY FROM ADDITIONAL ARTIFICIAL KIGHTING. Eliminate multi use housing in single family neighborhoods. Ban large storage buildings ga/garages from being built in residential areas. Recreational toys snd rvs can be stored in areas dedicated for that purpose where appropriately zoned.	4/5/2022 5:25 PM
108	Don't change zoning of areas that are low density to high density. Property owners make their buying decisions, in part, based on density, and changing to permit higher density housing in a traditionally low density area reduces the current owner's way of life and property values.	4/5/2022 5:02 PM
109	compatible, consistent, appropriately timed/scheduled, include amenities	4/5/2022 4:48 PM
110	Affordable housing.	4/5/2022 4:34 PM

Grand Junction Z&DC Update | General Survey 1: Big Issues

111	affordable housing for renters!!! My 24 YO daughter cannot find even a studio for \$1000/mo.	4/5/2022 4:04 PM
112	smaller homes than use less resources	4/5/2022 3:50 PM
113	Stop out of town 2nd and 3rd homeowners, reduce short term rentals. Increase density, reduce parking lots. Start developing for residents and stop developing for tourists	4/5/2022 3:41 PM
114	Provide single family homes for low income. Provide opportunities for businesses in eastern low income part of town. Community Hospital should have been built in eastern low income part of town, not the rich part of town. Hire people with common sense to achieve a more balanced community design. Currently everyone who participates in the process is affluent and does not understand the needs of low income families.	4/5/2022 3:40 PM
115	Affordable housing for young families trying to make a go of it with the low wages paid in the area.	4/5/2022 3:04 PM
116	Give residential homes more space and yards.	4/5/2022 2:45 PM
117	Too many subdivisions without addressing neighbor concerns and changing zoning to put in high density homes. Turning farmland into mini estates. Too many people without consideration of the infrastructure and water needs. After all with all the growth and traffic concerns, maybe time to address what the community wants and NOT the real estate agents, which there are hundreds, or the developers. If not restrained, though money talks, we will be another Denver or Silicon Valley which I left for the very same reason, uncontrolled growth and the loss of quality of life. I'm all for a semi moratorium to address where we are and if we can handle more growth. The traffic issues already an issue. Lets take a break and reconsider where we are heading with this grow, grow a d get bigger attitude. I guarantee at least 75% of the people are in my court. Think carefully, once done it can't be undone!	4/5/2022 2:32 PM
118	We need competition for retail stores and warehouse stores. Very limited on where you can shop	4/5/2022 2:10 PM
119	affordable housing Open spaces	4/5/2022 1:51 PM
120	Incentives if necessary to investors to tear down the non-maintained, old, vacant buildings or blocks of houses and rebuild	4/5/2022 1:48 PM
121	Flowing traffic, school access.	4/5/2022 1:14 PM
122	Density and the need for more diversification of housing. ie: condos, townhomes, tiny homes, multigenerational/ADU (with two stoves!)	4/5/2022 12:33 PM
123	Housing supply, densification/infill, safe and efficient pedestrian/cycling infrastructure, transit feasibility.	4/5/2022 12:17 PM
124	Easy access by walking and bicycling (15-20 minutes or less) through attractive and safe street scapes to grocery shopping, and other like amenities. Providing a variety of housing options and price pointed in each neighborhood.	4/5/2022 11:48 AM
125	Walkability/Bikeability of neighborhoods.	4/5/2022 11:06 AM
126	Continuing to grow the connectivity of the city (ie. maybe we don't need a new grocery store or shopping plaza downtown, if it is connected by easy and safe transport by bike or foot). Allowing neighborhoods to mesh and use each others services (very strong divide between North of North or South of North or Redlands or Riverside). Making things more cohesive as a city. Utilize things already existing and a new fashion instead of just a bunch of new modern build items. I like the way that the city tries to preserve the historic charm of the area while trying to be innovate and bring new/modern services and feel to the old charm.	4/5/2022 11:02 AM
127	Commuter friendly (not for motor vehicles)	4/5/2022 9:41 AM
128	Safe biking/ green transportation and allowing for a more walkable city	4/5/2022 9:31 AM
129	As housing costs continue to increase in the Valley, it is essential to increase our housing stock, but only through building up rather than out. Our agricultural industry is essential to our culture, and emphasizing dense mixed use housing and commercial districts prevents urban sprawl encroaching on family farms. In addition, reducing or eliminating the minimum parking requirement allows for increased walkability and bike ability, boosting quality of life and financial viability of developments.	4/5/2022 9:04 AM

Q16 Tell us about you! I am a:

Answered: 168 Skipped: 62



ANSWER CHOICES	RESPONSES	
Resident or property owner	86.31%	145
Business owner	2.98%	5
Developer	1.79%	3
Consultant	2.38%	4
Other (please describe):	6.55%	11
TOTAL		168

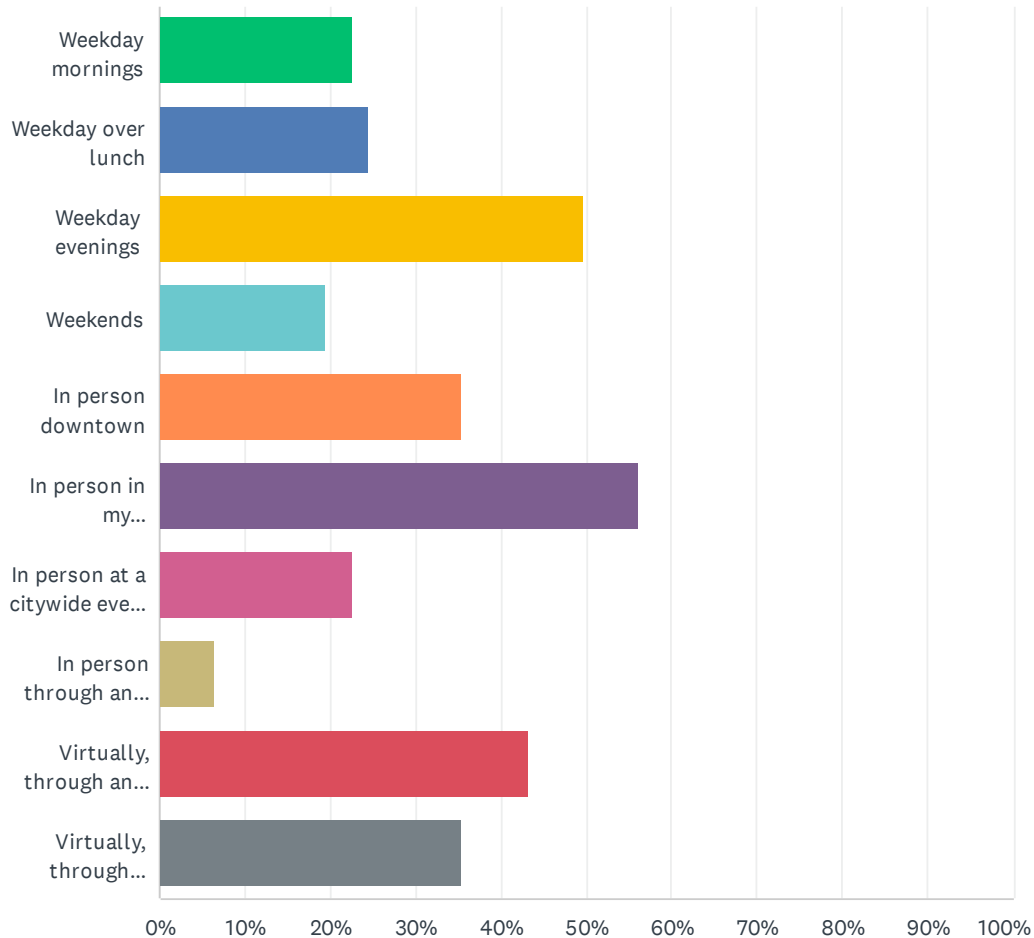
#	OTHER (PLEASE DESCRIBE):	DATE
1	57 year old, straight, white, female, grandmother who's concerned about my straight voice being crushed.	4/25/2022 7:52 PM
2	I am a property owner in Fruitvale. I love our area and our facilities and public workers. Give our leadership (in planning/zoning) the opportunity to learn from others - successful towns. Let's get the blueprints instead of wasting time and energy on reinventing the wheel.	4/23/2022 9:43 PM
3	Also a business owner, question should allow multiple selections.	4/13/2022 9:19 AM
4	Former city resident living in Grand Junction suburbs who daily uses city services. Former atty who is concerned about the ability of folks in developments to have easy foot access to grocery stores, among other things.	4/12/2022 10:14 AM
5	So, why would you think I am just one of these! I am at least three. This is not adapted to multi-tasking.	4/9/2022 10:07 PM
6	Property Owner, Business Owner, Developer	4/7/2022 11:25 AM
7	I am a Real Estate agent in the valley for over 20 yrs.	4/6/2022 10:09 AM

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8	Resident, property owner and business owner.	4/5/2022 8:41 PM
9	Citizen	4/5/2022 6:55 PM
10	A property owner who will no longer be a resident if this persists.	4/5/2022 6:40 PM
11	all of the above	4/5/2022 12:33 PM

Q17 What is a good time and place for you to participate in public meetings about this project? Check all that apply:

Answered: 155 Skipped: 75



Grand Junction Z&DC Update | General Survey 1: Big Issues

ANSWER CHOICES	RESPONSES	
Weekday mornings	22.58%	35
Weekday over lunch	24.52%	38
Weekday evenings	49.68%	77
Weekends	19.35%	30
In person downtown	35.48%	55
In person in my neighborhood, at a community center, a library, or a high school	56.13%	87
In person at a citywide event like a farmers' market or an art fair	22.58%	35
In person through an event with my faith community or a neighborhood group	6.45%	10
Virtually, through an online meeting	43.23%	67
Virtually, through interacting with information on the project website	35.48%	55
Total Respondents: 155		



Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: June 13, 2022
Presented By: Greg Caton, City Manager
Department: City Manager's Office
Submitted By: Jodi Welch, Finance Director

Information

SUBJECT:

Non-profit Funding Process

EXECUTIVE SUMMARY:

Historically, City Council has supported non-profit organizations in the community by dedicating budget resources annually. The non-profits' requests and use of funds can vary each year and has included operational support, program/event sponsorships, and contribution to capital projects. The amounts of requests and funding will also range based on significant requests for capital projects to less for program/event sponsorship. The City has other granting programs that are administered internally by City staff including Community Development Block Grants (CDBG) with funding decisions made by Council, as well as the Grand Junction Arts Commission on Arts and Culture (GJCAC) which is administered by staff with granting decisions made by the commission members.

The application and grant process for non-profit funding has evolved over the years, including applicants demonstrating that requests are in-line with the Council's strategic priorities. Recently there has been discussion on creating a more uniform process and the option of outsourcing this granting program.

BACKGROUND OR DETAILED INFORMATION:

For reference, attached is the Non-Profit Funding Request Form from the 2022 budget development process as well as the Non-Profit Funding approved by Council and Adopted in the 2022 Budget.

Options and related points to consider for administering the non-profit granting program:

- Outsource to an agency such as Western Colorado Community Foundation.
 - An already established granting agency would have staff and processes in place.
 - This would likely have an additional administrative cost.
 - This may expand the outreach to potential non-profit applicants.
 - Council may have to set a pre-determined limit on total funding available.
 - Would Council delegate decision making? If so, the granting agency would likely require City Council to establish specific parameters for application, eligibility, and award. This may make the process more difficult and time-consuming for applicants.
 - This might limit Council's flexibility in funding.

- Keep granting program in-house.
 - Council and staff could develop more specific parameters for application and funding similar to the CDBG program. This could make the process more standard.
 - Council and staff could develop tiers for requests. A lower tier could continue to have a more simple application process, where a higher tier for major capital contribution requests would require more information and different criteria to qualify for application.
 - The criteria for application could also change based on the use of funds operations, program/event sponsorship, or capital.
 - Criteria for all requests include demonstrating support of the Council's strategic priorities.

FISCAL IMPACT:

This item is for discussion purposes only.

SUGGESTED ACTION:

This item is for discussion purposes only.

Attachments

1. 2022 Funding Request Form for Non-Profits
2. 2022 Non-Profit Funding



2022 City Council Funding Request

Due Date: July 16, 2021

If you have questions prior to submitting your request, we are happy to schedule a meeting (virtual when possible) to discuss. Questions can be addressed to Jodi Welch, Finance Director, at jodir@gjcity.org or Linda Longenecker, Budget Coordinator at lindal@gjcity.org. For questions, call 970-244-1515

NON-PROFIT ORGANIZATION INFORMATION

Organization Name:

Date of Request:

Organization Address:

Contact Name:

Contact Phone #:

Contact Email:

USE OF FUNDS

Type of Request:

☐ Capital Funding ☐ Operations ☐ Special Event ☐ In Lieu of City Fees

2022 Funding Request: \$_____

Support of community non-profit organizations is a long-standing commitment of the Grand Junction City Council. The economic impact of the COVID-19 Pandemic has impacted organizations across the city, and in response the City Council authorized over \$2 million in 2020 and 2021 to go towards community relief. The City continues to recover from the economic impact of the Pandemic, however as occurs each budget process there are competing needs for limited resources. If your agency is making a request for 2022 funding, please provide a minimum funding amount even if it is equal to the funding request amount.

What is the Minimum Funding Amount you can accept for this request? \$_____

If this is a capital request, can it be phased over two or more years (if yes, how many years)? _____

DETAIL INFORMATION FOR REQUESTED FUNDS (attach additional documentation as needed)

What is the purpose/mission of your organization? *How does your mission align with the City's* [One Grand Junction Comprehensive Plan?](#)

If approved, how will the use of funds positively impact our community or improve economic development within our community?

Provide a brief description of your capital project, operations, special event, or any City fees that you are requesting to be waived.

**2022 Recommended Non-Profit Funding Budget
Funded by General Fund
December 1, 2021**

ITEM REF #	Support Doc. Page #	PARTNER/AGENCY	USE OF FUNDS	2022 MAXIMUM REQUESTED	2022 MINIMUM REQUESTED	2022 RECOMMENDED
1		DUES/MEMBERSHIPS				
2	NA	Associated Governments of Northwest Colorado	Dues	\$ 8,200	\$ 8,200	\$ 8,200
3	NA	Club 20	Dues	5,000	5,000	5,000
4	NA	Colorado Municipal League	Dues	49,270	49,270	49,270
5	NA	Colorado Water Congress	Dues	7,763	7,763	7,763
6	NA	Grand Junction Area Chamber of Commerce	Dues	7,000	7,000	7,000
7	NA	National League of Cities	Membership Fee	4,688	4,688	4,688
8	NA	Parks Improvement Advisory Board	PIAB	14,000	14,000	14,000
9	NA	Western Colorado Latino Chamber of Commerce	Dues	65	65	65
10	NA	Hilltop Community Resources	MC Health Leadership Consortium	1,000	1,000	1,000
11			Total Dues and Memberships	\$ 96,986	\$ 96,986	\$ 96,986
12		PROGRAM/EVENT SPONSORSHIP				
13	3	Colorado West Land Trust	Operations-Continued Development along Monument Corridor for Land Acquisitions	\$ 20,000	\$ 15,000	\$ 20,000
14	7	Grand Junction Commission on Arts and Culture	Art Grant Program Funding	45,000	45,000	45,000
15	9	Grand Junction Area Chamber of Commerce (YEA)	Program Sponsorship-Young Entrepreneurs Academy (YEA)	4,000	4,000	4,000
16	10	HopeWest	Event Sponsorship-2022 Calcutta for A Cause Golf Tournament (raises \$70K+ for Organization)	5,000	5,000	5,000
17	11	HopeWest	Event Sponsorship-2022 Gala which raises Operating Funds for the organization	5,000	5,000	5,000
18	13	Museums of Western Colorado	Operations - Programs and operations support for marketing Initiatives to draw visitors to the museums	15,000	10,000	15,000
19	14	One Riverfront (formerly Riverfront Commission)	Operations - Funds allow for the organization to utilize nearly 2,500+ volunteer hours per year and coordinate the development of the riverfront asset with other local partners	17,977	17,977	17,977
20	17	Riverside Educational Center	Operations - Cost of new work space that we moved to due to Covid including insurance, utilities, maintenance and renovations	10,000	1.00	10,000
21	19	Special Olympics	Event Sponsorship - In Lieu of City Fees for costs of Stocker Stadium & LP Pool for 2022 Special Olympics Summer Games	6,000	1.00	6,000
22	21	Western Slope Center for Children	SANE (Sexual Assault Nurse Examiner) program support	7,500	7,500	7,500
23	21	Western Slope Center for Children	General Operating Support (annual contributions for this)	50,000	50,000	50,000
24		CAPITAL REQUESTS				
25	27	Caprock Academy	Capital - Grass field for gathering place next to playground built with 2021 funding	8,300	8,300	8,300
26	30	Colorado West Land Trust	Capital - 10-Mile Off Road Route for Redlands Loop	30,000	30,000	30,000
27	33	Grand Junction Housing Authority	Capital - Building 70 affordable apartment homes within the City. \$300K for City Dev. Fees; \$90K for pre-development architectural/engineering Fees	390,000	300,000	390,000
28	34	Habitat for Humanity	Capital - Continue to build out Hoffman Estates Subdivision by adding four additional homes. These funds would go directly to two of the homes being built	10,000	5,000	10,000

**2022 Recommended Non-Profit Funding Budget
Funded by General Fund
December 1, 2021**

ITEM REF #	Support Doc. Page #	PARTNER/AGENCY	USE OF FUNDS	2022 MAXIMUM REQUESTED	2022 MINIMUM REQUESTED	2022 RECOMMENDED
29	36	Hilltop Community Resources	Operations - day to day maintenance and administration of Hilltop's Family Resource Center (office support, utilities, repairs and maintenance, and outreach	35,000	12,000	35,000
30	39	HomewardBound of the Grand Valley	Operations - Providing emergency shelter to Homeless individuals and families	50,000	25,000	50,000
31	40	HomewardBound of the Grand Valley	Capital - Updates to North Ave. Homeless Shelter Including fencing of day center	50,000	50,000	50,000
32	41	Mesa Developmental Services (STRIVE)	Operations - Enhance & expand vocational development programs for local adults with intellectual/developmental disabilities for skills training, on-the-job work experience, and employment placement for 156 individuals	50,000	20,000	50,000
33	44	Mind Springs Foundation	Capital - Little Bookcliff Apartments Section 8 Housing facility with new fire alarm system, new kitchens and bathroom amenities, update group therapy and meeting rooms, and paint and stair updates to exterior of the facility	276,809	22,170	276,809
34	46	The House (Karis, Inc.)	Capital-Convert Garage into 2-Bed Apartment at Bonnie's House	40,000	5,000	40,000
35		Total Ongoing Requests		\$ 1,125,586	\$ 636,949	\$ 1,125,586
36		NEW OR REINSTATED REQUESTS (Did not request in 2021)				
37	49	Community Food Bank	Capital - Campaign to renovate current facility. These funds will be used for exterior improvements to facility including a professional mural on the warehouse, fencing for community garden plot, update/improve cooling systems in the warehouse	\$ 23,000	\$ 12,500	\$ 23,000
38	62	Center for Enriched Communication (dba, Counseling & Education Center)	Operations - Supplement Medicaid/Medicare Funding Gap for low income counseling program mental health counseling.	20,000	5,000	20,000
39	66	Foodbank of the Rockies	Capital - Construction of a 50,400 SF warehouse/distribution center moving from Palisade to Grand Junction	50,000	50,000	50,000
40	69	Grand Mesa Nordic Council	Capital - New Signage and a Snowmobile for grooming for cross country ski areas on Grand Mesa	16,600	2,500	16,600
41	70	Grand Valley Peace & Justice	Operations - Identification Project serving low income citizens to provide them help obtain first time Colorado Identification IDs	10,000	7,600	10,000
42	72	Kids Aid	Capital - Parking Lot Improvements at warehouse facility to increase warehouse access for large food deliveries and school site delivery driver access, extension of fencing, address cooling systems for volunteer/employee safety during summer heat	20,000	10,000	20,000
43	73	Loma Cat House	Operations - Spay/Neutering efforts to mitigate cat overpopulation	5,000	2,500	5,000
44	75	Marillac Clinic, Inc.	Capital - Capital campaign in progress for funding of a new \$14M health center project (26K SF health center in a new location	100,000	100,000	100,000
45	79	Mesa County RSVP	Operations - Supplemental funding for an Executive Director to help expand our operations, develop more community connections, recruit more volunteers and allow for expansion of flagship programs	50,000	1,000	50,000

**2022 Recommended Non-Profit Funding Budget
Funded by General Fund
December 1, 2021**

ITEM REF #	Support Doc. Page #	PARTNER/AGENCY	USE OF FUNDS	2022 MAXIMUM REQUESTED	2022 MINIMUM REQUESTED	2022 RECOMMENDED
46	80	Mutual Aid Partners	Capital - Purchase of a commercial transport vehicle with the purpose of utilization within the daily operations of Mutual Aid, providing safe transportation, promote and support other non-profit groups as well as grassroots organizers, volunteers and participants	25,000	20,000	25,000
47	83	Western Colorado Alliance for Community Action	Operations - Shortfall in food and agricultural program due to COVID impacts on our funder Farm Aid. Used to share resources with local ranchers about recent legislation	5,000	-	5,000
48	84	Friends of Youth and Nature	Transportation, Gear, and Scholarships for Grant Junction Youth to participate through MCSD Outdoor Wilderness Lab and Riverside Educational Center's outdoor program	10,000	2,500	10,000
49			Total New Agency Requests	\$ 334,600	\$ 213,600	\$ 334,600
50						
51			Total Dues	\$ 96,986	\$ 96,986	\$ 96,986
52			Total Program, Event Sponsorship, and Grants	\$ 1,125,586	\$ 636,949	\$ 1,125,586
53			Total New Agency Requests	\$ 334,600	\$ 213,600	\$ 334,600
54			Total Non-Profit Funding (Dues, Program, Event, Grants, New Agency)	\$ 1,557,172	\$ 947,535	\$ 1,557,172



Grand Junction City Council

Workshop Session

Item #1.d.

Meeting Date: June 13, 2022

Presented By: Greg Caton, City Manager, Jodi Welch, Finance Director

Department: City Manager's Office

Submitted By: Jodi Welch, Finance Director

Information

SUBJECT:

Fees, Charges, and Rates Discussion

EXECUTIVE SUMMARY:

The City of Grand Junction provides a wide array of services and many are funded wholly or in part by fees, charges, and rates. Rates that are charged directly to those that use the services such as water, sewer, and solid waste are set based on rate studies, long-term financial plans, and comparison to market. Fees and charges of the City are established based on a set of philosophies. The philosophies vary based on considerations such as benefit to the overall community, cost recovery models, comparison to the market and other entities, as well as legal considerations.

The purpose of this discussion is to review the philosophies with City Council.

BACKGROUND OR DETAILED INFORMATION:

Currently the City has over 150 separate types of fees, charges, and rates that are an integral component of Department Operations. Each year, utility rates (water, sewer, solid waste) are reviewed by City Council during the budget process and adopted by resolution concurrent with the adoption of the budget. Each year, fees and charges are reviewed and changed by staff according to established philosophies and the revenue is included in the recommended budget.

The attached report on fees, charges, and rates philosophies details how fees and charges are established by major departments (some do not have any). The philosophy is demonstrated by a cost recovery pyramid where the cost recovery is the lowest at the base because it provides the most core services and has the widest benefit to the community, with the cost recovery being the highest at the top of the pyramid because it is for more individualized services.

FISCAL IMPACT:

This item is for discussion purposes only.

SUGGESTED ACTION:

This item is for discussion purposes only.

Attachments

1. City of Grand Junction Fees, Charges, and Rates Philosophies



Report on Fees, Charges, and Rates Philosophies June 2022

The City of Grand Junction provides a wide array of services and many are funded wholly or in part by fees, charges, and rates. Rates that are charged directly to those that use the services such as water, sewer, and solid waste are set based on rate studies, long-term financial plans, and comparison to market. Fees and charges of the City are established based on a set of philosophies. The philosophies vary based on considerations such as benefit to the overall community, cost recovery models, comparison to the market and other entities, as well as legal considerations.

Currently the City has over 150 separate types of fees, charges, and rates that are an integral component of Department Operations. Each year utility rates (water, sewer, solid waste) are reviewed by City Council during the budget process and adopted by resolution concurrent with the adoption of the budget. Each year fees and charges are reviewed and changed by staff according to established philosophies and the revenue is included in the recommended budget.

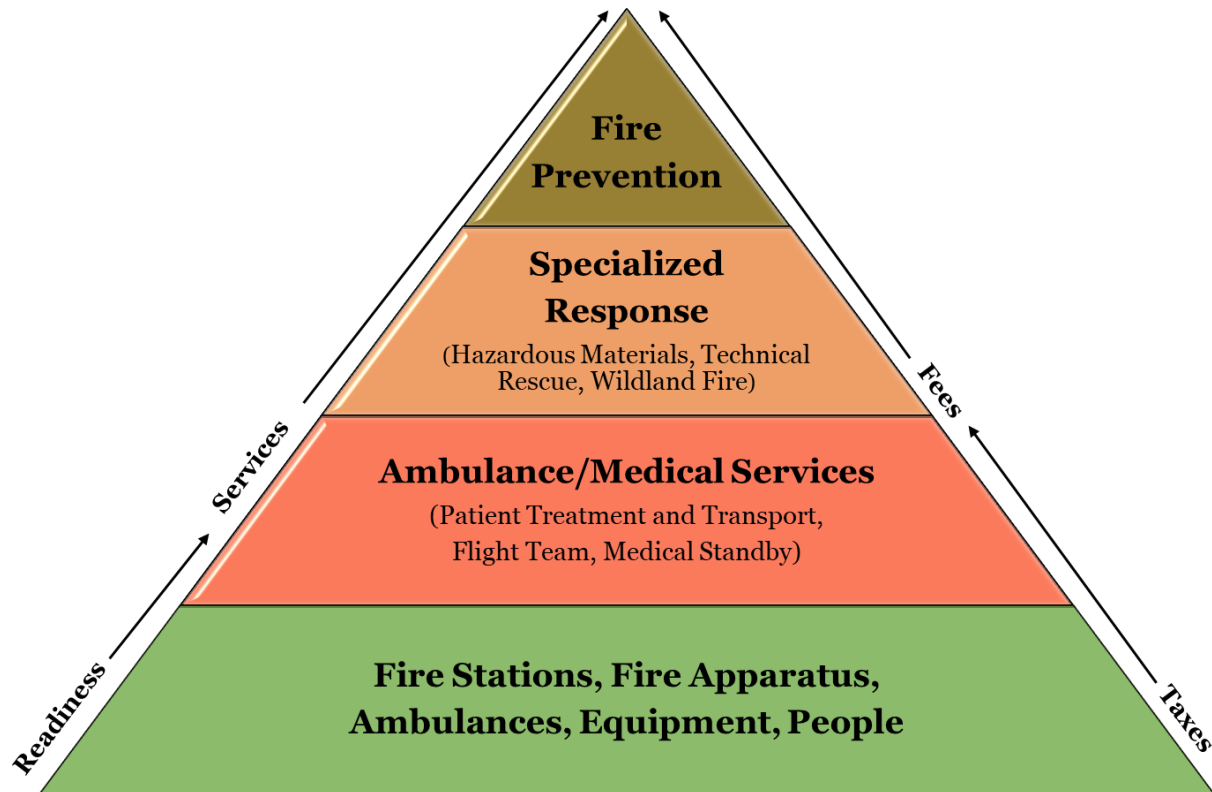
This report will provide the fees and charges philosophies by department with the philosophy depicted by a cost recovery pyramid where applicable. In each of the pyramids the cost recovery is the lowest at the base because it provides the most core services and has the widest benefit to the community with the cost recovery being the highest at the top of the pyramid because it is for more individualized services.

Fire Department

Revenues used by the fire department consist of taxes, fees, and grants. Taxes currently fund 32% of the Fire Department's operations (not including major capital) and provide funding to benefit the larger community such as staffing a fire station and fees provide funding to provide benefit to individual users such as ambulance transportation or technical rescue.

The primary funding source for fire departments in Colorado is property tax. Municipalities have the advantage of also being able to collect sales and other taxes that can support fire department services. The total property tax collected by the City, which needs to fund other services as well only covers one-third of the Fire Department's annual budget so being able to supplement with other revenue sources is critical. Revenue from taxes collected by the City and tax revenue "passed-through" from the Grand Junction Rural Fire Protection District, provides infrastructure and "readiness", i.e., fire stations, personnel, apparatus, and equipment needed to respond.

As the regional leader for fire and life safety services, the Fire Department provides specialty services and collects revenue in the form of fees to help cover the cost of providing these services. This philosophy for taxes and fee revenues for the Fire Department is depicted by the pyramid below.



The Fire Department charges three main types of fees - ambulance service and transport, response cost recovery, and fire prevention services.

Ambulance transportation fees are used to help recover the cost of this services and are paid by Medicare, Medicaid, health insurance providers and individual payors. Transport fees are set annually by the Mesa County Commissioners through a formula that is based on the Healthcare Consumer Price Index. In addition, the department charges a loaded mile fee to offset vehicle costs for transport.

Other fees cover medical standby services at events, flight team transportation and patient treatment and release. Medical standby fees are charged hourly for personnel and vehicles and are paid by the event or sponsoring organization. The treatment and release fee is charged to patients that receive treatment on scene but then are not transported. The fee is to recover the cost of the medical treatment, supplies or medications that the patient has received.

The department charges plan review fees that are primarily paid by developers, architectural and design firms, and construction and fire safety contractors. Permit fees are also charged for

operational processes that require review and inspection. These fees help off-set the cost of providing fire prevention services, including construction plan review, code compliance and inspection. The department adopts the latest version of the International Fire Code every six years and usually adjusts fees at that time or if the code is amended between code adoptions. Fire prevention fees were adjusted with adoption of the fire code in 2019.

The department charges cost recovery fees for hazardous material incidents and wildland fire response. These incidents are time intensive, and the charges are based on the actual cost of personnel, vehicle expenses and expendable supplies. Vehicle costs are based on standard rates provided by the Colorado Division of Fire Prevention and Control and personnel and supply costs are actual.

Parks and Recreation Department

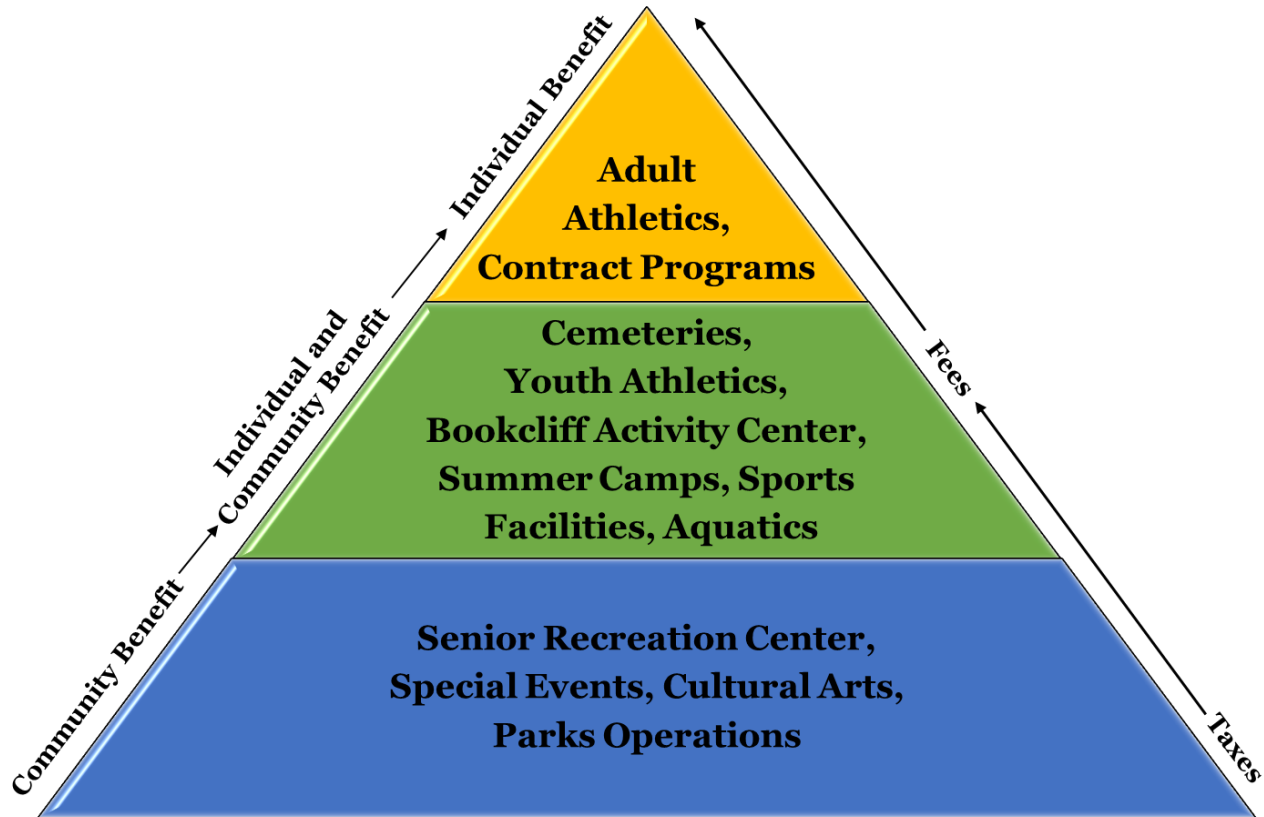
Revenues used by the Parks and Recreation Department consist of taxes, fees, and intergovernmental revenue (ie. Palisade pool operations). Taxes currently fund 72% of the Parks and Recreation Department operations and provide funding for the benefit of the larger community with a lower cost recovery ranging from 0 to 35%. As services move to a higher individual benefit, the fees charged for services and programs cover a larger portion of the cost from 36% to 100%.

As a regional provider of services, the Parks and Recreation Department evaluate fees on cost recovery as well as comparison of facilities and programs that are primarily within the Grand Junction or Western Slope communities. When comparing to private businesses, the fee structure is determined based on what would be generally acceptable as opposed to competitive.

Also important to the Parks and Recreation Department operations are the relationships with the School District, Colorado Mesa University, and partner organizations. Recognizing the impact of fees on these the department works closely with each of them to determine fair and equitable fee structures for programs and facilities. Fees and charges are also reviewed annually by the Parks and Recreation Advisory Board.

This philosophy for taxes and fee revenues for the Parks and Recreation Department is depicted by the pyramid below. The base or wide community benefit level includes access to parks, trails, community events, cultural arts, and special events. The middle level of the pyramid contains programs and services that benefit mainly the community but also individuals. These programs and services promote health and wellness activities and opportunities as well. Examples are aquatics, sports facilities, summer camps, Bookcliff Activity Center, cemeteries, and youth athletics.

The highest level of the pyramid contains programs and service that benefit specific groups or individuals and include adult athletics, special interest programs, and contract programs.



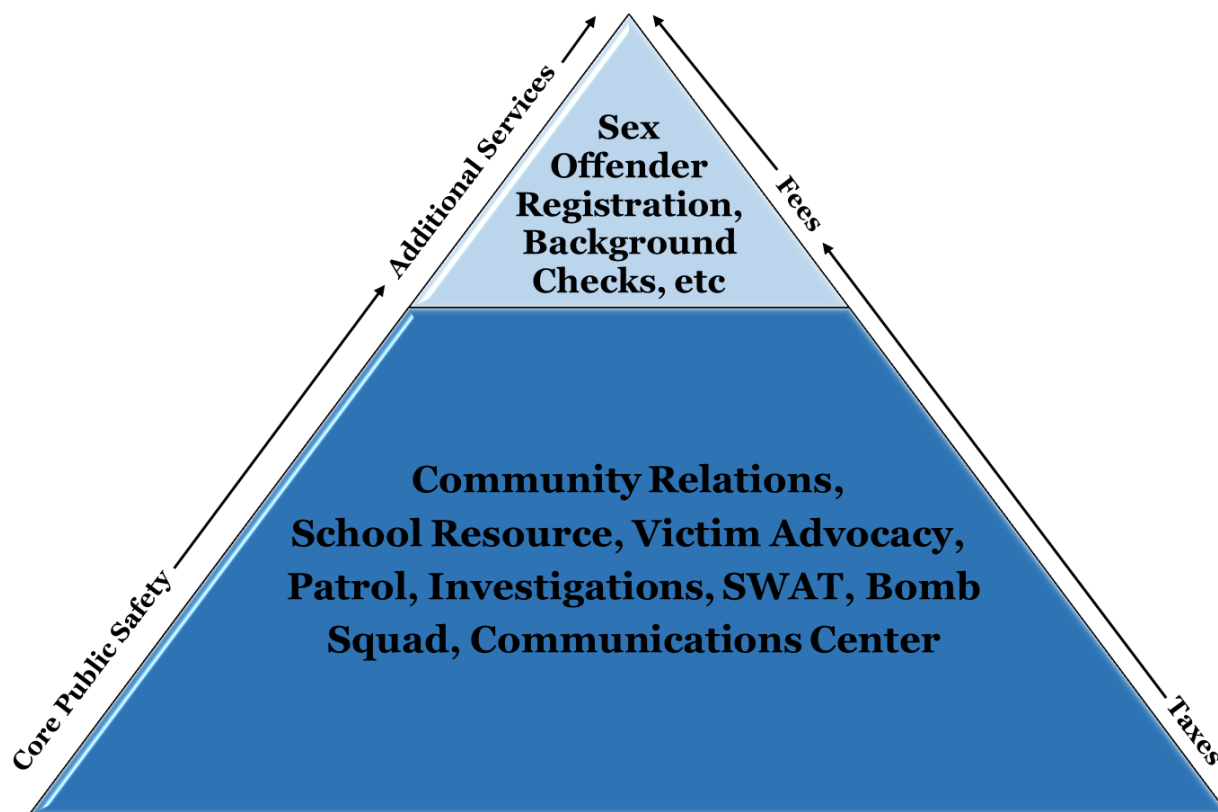
Police Department

Revenues used by the Police Department consist of taxes, some fees, grants, and intergovernmental revenue (ie. CMU police services). Taxes currently fund 94% of the Police Department operations and provide funding of the core public safety services provided to the community. This includes major operations such as Patrol, Investigations, and the Communications Center. In addition, this layer includes specialized services such as the Bomb Squad that covers Eastern Utah and Western Colorado, and the SWAT team. These services are considered the minimum requirements to ensure the safety of our community and are funded by tax dollars. Also included in the base level of service such as Community Resource Unit, Victims Advocacy, and Media and Community Outreach all providing important community services that support and enhance core services.

An important component of the GJPD operations are community partnerships that provide extended services including School Resource Officers, Colorado Mesa University Police, Co-Responder Unit, and the Drug Task Force. The second level of GJPD's pyramid is made up of a

few customized services provided to the public, such as records search and redaction, background checks, calls for service reports, VIN inspections, and sex offender registrations.

This philosophy for taxes and fee revenues for the Police Department is depicted by the pyramid below.



Community Development

Revenues used by the Community Development Department consist of taxes and fees. Taxes currently fund 94% of the Community Development Department operations and provide funding for the benefit of the larger community which include the core services which are more complex and time intensive processes. The Community Development Department is cognizant to the local concern about the impact of fees and does not establish fees whereby development pays for the full cost to review and process applications. Rather, the Department's philosophy is to set fees that are balanced in comparison to other entities in the region and to collect revenues to offset only a small portion of development related review costs.

Services in the base level of the pyramid include all of the city's long-range planning efforts such as Comprehensive Plan updates, Zoning and Development Code updates, circulation plans, sub-areas plans, bicycle and pedestrian master plans, etc. Also in the base level of the pyramid are planning, policy and work efforts in historic preservation, neighborhood programs, housing,

mobility and sustainability. The middle portion of the pyramid include plan cases such as subdivisions, planned developments and annexations that are more complex and take significant time and interdepartmental resources often including engineering, legal and surveying staff. At the top of the pyramid are less complex planning clearances and various types of permits which require limited review. These include cases such as planning clearances for new dwelling units, fence and sign permits.

This philosophy for taxes and fee revenues for the Community Development Department is depicted by the pyramid below.



Other Departments/Divisions

General Services Department-Golf The golf operation is an enterprise function which means the revenues from fees and charges need to cover operational expenses and planned capital investment. Fees are set on a competitive pricing model and current market trends in the Grand Junction area. Recently fees were reduced at Lincoln Park to make golf more affordable, attract new customers, and bring back previous customers who stepped away from the game due to cost barriers. In the same vein, Tiara Rado has one of the most competitive price points in town to retain customers through daily play, leagues, and tournament play. The goal is to

remain cost affordable to retain our current customers while attracting new customers to the game.

General Services-Parking The parking operation is also an enterprise function. The mission of the parking system is to provide a balance of affordable, convenient, and sufficient parking for the downtown area. This includes serving visitors as well as businesses and employees. Parking rates are generally set where the more expensive spaces are near the core of downtown. Parking fines are established as an encouragement to comply with parking restrictions. The General Services Department works very closely with the Downtown Development Authority to make improvements, modify parking space composition, parking rates and fines in order to best serve the stakeholders.

City Clerk-The City Clerk's Office has a limited number of fees that are charged to citizens including open records request fees, liquor license fees, and liquor occupation fees. The philosophy supporting most of these fees is a combination of law and cost recovery. The City Clerk's Office is 88% funded by tax revenues.

Municipal Court-Municipal Court fines are set by the Municipal Court Judge and generally align with State fines for similar violations. Costs and fees are established based on cost recovery and comparison to other jurisdictions. The Municipal Court function, not including fines, is 67% funded by tax revenues.