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**CITY COUNCIL AGENDA
WEDNESDAY, NOVEMBER 6, 2024
250 NORTH 5TH STREET - AUDITORIUM
5:30 PM – REGULAR MEETING**

Call to Order, Pledge of Allegiance, Moment of Silence

Proclamations

Proclaiming November as National Hospice and Palliative Care Month in the City of Grand Junction

Proclaiming November 11, 2024 as A Salute to All Veterans 2024 in the City of Grand Junction

Appointments

To the Planning Commission/Zoning Board of Appeals

Public Comments

Individuals may comment regarding items scheduled on the Consent Agenda and items not specifically scheduled on the agenda. This time may be used to address City Council about items that were discussed at a previous City Council Workshop.

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, November 6, 2024 or 4) submitting comments [online](#) until noon on Wednesday, November 6, 2024 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

The Consent Agenda includes items that are considered routine and will be approved by a single motion. Items on the Consent Agenda will not be discussed by City Council, unless an item is removed for individual consideration.

1. Approval of Minutes

- a. Summary of the October 14, 2024 Workshop
- b. Minutes of the October 16, 2024 Regular Meeting

2. Set Public Hearings

- a. Legislative
 - i. Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) Including Chapter 31.04 Comprehensive Plan and Chapter 31.08 Grand Junction Circulation Plan (Circulation Plan) and Set a Public Hearing for November 20, 2024

3. Resolutions

- a. A Resolution Supporting the Next Phase of the River Corridor Initiative (RCI) Master Planning Process with a CWCB Water Plan Grant Match Request
- b. A Resolution Renaming C Road to Unaweep Ave, Beginning at the Intersection of Highway 50 and Unaweep Avenue and Ending at the Intersection of 29 Road and Unaweep Avenue
- c. A Resolution Authorizing Application to the FY 2024-2025 Peace Officer Behavioral Health Support and Community Partnership Grant Program Offered by the Colorado Department of Local Affairs (DOLA)
- d. A Resolution and Letter of Support supporting the U.S. Forest Service grant application to the Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program

REGULAR AGENDA

If any item is removed from the Consent Agenda by City Council, it will be considered here.

4. Public Hearings

- a. Legislative

- i. 2023 Community Development Block Grant (CDBG) Program Year Consolidated Annual Performance and Evaluation Report (CAPER) Review
- ii. An Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan
- iii. Introducing the Appropriation Ordinance for the 2025 Budget, Presentation, First Public Hearing and Setting a Second Public Hearing for December 4, 2024

5. Procurements

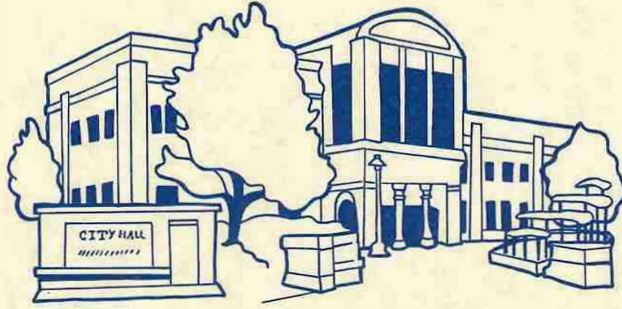
- a. Procurement Approval for Bid Package #3 and GMP for the Construction of Grand Junction Community Recreation Center at Matchett Park

6. Non-Scheduled Comments

This is the opportunity for individuals to speak to City Council about items on tonight's agenda and time may be used to address City Council about items that were discussed at a previous City Council Workshop.

7. Other Business

8. Adjournment



City of Grand Junction, State of Colorado

Proclamation

- Whereas,** for more than 30 years, HopeWest has been Grand Junction’s community-owned, nonprofit organization where people turn when facing life’s most difficult times; and
- Whereas,** as a nationally recognized hospice, palliative care, PACE, adult bereavement, and children’s bereavement program, HopeWest provides care to more than 4,000 individuals each year. With every year, the need for HopeWest services is growing; and
- Whereas,** Hospice and Palliative Care Month highlights the importance of comfort for those facing aging, serious illness, or grief. HopeWest is privileged to provide exceptional care every day, helping patients and their families transform an overwhelming or fearful time into one of comfort, healing, and hope; and
- Whereas,** this public declaration celebrates our community’s unique spirit of helping each other every day and honors the compassion of the many nursing assistants, social workers, chaplains, physicians, counselors, registered nurses, and volunteers at HopeWest; and
- Whereas,** Hospice and Palliative Care Month presents a unique opportunity to increase awareness of these programs and honor all who make them possible.

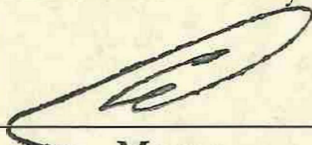
NOW, THEREFORE, I, Abram Herman, by the power vested in me as Mayor of the City of Grand Junction, in recognition of the compassion and professionalism displayed by the courageous team at HopeWest, do hereby proclaim November 2024, as

“National Hospice and Palliative Care Month”

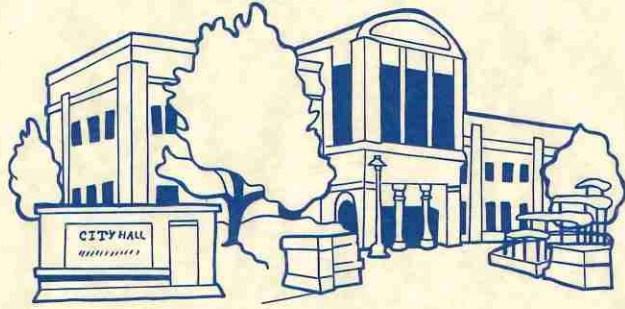
in the City of Grand Junction.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 15th day of October 2024.



Mayor



City of Grand Junction, State of Colorado

Proclamation

- Whereas,** our Veterans have made sacrifices and worked diligently to keep our nation free; and
- Whereas,** it is right for our community and our Nation to seek ways in which to recognize and show our appreciation for those men and women who have faithfully served our country; and
- Whereas,** the citizens across the United States will be celebrating Veteran's Day on November 11, 2024 and
- Whereas,** it is proper for citizens to honor our Veterans' service to our country and there will be a Veterans Day Ceremony at the Fruita Visitor's Center Vietnam War Memorial Park on November 10th at 1100 hours and a Veterans Parade on November 9th starting at 1400 and running down Main Street in Grand Junction, Colorado; and
- Whereas,** this event will be the 32nd annual local parade and salute to our Veterans.

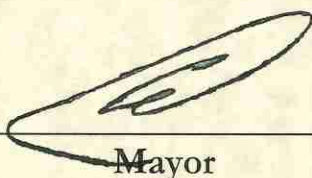
NOW, THEREFORE, I, Abram Herman, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim November 11, 2024 as

"A Salute to All Veterans 2024"

in the City of Grand Junction.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 6th day of November, 2024.



Mayor



Grand Junction City Council

Regular Session

Item #

Meeting Date: November 6, 2024
Presented By: Selestina Sandoval, City Clerk
Department: City Clerk
Submitted By: Kerry Graves

Information

SUBJECT:

To the Planning Commission/Zoning Board of Appeals

RECOMMENDATION:

To appoint the interview committee's recommendation to the To the Planning Commission/Zoning Board of Appeals.

EXECUTIVE SUMMARY:

There is one partial term vacancy, which is a 2nd alternate position on the Planning Commission/Zoning Board of Appeals.

BACKGROUND OR DETAILED INFORMATION:

Ian Moore was appointed to the Planning Commission, leaving his position on the Zoning Board of Appeals vacant.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

To (appoint/not appoint) the interview committee's recommendation to the Planning Commission/Zoning Board of Appeals.

Attachments

None

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY

October 14, 2024

Meeting Convened: 5:30 p.m. The meeting was in-person at the Fire Department Training Room, 625 Ute Avenue, and live-streamed via GoTo Webinar.

City Councilmembers Present: Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Dennis Simpson, Anna Stout, Mayor Pro Tem Randall Reitz, and Mayor Abram Herman.

Staff present: Interim City Manager Andrea Phillips, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Interim Finance Director Jodi Welch, Community Development Director Tamra Allen, Utilities Director Randi Kim, Transportation and Engineering Director Trent Prall, Parks and Recreation Director Ken Sherbenou, General Services Director Jay Valentine, Police Chief Matt Smith, Fire Chief Ken Watkins, Deputy City Clerk Misty Williams, and City Clerk Selestina Sandoval.

1. Discussion Topics

a. Presentation of the 2025 Recommended Budget to City Council-Workshop #2

The Interim City Manager, Andrea Phillips, gave an overview of the City of Grand Junction's 2025 Recommended Budget, which totals \$359.1 million. This is a \$36.6 million or 11.3% increase from the 2024 Adopted Budget. This increase is primarily driven by significant capital projects and debt service for new bond issuances supporting the construction of the CRC and the expansion and rehabilitation of the Persigo Wastewater Treatment Plant. Additionally, operational increases include wage and benefit adjustments to retain and attract talent, particularly within the Police and Fire Department and rising costs in fleet management and information technology.

Through staff's dedicated and collaborative efforts, the 2025 Recommended Budget is balanced, with a modest General Fund surplus of \$95,265. The projected ending General Fund balance for 2025 is \$40.7 million, including a minimum reserve of \$27.7 million, internal loans totaling \$1 million, and \$12 million remaining for future needs and one-time funding. The 2025 Recommended Budget represents a thoughtful allocation of resources to meet the objectives outlined in the City's Comprehensive Plan and supports the City Council's strategic outcomes.

Chief of Police Matt Smith presented the department's 2025 budget proposal, focusing on staffing, retention, and operational needs. The Police Department's 2025 budget is \$40.9 million, with 70% allocated to labor, 7% to operations, and 23% to internal support services like fleet and IT. Chief Smith emphasized prioritizing people over technology, focusing on building out special teams and enhancing police presence through more patrol officers rather than relying heavily on systems like speed cameras or red-light cameras.

Key points included:

- Staffing Shortfalls:

- The department's authorized force size is 146, but it struggles to maintain 132 deployable officers due to injuries and training. The goal for 2025 is to stabilize the workforce at 132 officers, with hopes of hiring qualified lateral officers.
 - The non-sworn side (e.g., dispatch) is faring better, with eight current vacancies. Staffing improvements in dispatch are attributed to wage increases and personnel changes.
- **Competitive Pay Plan:**
 - The policing profession has seen significant salary increases across the state, making it harder for Grand Junction to compete, especially given its high call volume.
 - The department aims to retain experienced officers while attracting lateral hires to fill expertise gaps. An updated pay plan, including mid-year raises, is expected to enhance retention and recruitment, especially for officers at the top of the pay scale.
- **Balancing Deployment:**
 - In 2025, 19 patrol officers will have less than a year of experience, creating a challenge in balancing seasoned officers with newer recruits.
 - A new policy manual is expected to launch in January, crafted to fit both legal requirements and community needs.
- **Expansion of Special Teams:**
 - The department plans to stand up a seventh patrol team by January 2025 and aims to restore the street crimes unit mid-year. Additional officers will be added to the traffic unit and other specialized teams to enhance overall department capacity.
- **Technology and Intelligence-Driven Policing:**
 - The Arctic unit, responsible for tech and surveillance, has expanded, with three staff now supporting various software and surveillance systems, including 226 deployable cameras. The unit's efforts have led to significant results in tracking and identifying criminals.
 - Upgrading the communication center's equipment and maintaining tower sites for the 911 network is also a key focus for 2025.
- **Animal Services:**
 - Animal services will provide 24/7 coverage starting in 2025, with two vehicles and four staff members.

Councilmembers discussed retention challenges and the reasons for officer departures, which include high call volumes and better pay in other states or agencies. The council also discussed the First Responder Tax, noting that the current 0.5% tax (yielding \$13.3 million in 2025) might need to be increased to 0.75% to better fund police and fire services.

Fire Chief Ken Watkins presented the Grand Junction Fire Department's 2025 budget, highlighting key priorities and staffing needs. The budget is set at \$36.5 million, with the majority going to labor and benefits, covering new firefighter positions and compensation adjustments.

Key points included:

- The department plans to open Fire Station 7 by mid-2025 and apply for a SAFER grant to help fund staffing.
- Call volume is expected to increase by 4.7%, with 80% of calls being EMS-related.
- The fire department is also updating its strategic plan and adopting the 2024 International Fire Code.
- Staffing for the new station will be strategically planned based on actual needs and call volume data.

Chief Watkins expressed optimism about managing staffing challenges through strategic planning and potential grant funding.

General Services Director Jay Valentine presented the General Services budget for 2025.

Key points included:

- **General Fund Overview:** General services cover various functions, including street maintenance, stormwater, purchasing, and warehouse operations. The 2025 budget includes \$1.3 million for chip seal and crack seal, with ongoing maintenance in designated areas.
- **Popular Programs:**
 - **Spring Cleanup:** An annual, long-standing service that removes 22,000 cubic yards of debris from the city.
 - **Leaf Removal:** A dual-purpose program that helps prevent stormwater clogging while benefiting residents.
 - **Snow and Ice Removal:** The city is prepared for winter, though minimal activity occurred last year.
- **Stormwater and Street Sweeping:** The city maintains over 1,000 miles of stormwater pipes, 3,000 inlets, and 13 detention basins. Street sweeping is vital for various cleanup programs.
- **Solid Waste and Recycling:**
 - The dual-stream recycling program has seen 38% participation, surpassing the projected 25%. Revenue from solid waste services has grown by 12%, and 57 new customers join monthly.
 - A pilot compost program includes 12 restaurants and two schools, with food waste being transported to Delta. Future plans include expanding composting services.
- **Challenges with Expansion:** Recycling services are currently maxed out, preventing further expansion of the dual-stream program until additional sorting capacity is added.

Parks and Recreation Director Ken Sherbenou presented that division's budget, which focuses on increasing program participation, expanding services, and addressing staffing needs.

Key points included:

- **Program Participation:** Participation in programs like youth basketball and swim lessons is recovering after the pandemic. The 2026 opening of the new Recreation Center is expected to further boost numbers, with over 400,000 visits projected annually.
- **Staffing and Services:** The department is increasing seasonal staff to support additional facilities, including Dos Rios Park, Fire Stations 7 and 8, and other landscaping projects. There's also a \$200,000 state grant for expanding forestry services, particularly to combat ash tree pests.
- **Recreation Center Staffing:** Preparations for the new Recreation Center include hiring key leadership in late 2025, with the goal of recruiting around 150 seasonal staff to support fitness programs and other activities.
- **Cost Recovery and Savings:** The department plans to increase fees for programs and facility rentals while continuing cost-saving initiatives like water efficiency improvements at Lincoln Park.

- Capital Projects: There's a \$339,000 budget for improvements at Suplizio Field, including painting, dugout upgrades, and scoreboard replacement. Long-term plans include potential turf replacement.
- Whitman Park Concerns: Council member Kennedy raised concerns about the timing of the proposed \$6 million investment in Whitman Park, citing ongoing downtown challenges. The 2025 budget allocates \$525,000 for design work and initial renovations.
- Innovative Programs: The department's horticulture efforts received high praise, with floral arrangements and an aquaponics program generating positive community feedback.

Director of Engineering and Transportation Trent Prall presented their 2025 budget.

Key points included:

- Staffing and Capital Projects: The Engineering and Transportation Department has 42 staff members who handle the planning and implementation of capital improvements and traffic operations, including managing traffic signs, street striping, and infrastructure. The team oversees significant projects and collaborates with various city departments to maintain and develop infrastructure.
- Traffic Operations Priorities (2025):
 - Continued installation of green road markings to increase visibility for bicyclists and motorists, especially on major bicycle corridors.
 - Streetlight additions in dark areas, such as Orchard Mesa and River Road, are planned to enhance safety.
 - Traffic calming measures are being implemented in high-risk areas, such as near Sherwood Park and local schools, to reduce speeding.
- Street Maintenance and Fiber Installation:
 - Fiber installation and road patching are ongoing, with contractors being held accountable for proper road restoration and utility protection.
 - Inspections and permits are required for these projects to ensure minimal disruption and proper maintenance of roads and infrastructure.
- Pilot Project on 4th and 5th Streets:
 - A pilot project is underway to test traffic calming measures on 4th and 5th Streets. The project aims to slow traffic and increase safety, with bike lanes added as a secondary benefit.
 - Counters have been installed to collect data on traffic counts, speeds, and vehicle types, which will be used to assess the project's success in reducing accidents and improving safety.
 - The pilot project is expected to be evaluated more thoroughly by spring, with potential modifications or hardening of the measures if needed.

Councilmembers expressed differing views on the pilot project. Some urged for a quicker implementation of permanent changes, while others emphasized the importance of gathering comprehensive data and listening to public feedback before making decisions. Council also discussed the importance of measuring the pilot project's impact on downtown businesses, traffic flow, and safety improvements.

Community Development Director Tamra Allen Presented their 2025 budget.

Key points included:

- The department has experienced a significant turnover, with many senior planners retiring. Currently, only three of the 13 planning staff have more than three years of experience, making staff training a major focus.
- Housing Strategy:
 - The department is implementing key housing initiatives, including the unhoused strategy and a housing strategy update for council review.
 - Programs in 2025 include continuing the Landlord-Tenant Registry, tenant education classes, and a landlord incentive policy to support renting to low-income households.
- Mobility and Transportation:
 - 2025 will focus on implementing the Bicycle and Pedestrian Plan, with improvements like bicycle-friendly infrastructure and certified instructor training.
 - Funds have been set aside to purchase equipment for tracking pedestrian and bike usage, as well as to design safer intersections.
- Sustainability Initiatives:
 - Implementation of the Sustainability and Adaptation Plan includes a partnership with the Downtown Development Authority (DDA) to host zero-waste events.
 - A composting initiative will be introduced to help residents reduce waste at the household level.
 - The department will also provide training for the building community on the new energy codes.
- Budget Overview:
 - The department's operating budget for 2025 is \$3.8 million, a slight decrease from previous years. This is partly due to the completion of long-range planning projects such as the bike/pedestrian and sustainability plans.
 - Most of the department's revenues come from permit and plan review fees, which generate around \$200,000–\$250,000 annually.

There was a discussion about potentially creating a separate housing fund to track expenses and revenues for housing projects more clearly, though opinions on the necessity of this varied. Some councilmembers favored more transparent reporting mechanisms over creating a separate fund without a dedicated revenue source.

Utilities Director Randi Kim presented the budget for water services, focused on the department's maintenance and operational priorities for 2025. The overall operating budget for water services is \$10.7 million for 2025. Their main goal is maintaining water infrastructure to ensure reliability, resiliency, and water quality.

Key points included:

- System Maintenance and Capital Projects: The budget includes significant amounts for small capital projects such as reservoir improvements and yard piping.

- **Water Conservation Program:** Initiated last year, this program has a \$150,000 budget for efforts like turf replacement and water efficiency audits for high-water users. Their advanced metering system saved 3 million gallons of water by detecting potential leaks early.
- **Rate Increases:** They propose an 8% water rate increase across all tiers to cover operational costs. Last year, the top-tier rate saw a 12% increase, and they are monitoring its impact on water usage. The ridges irrigation system will have a 5.5% rate increase.
- **Security and Risk Management:** They emphasized cybersecurity, backup systems, and collaborations with other water utilities like Clifton and Ute to ensure redundancy in case of potential cyberattacks, contamination, or natural disasters.
- **Lead Pipe Replacement:** Having completed a lead service line inventory, the city plans to replace all lead pipes over the next 10 years, though they assured that water quality remains well below the EPA's action level for lead.
- **Water Rates Comparison:** The presentation showed that their water rates remain competitive within the region, keeping the service affordable despite the proposed increases.

Ms. Kim also responded to council questions on several topics, including potential federal updates to lead pipe removal deadlines, cyber security risks, and clarification on ambient water quality testing, which monitors upstream of the wastewater plant to ensure environmental standards are met.

In the final part of the budget workshop, it was confirmed that presentations from the Human Resources (HR) and IT departments would not be included unless requested. The councilmembers raised a few specific questions about HR and IT budget lines, including:

- An \$11 million equipment expenditure in IT, to be addressed in a future workshop.
- A \$120,000 professional development expense in HR, which was explained as citywide supervisory training aimed at improving leadership skills across departments.
- A discussion about labor and benefits under the insurance fund and an inquiry into the health, dental, and vision insurance lines, with explanations provided about reallocating funds due to a new chart of accounts.

One councilmember requested a deeper analysis of the self-insured health plan and the decision-making behind setting the 2025 premiums. The request for a detailed report was initially made for a presentation but was later agreed to be handled through a memo.

2. Council Communication

The meeting also touched on an amicus brief regarding the Uinta Railway, addressing the potential impacts of transporting oil via trains through Grand Junction. The council discussed whether to support the brief, with plans to review it before making any final decisions at a future meeting.

3. Next Workshop Topics

Mayor Herman outlined future workshop items.

4. Other Business

There was none.

5. Adjournment

There being no further business, the Workshop adjourned at 8:46 p.m.

Grand Junction City Council
Minutes of the Regular Meeting
October 16, 2024

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 16th day of October 2024, at 5:31 p.m. Those present were Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Dennis Simpson, Anna Stout, Council President Pro Tem Randall Reitz and Council President Abram Herman.

Also present were Interim City Manager Andrea Phillips, City Attorney John Shaver, Housing Manager Ashley Chambers, General Services Director Jay Valentine, Senior Planner Thomas Lloyd, Community Development Director Tamra Allen, City Clerk Selestina Sandoval, and Deputy City Clerk Misty Williams.

Council President Herman called the meeting to order. Student Tevin J. Franklin led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming October 15, 2024, as White Cane Awareness Day in the City of Grand Junction

Council President Herman read the proclamation for White Cane Awareness Day. He had read this proclamation earlier in the day during a White Cane Awareness Day event, and the proclamation was presented to them at that time.

Appointments

To the Grand Junction Housing Authority Board

Council President Pro Tem Reitz moved to appoint Karen Massey for a full-term expiring October 31, 2029, seconded by Councilmember Stout. Motion carried by a unanimous voice vote.

To the Visit Grand Junction Board

Council President Pro Tem Reitz moved to appoint Tevfik Demirciftci for a full-term expiring December 31, 2027, and to reappoint Brenda Greene, Pat Nichols-Perrin and Elizabeth Fortushniak for full terms expiring December 31, 2027, seconded by Councilmember Kennedy. Motion carried by a unanimous voice vote.

Public Comments

Public comments were heard from Tevin Franklin, Krystyn Hartman, Derek Winstanley, Porcia and Chris Silverburg, Danielle Zimmerman, Nina Anderson, Ben VanDyke, Russ Dawson, Tad Hatter, Jeremy Scheetz, Jeff Reid, and Kevin Tinsley.

Interim City Manager Report

Interim City Manager Andrea Phillips provided details on the Special Meeting to be held on October 21, 2024.

Boards and Commission Liaison Reports

Councilmember Nguyen invited Council to a walk audit next week on behalf of the Urban Trails Committee. The walk will be of the West Transfer Area, to develop a strategy for improvements of the area.

Councilmember Stout reported the Colorado Municipal League (CML) policy committee is meeting to discuss legislative priorities. She also suggested a meeting to discuss a Council policy statement review.

Councilmember Simpson offered commentary on what the City of Grand Junction code allows regarding yard sales.

Councilmember Beilfuss provided an update on the Homeless Coalition, transportation and data groups, and Marillac Clinic, regarding the unique challenges that they face when providing services to the unhoused population. He commented on Delta coming back to Grand Junction.

Councilmember Kennedy gave a report on the Grand Junction Regional Airport Authority, including Delta SkyWest returning to Grand Junction, providing service to Salt Lake City, as well as a 5K on the runway event. The airport budget is doing well. He also attended an Economic Development conference.

Council President Abram Herman reminded everyone that on Tuesday, October 22, the groundbreaking for the Monument Trail Phase 2 will take place.

CONSENT AGENDA

1. Approval of Minutes

- a. Minutes of the September 23, 2024, Special Meeting
- b. Summary of the September 30, 2024, Workshop
- c. Minutes of the October 2, 2024, Regular Meeting

2. Set Public Hearings

- a. Legislative
 - i. Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan and Setting a Public Hearing for November 6, 2024

3. Procurements

- a. Authorization for Juniata Dam Outlet Replacement Design Services Contract

4. Resolutions

- a. A Resolution Authorizing the City Manager to Submit a Grant Request to the US Department of Justice (DOJ) FY 2024 Edward Byrne Memorial Justice Assistance Grant (JAG)
- b. Councilmember Nguyen moved, and Councilmember Simpson seconded to adopt Consent Agenda Items #1- #5. Motion carried by unanimous voice vote.

5. Other Action Items

- a. Accept a Dedication of 4.89 Acres of Land from The Eddy at Grand Junction, LLC, along with a 50' Public Trail Easement Dedication

REGULAR AGENDA

6. Public Hearings

a. Legislative

i. An Ordinance Regarding the City of Grand Junction Procurement Policy

On October 4, 2023, the City Council adopted and approved Ordinance 5176 and with that action established certain purchasing and procurement policies for the City. Those policies and procedures are collectively known as the City of Grand Junction Procurement Policy Manual (Purchasing Policy Manual or Manual). Ordinance 5181 amended Ordinance 5176 to include a self-performance policy. Furthermore, the ordinance stated that the City Council shall direct the City Manager to implement the Manual as amended, as necessary and/or deemed advisable to achieve the highest efficiency and effectiveness for City purchasing programs, activities, and services, including but not limited to those self-performed by the City within the prescribed framework of rules and regulations, all of which are designed to protect the public interest.

Ordinance 5181 also directed that within sixty days of the first anniversary of the adoption of the Ordinance the City Council shall consider the effectiveness of the Ordinance at achieving the City Council policy(ies) stated in the Manual.

A proposed inclusion to the Manual is an Emergency Purchase Policy that was inadvertently left out of the current policy.

General Services Director Jay Valentine presented information to Council regarding the background of the procurement policy.

Comments were heard from Councilmembers Simpson, Stout, Kennedy, and Council President Pro Tem Reitz.

The public hearing was opened at 6:45 pm.

No comments were heard.

The public hearing was closed at 6:45 pm.

Councilmember Stout moved, and Councilmember Nguyen seconded to adopt Ordinance No. 5234, an ordinance regarding the City of Grand Junction Procurement Policy Manual on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

**ii. An Ordinance Concerning the Salary of the City Manager, and
if the Ordinance is Adopted and Approved, Consideration of a
Resolution Appointing Michael P. Bennett as City Manager**

On September 16, 2024, the City Council adopted and approved Resolution 66-24, which named Michael P. Bennett as the sole finalist for appointment as City Manager. That Resolution authorized the Human Resources Director and Raftelis Consulting Company, working in conjunction with the City Attorney, to extend a conditional offer of employment to Mr. Bennett. That offer was to be made expressly subject to and contingent on:

- 1) the expiration of a period of no less than 14 days before an appointment may be made;
- 2) Mr. Bennett's acceptance by his signature of the terms of an employment agreement to be established by the City Council; and,
- 3) adoption of a separate resolution by the City Council pursuant to §56 of the Grand Junction City Charter appointing Mr. Bennett as City Manager; and,
- 4) passage of an ordinance establishing the salary for the position pursuant to §57 of the Grand Junction City Charter.

In order to discharge the contingencies of Resolution 66-24, this Ordinance is proposed and as necessary or required to effectuate the purposes hereof, the Ordinance will establish the salary for Mr. Bennett as City Manager, pursuant to his employment agreement, with the compensation, as established, being effective as of his first day of employment with the City. Compensation and all other terms of employment shall be established in the employment agreement and be separately considered, and if approved, the same shall be by separate resolution of the City Council.

The new City Manager would start December 1, 2024.

City Attorney John Shaver was available to answer questions on both the ordinance and resolution.

The public hearing was opened at 6:50 pm.

No comments were heard.

The public hearing was closed at 6:50 pm.

Comment was heard from Council President Herman.

Councilmember Simson moved, and Councilmember Nguyen seconded to adopt Ordinance No. 5235, an ordinance concerning the salary for the City Manager on final

passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Councilmember Nguyen moved and Council President Pro-Tem Reitz seconded to adopt Resolution No. 71-24, a resolution appointing Michael P. Bennett as City Manager and approving an employment contract. Motion carried by a unanimous voice vote.

b. Quasi-judicial

i. A Resolution Accepting the Petition for Annexation of 6.43 Acres of Land and Ordinances Annexing and Zoning the Gutierrez Annexation to RM-8 (Residential Medium - 8), Located on an Unaddressed Property that Lies Between and Abuts 3070 I-70 Business Loop on the East and 3064 I-70 Frontage Road on the West and Lies South of E 1/4 Road and North of I-70 Business Frontage Road

The Applicants, Luis and Blanca Gutierrez requested an annexation and zone of annexation to RM-8 (Residential Medium - 8) of approximately 6.43 acres consisting of two parcels of land located on an unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 I-70 Frontage Road on the west and lies south of E ¼ Road and north of I-70 Business Frontage Road. The subject property is currently vacant and appears to have been used for agricultural purposes historically.

The property is an Annexable Development per the Persigo Agreement. The applicant requested annexation into the City limits. Annexation is being sought in anticipation of developing the vacant land area.

Community Development Senior Planner Thomas Lloyd gave a presentation to Council regarding the Gutierrez Annexation and Zoning.

The public hearing was opened at 7:12 pm.

No comments were heard

The public hearing was closed at 7:12 pm.

Councilmember Nguyen moved, and Councilmember Simpson seconded to adopt Resolution No. 73-24, a resolution accepting a petition for the annexation of lands to the City of Grand Junction, Colorado, making certain findings, and determining that property known as the Gutierrez Annexation, approximately 6.43 acres, located on an unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 Frontage Road on the west and lies south of E 1/4 Road and north of I-70 Business Frontage Road. Motion carried by a unanimous voice vote.

Councilmember Stout moved, and Council President Pro Tem Reitz seconded to adopt Ordinance No. 5236, an Ordinance annexing territory to the City of Grand Junction, Colorado, Gutierrez Annexation, approximately 6.43 acres, located on an unaddressed property that lies between and abuts 3070 I-70 Business Loop on the east and 3064 Frontage Road on the west and lies south of E 1/4 Road and north of I-70 Business Frontage Road, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Council President Pro Tem Reitz moved, and Councilmember Stout seconded to adopt Ordinance No. 5237, an Ordinance zoning the Gutierrez Annexation to RM-8 (Residential Medium - 8) Zone District, from Mesa County B-2 (Concentrated Business) on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

7. Resolutions

a. A Resolution Adopting the 2024 Updated Housing Strategy

In 2019, Root Policy Research completed the Grand Valley Housing Needs Assessment. In 2021, they collaborated with the City of Grand Junction staff and local stakeholders to draft the City's first Housing Strategy. This strategy originally included 12 strategies, with a 13th added in 2023. Ten of these strategies were prioritized for action within two years. Given the City's progress, the availability of new state and federal resources, and changing market conditions, the City re-engaged Root Policy to refresh housing data and provide a comprehensive update to the housing strategy.

During the June 17, 2024, City Council Workshop, Staff and Root Policy provided an update on local housing market changes and data, sought the City Council's feedback on evaluating progress on current housing strategies, assessed accomplishments and outcomes, and explored opportunities to refine existing strategies or introduce new ones, including potential funding resources. The City Council discussed these efforts in detail. In July 2024, as part of the ongoing review of the housing strategy, Root Policy surveyed local housing stakeholders, including non-profit service providers, market-rate and affordable housing developers, and real estate professionals. Nearly 100 stakeholders responded. Insights from these surveys were used to develop preliminary recommendations for refining the housing strategy.

On September 3, 2024, Root Policy and City staff hosted a public meeting to present a broad overview of these preliminary recommendations. Approximately 23 individuals attended, asking questions related to housing initiatives and providing feedback on the preliminary strategies. Another meeting was held on September 4, 2024, with approximately 30 housing and development stakeholders to gather further input.

On September 16, 2024, Root Policy presented an overview of housing data, and presented recommendations for refining the City's Housing Strategy, and gathered the council's feedback and strategy recommendations to incorporate into the final document.

Housing Manager Ashley Chambers and Mollie Fitzpatrick offered a brief presentation of the new strategy to Council.

The public comment was opened at 7:36 pm.

No comments were heard.

The public comment was closed at 7:36 pm.

Councilmember Stout moved, and Councilmember Nguyen seconded to adopt Resolution No. 74-24, to adopt the 2024 updated Housing Strategy. Motion carried by unanimous roll call vote.

8. Non-Scheduled Comments

No comments were heard.

9. Other Business

Council President Herman updated the Council on the revised agenda for the October 21st Special Meeting.

10. Adjournment

The meeting adjourned at 7:42 pm.

Selestina Sandoval, CMC
City Clerk





Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: November 6, 2024
Presented By: David Thornton, Principal Planner
Department: Community Development
Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Introduction of an Ordinance Amending Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) Including Chapter 31.04 Comprehensive Plan and Chapter 31.08 Grand Junction Circulation Plan (Circulation Plan) and Set a Public Hearing for November 20, 2024

RECOMMENDATION:

The Planning Commission heard this request at their October 22, 2024 meeting and voted (7-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The City of Grand Junction's and Mesa County's planners, engineers and traffic experts formed a technical advisory committee to take a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB) and areas outside. This item proposes amendments to the Circulation Plan's Street Plan Functional Classification Map. Any approved changes to the map will update the Street Plan Functional Classification Map adopted in 2018 and as amended. The 2018 map found on page 35 and page 104 of the Comprehensive Plan will then be replaced with the 2024 Street Plan Functional Classification Map.

BACKGROUND OR DETAILED INFORMATION:

The Circulation Plan, Chapter 31.08:

1. defines the community's view of its future transportation network within the UDB,
2. provides strategies and policies the community can implement to achieve it,
3. accommodates future population and development growth
4. serves as a guide for public and private development decisions within the planning area, and
5. is a tool for managing community change to achieve the desired quality of life.

The Street Plan Functional Classification Map is part of the Circulation Plan adopted in 2018. The Circulation Plan states that “the Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary. Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions....” It also states that unclassified roads are important for neighborhood circulation, and they establish general locations for these important future local streets in undeveloped areas.

The City of Grand Junction’s and Mesa County’s planners, engineers and traffic experts worked jointly and cooperatively to prepare revisions to the Circulation Plan’s Street Plan Functional Classification Map, taking a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB). From this analysis there are 31 proposed amendments to the Circulation Plan’s Streets Plan Functional Classification Map. This proposal was reviewed by Planning Commission at their September 19, 2024, workshop.

The Community’s view of its future transportation network is largely analyzed by city and county engineers and practitioners who view daily traffic conditions, field calls from the public regarding traffic issues, research best practices from other communities, and model future traffic growth through a travel demand model that considers existing travel conditions, levels of service and projected changes to corridors for collector and arterial roadways. Future land use density and intensity from the City’s 2020 One Grand Junction Comprehensive Plan is included in the model. The travel demand model provides data projecting future traffic conditions for collectors and arterial roads, currently out to 2050. The public input comes from the phone calls, conversations, and emails received by staff and the traffic studies of new developments that analyze proposed developments and their impacts on existing roadways. As part of the public process, the public will have the opportunity to participate in an online public forum and comment via GJSpeaks and the public hearings before Planning Commission and City Council when these changes are considered for adoption.

In 2024 the City and County began the process of reviewing the Circulation Plan’s Street Plan Functional Classification Map and prepared amendments to the map for adoption. During this update, the 2018 Circulation Plan Street Plan Functional Classification Map has been reviewed and determined that it needs 31 updates.

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” In order to implement this principle, goal, and strategy, the technical advisory committee reviewed functional classifications of all roadways, particularly studying whether existing street classifications meet the long-range travel needs within the UDB for all road users and determining which corridors or corridor segments need updating.

STREET PLAN FUNCTIONAL CLASSIFICATION PLAN ANALYSIS

The 2018 Circulation Plan Street Plan Functional Classification Map has been reviewed and determined that it needs 31 updates, including classification and/or roadway segment length and/or location. Fifteen corridors are being assigned to a lower classification, two corridors are being upgraded to a higher classification, two new corridors added to the map, and twelve corridors are remaining the same classification as they currently are, but location changes and/or segment length changes are proposed. There are five corridors with segments located completely or partially outside the UDB and are Mesa County roadways. Mesa County has been involved with this planning effort and will utilize this same list for changes to the County's Street Functional Classification Plan.

There are 10 roadway segments that are proposed to be downgraded to an "Unclassified" roadway. Two of these 10 segments will change the requirements for road improvements born by the developer from current development standards. The development may be required to provide additional street improvements beyond minimum access standards that are required and generally seen in the additional costs for curb, gutter and sidewalk improvements. The two segments include Roadway Segments No.19 and No. 24.

Roadway Segment No. 19 is F $\frac{1}{2}$ Road from 26 Road to 26 $\frac{1}{2}$ Road. The road is currently a "farm to market" road with borrow ditches on each side and no curb, gutter and sidewalk. It is also an Active Transportation Corridor. Future development along this corridor may be required to share in the costs for these further urban improvements as an Unclassified roadway.

Roadway Segment No. 24 is C $\frac{3}{4}$ Road between Indian Road and 28 Road. The area is zoned and shown on the Comprehensive Plan Land Use Map as Industrial. The street section should be Local Industrial to provide the needed width and improvements for industrial areas. The downgrading from Minor Collector to Unclassified provides for the street section to be the Industrial Street section as required in the City's Engineering Design Standards (TEDS). This change does increase the costs for road improvements by the developer from current requirements as a Minor Collector. In addition to the costs for minimum access standards, the construction of curb, gutter and sidewalk would be required.

Furthermore, the Comprehensive Plan contemplates and provides that the Circulation Plan be maintained and regularly updated and is an element of the Comprehensive Plan and is reviewed with the Comprehensive Plan for vision and policy direction for development within the Urban Development Boundary (UDB) planning area. This review ensures that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and future neighborhoods.

PROPOSED AMENDMENTS

The specific elements of GJMC Title 31, the Comprehensive Plan proposed to be amended are as follows:

A. Chapter 31.08.080(c)

Incorporate the list of 31 roadway segments added to or changed on the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Chapter 31.08.150 Appendix A – Maps

Repeal and replace (c) Figure 3 - Street Plan - Functional Classification Map

B. Chapter 31.04.010

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 104 in Appendix B

NOTIFICATION REQUIREMENTS

Procedures pertaining to public notice for applications requiring a public hearing are set forth in Section 21.02.030(g)(3) of the Zoning and Development Code (ZDC). Public notice of the proposed Comprehensive Plan Amendment was published in the Grand Junction Daily Sentinel on October 13, 2024, satisfying the requirement for 7 days' notice provided in ZDC Table 21.02-4. As the proposal affects more than 5 percent of the city, no property sign or mailed notice are required. The item was scheduled for hearing and consideration at the October 22, 2024, regular meeting of the Planning Commission. The agenda for this meeting was published more than 48 hours prior to the meeting.

ZONING AND DEVELOPMENT CODE ANALYSIS

Circulation Plan Amendment

A. Chapter 31.08.080(c)

Incorporate the list of 31 roadway segments added to or changed on the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Chapter 31.08.150 Appendix A – Maps

Repeal and replace (c) Figure 3 - Street Plan - Functional Classification Map

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 104 in Appendix B

The criteria for Circulation Plan Amendment review are set forth in Section 21.02.050(e)(4)(iv) of the Zoning and Development Code, which provides that the Planning Commission and City Council shall review a Circulation Plan Amendment request in light of the following criteria:

(A) There was an error such that then-existing facts, projects, or trends that were

reasonably foreseeable were not accounted for; or

The street network within the Urban Development Boundary comprises a hierarchy of streets from local unclassified roads to Collector roads to Arterial roads. The hierarchy is further defined by the existing and projected future traffic and how the roadway functions for the users traveling through the corridor from other places in the UDB and roadway users from property development along the corridor. This need analysis is not stagnant and sometimes needs to be readjusted, creating change to the street plan functional classifications. How the corridor develops in intensity and density of development along with the development of attractions that increase traffic demand for using the corridor and by through traffic, all affect how the corridor should be classified. The city has historically updated the Functional Street Classification Plan every 5 to 10 years. It was last updated in 2018 and previously updated in 2010 following the adoption of the 2010 Comprehensive Plan. In the 1990's it was called the Major Street Plan, and the transportation plan consisted of a functional classification map. Since it became part of a larger and more comprehensive transportation plan in the Circulation Plan.

Since the last update to the Street Plan Functional Classification Plan in 2018, there has been an increase in the population of Grand Junction and surrounding areas, as well as new residential and nonresidential development constructed that has affected the community's road network. Actual growth has modified traffic patterns and the potential needs for a corridor or at least corridor segments have been affected. These have resulted in the proposed changes, including 31 updates consisting of changes in classification and/or roadway segment length and/or location. Seventeen corridors are being assigned to a lower classification, three corridors are being upgraded to a higher classification, nine corridors are remaining the same classification they currently are, but location changes and/or segment length changes are proposed, and two corridors are being added to the map, but only that portion that is located within the UDB for one of them. There are eight corridors with segments or portions of segments located outside the UDB and are Mesa County roadways.

All of these do not justify this criterion that there was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for.

Therefore, this criterion has not been met.

(B) Subsequent events have invalidated the original premises and findings;

As discussed under Criterion A, although growth has been expected since 2018, where and how that growth would directly impact the community was only estimated. Actual growth has modified traffic patterns and the potential needs for a corridor or in some cases only segments within that corridor. In addition, the State of Colorado has established access control plans that affect some of the roadway segments that are being amended.

The proposed roadway segments being revised due to a better location and alignment or a decrease in traffic demand for the roadway segment and/or providing better and more efficient connectivity include map segment numbers 1, 2, 6, 7, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24, 26, 27, 28, 29, and 30. Roadway segments that are affected by the Colorado Department of Transportation roads and their State access control plans include roadway segment numbers 8, 9, 10, and 11. The Planned Development (PD) known as Redlands 360 near South Broadway and 23 Road includes three roadway segments, numbers 3, 4 and 5. These segments follow along the adopted Outline Development Plan's roadways approved since 2018. Roadway segment number 23 is new and is the result of the CDOT closure of the B ½ Road eastbound ramp on Highway 50 and segment number 20 is removing the continuation of Horizon Drive to N. 1st Street with the development of Juniper Ridge School constructed in that corridor since 2018. Roadway segment number 25 is proposed to be changed to a Major Collector due to the increase in traffic anticipated from the increase in density the 2020 One Grand Junction Comprehensive Plan added to the area the roadway serves. Finally, roadway segment number 31 is the North Parkway, a corridor that is being mapped now, but not anticipated for construction for many years to come.

Attached to the staff report is a list of changes to the map which further describes the reasons of each roadway segment change. These roadway segments were ultimately not fully accounted for resulting in the proposed changes. The proposed changes to the Circulation Plan's Street Plan Functional Classification Map are the result of subsequent events invalidating the original premises and findings.

Therefore, this criterion is met.

(C) The character and/or condition of the area have changed enough that the amendment is acceptable;

As discussed under Criterion A, the street network within the Urban Development Boundary comprises a hierarchy of streets from local unclassified roads to Collectors to Arterial roads. The hierarchy is further defined by the existing and projected future traffic and how the roadway functions for the various users traveling through the corridor from other places in the UDB and roadway users from property development along the corridor. This analysis of need is not stagnant and sometimes needs to be readjusted creating change to the street plan functional classifications. How the corridor develops in intensity and density of development along with the development of attractions which increase traffic demand of using the corridor and by through traffic all affect how the corridor should be classified. The proposed changes to the Circulation Plan are the result of changes to the character and condition of the area and therefore the amendment is found acceptable.

Therefore, this criterion is met.

(D) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;

The Circulation Plan is a tool for managing community change to achieve the desired quality of life and accommodates future population and development growth. It also serves as a guide for public and private development decisions within the planning area. Establishing the most appropriate street classification for each affected roadway segment therefore benefits the community.

Therefore, this criterion is met.

(E) The change will facilitate safe and efficient access for all modes of transportation; and

Each roadway classification as defined below is followed when analyzing the street network of the community. Through the City's adopted Transportation Engineering Design Standards (TEDS) manual each roadway classification is designed with all modes of travel accommodated including pedestrian, bicycle, transit and vehicular travel. Local streets and collector streets provide the best access to area businesses and residential areas, with local streets being preferred for direct access to individual houses.

- Principal Arterials carry a large volume of local traffic at a generally higher speed. Access is controlled and they connect collector streets.
- Minor Arterials have a little more access, carry less volume, have slower speeds but trips on Minor Arterials are shorter just a couple of miles, not across town.
- Collector Street allows more access to adjacent properties, has moderate capacity, and lower speeds. They are below arterial streets in terms of speed and capacity, but higher in terms of access. They connect local streets and convey traffic to arterial streets.
- Unclassified (Local) streets provide the highest access to adjacent properties such as houses, apartments, and commercial properties. They lead to collector streets. These changes will facilitate safe and efficient access for all modes of transportation.

Therefore, this criterion is met.

(F) The change furthers the goals for circulation and interconnectivity.

In similar ways as what was listed under Criterion E above, the hierarchy of street classifications from unclassified to Collector to Arterial streets, circulation and interconnectivity is achieved. Unclassified local streets connect to Collector streets and Collector streets connect to Arterial streets providing the transportation circulation within the community and interconnecting the various neighborhoods together and those neighborhoods with non-residential land uses where commercial development is

constructed that serves the residential community.

Therefore, this criterion is met.

Comprehensive Plan Amendment

B. Chapter 31.04.010

Repeal and replace the 2018 Street Plan Functional Classification Map with the 2024 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map on page 104 in Appendix B.

Amending the One Grand Junction Comprehensive Plan by amending the Street Plan Functional Classification map of the Grand Junction Circulation Plan (Ordinance 4808), Title 31 of the Grand Junction Municipal Code (GJMC). The criteria for Comprehensive Plan Amendment review are set forth in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code, which provides that the Planning Commission and City Council shall review a Comprehensive Plan Amendment request in light of the following criteria:

(A) The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” With the proposed changes to the Circulation Plan Streets Plan Functional Classification Map, page 35 and page 104 of the Comprehensive Plan will be obsolete and need to be replaced to be consistent with the Circulation Plan. See criteria for Circulation Plan as to why a proposed amendment is needed.

Therefore, this criterion is met.

(B) The community or area will derive benefits from the proposed amendment; and/or

The Comprehensive Plan contemplates and provides that the Circulation Plan be maintained and regularly updated and be reviewed with the Comprehensive Plan for vision and policy direction for development within the Urban Development Boundary (UDB) planning area. This review ensures that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and future neighborhoods. It ensures that the proper road classification is being used for community roadways and therefore appropriate road widths are being obtained with new development and new construction is building the right sized roadways to meet community needs.

The Grand Junction community benefits from the continued implementation of the Comprehensive Plan. The successful implementation of the Comprehensive Plan is enhanced by the removal of obsolete information and in this case a map found on page 35 and 104 that maintains consistency between both the adopted Circulation Plan and

the Comprehensive Plan for review and consideration by City staff, decision makers, and the public.

Therefore, this criterion is met.

(C) The amendment will be consistent with the vision, goals, principles, and policies of the Comprehensive Plan and the elements thereof.

The One Grand Junction Comprehensive Plan (Comprehensive Plan) Principle 6, Goal 1, Strategy c. gives direction to “Maintain and regularly update the City’s Circulation Plan.” The information’s purpose and relationship to the rest of the Comprehensive Plan is clarified by inclusion in the text of the Comprehensive Plan and in this case page 35 and page 104 of the Comprehensive Plan.

Therefore, this criterion is met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the proposed amendment to Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04 and Chapter 31.08 Grand Junction Circulation Plan, specifically 31.08.080(c), the following findings of fact have been made:

1. The proposed amendment to Title 31, Chapter 31.08.080(c) and 31.08.080.150 Appendix A satisfies the review criteria for amendment to the Circulation Plan set forth in Section 21.02.050(e)(4)(iv) of the Zoning and Development Code.

NOTE: On the request for a Repeal and Replace the Street Plan Functional Classification Map found on page 35 and page 104 of the Comprehensive Plan, if the amendments to Chapter 31.08 are approved, the following findings of fact have been made:

2. The proposed amendment to the Comprehensive Plan satisfies the review criteria for an administrative application provided in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code.

Therefore, the Planning Commission recommended approval of the request.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

Two separate motions (Motion 2 as written cannot be approved without approval of Motion 1)

Motion 1: I move to introduce an ordinance approving the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.08 Grand Junction

Circulation Plan, specifically 31.08.080(c) and 31.08.080.150 Appendix A, City file number CPA-2024-583, and setting a public hearing for November 20, 2024.

Motion 2: I move to introduce an ordinance approving the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04, City file number CPA-2024-583, and setting a public hearing for November 20, 2024.

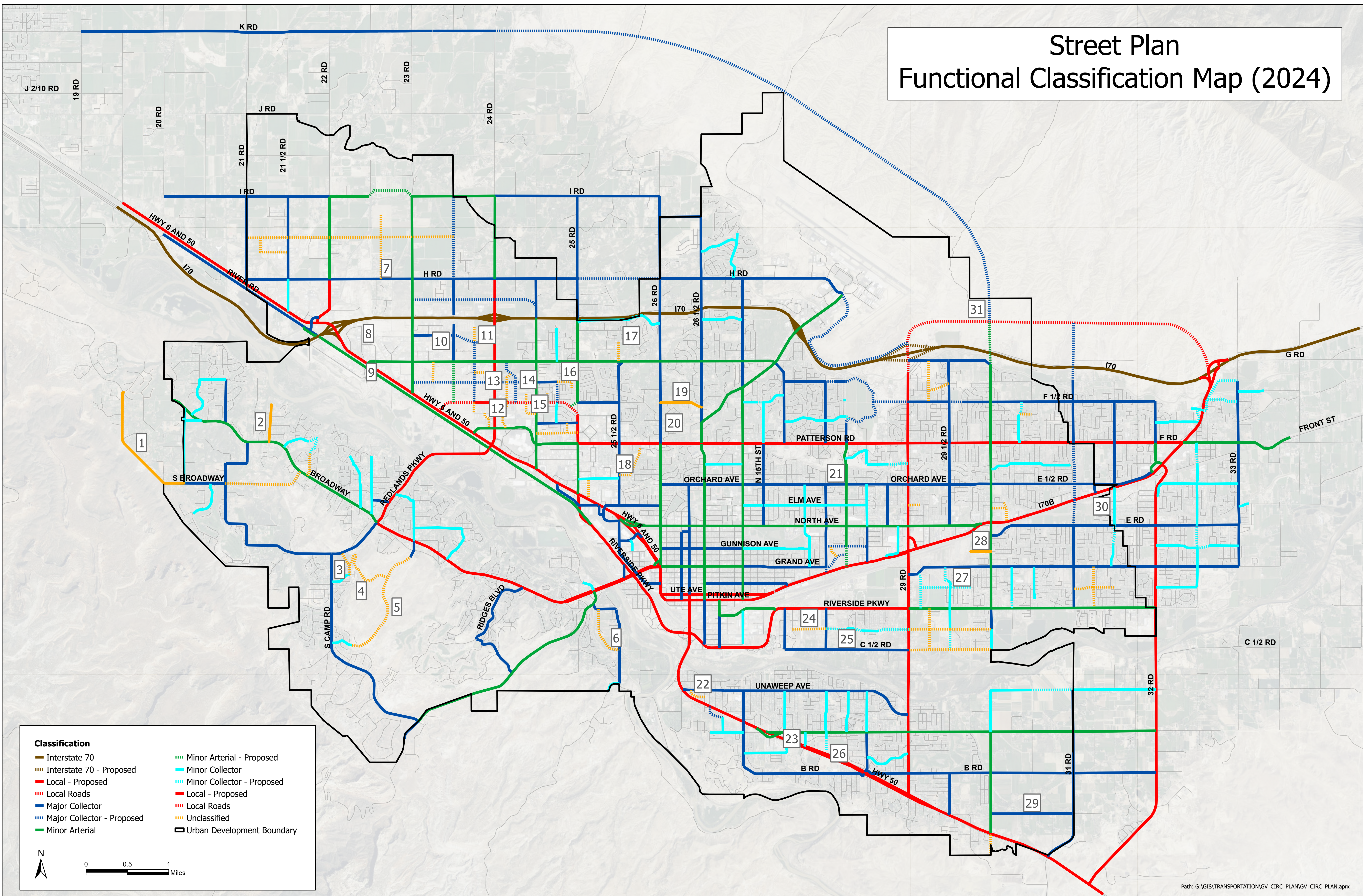
Attachments

1. List - Changes to Functional Classification Map
2. New Classifications 2024 (labeled)
3. New Classifications 2024
4. Planning Commission Minutes - 2024 - October 22 - DRAFT
5. Circulation Plan Ordinance - 2024 v3

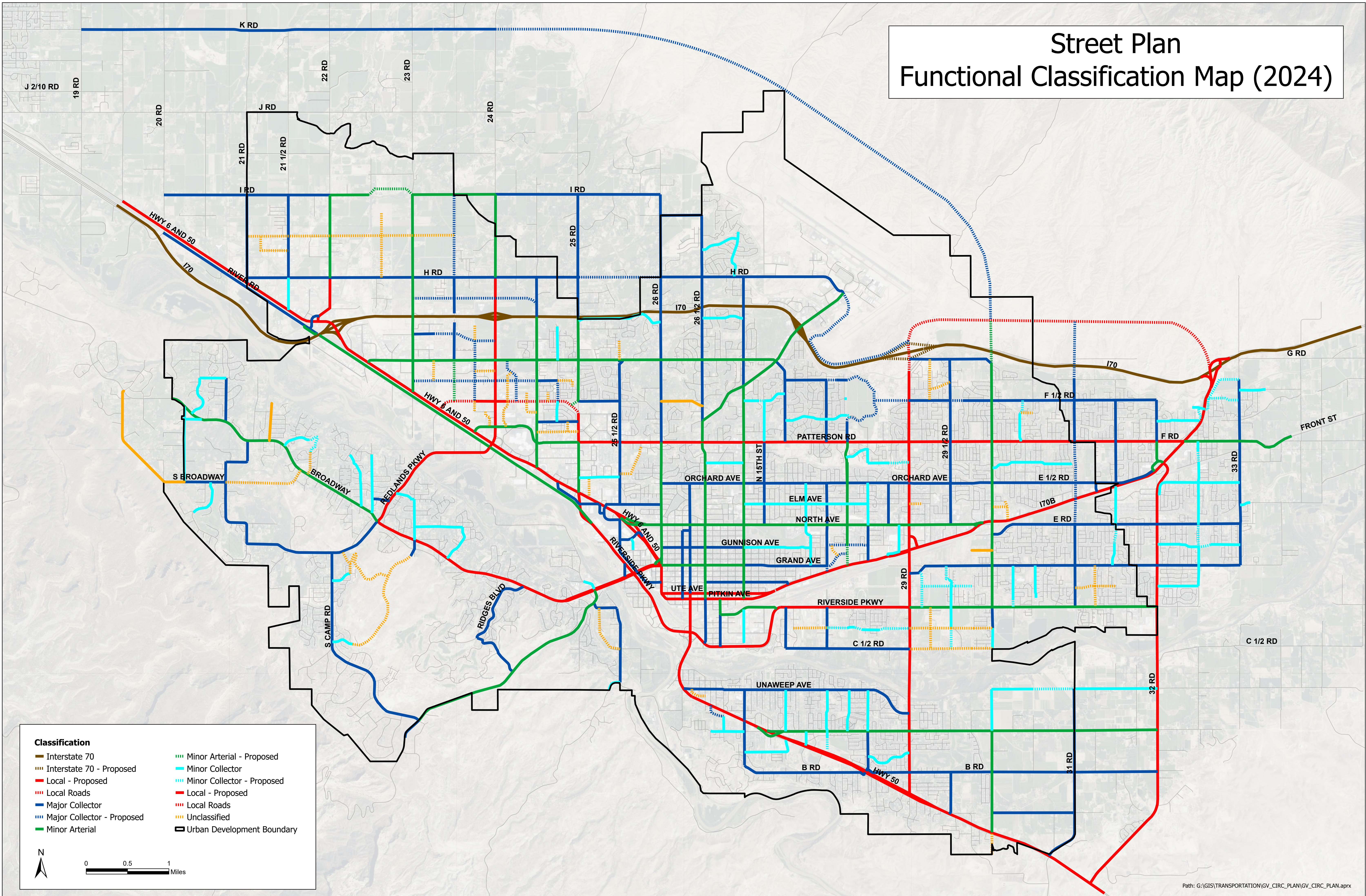
Roadway Segment No.	Roadway Section	Current Classification	New Classification	Road Segment Outside UDB	Section includes an ATC?	Reasons for the Roadway Segment Change	Adds Potential Cost and/or Cost Savings to Developer?
1	S. Broadway, west of 20 Road	Minor Collector	Unclassified	Yes - All	Yes	In the County. Functions as a local road providing access to large lot residential.	No, already developed as a County rural road, outside urban area
2	Panorama Drive north of Broadway	Minor Collector	Unclassified		No	Less than 1/2 mile long, built a long time ago. Two other accesses to Broadway. Little to no future development expected.	No, neighborhood already developed.
3	Athens Way - Renaissance Blvd extension to the east - change to go north to S. Broadway and remove section east of Athens Way	Unclassified	Unclassified		Partial	Part of Redlands 360 Development plan.	Developer responsibility. Part of Metro District IGA.
4	Redlands 360 Street - From South Broadway near South camp Road east to Roadway Segment No. 5	Unclassified	Unclassified		No	Part of Redlands 360 Development plan.	Developer responsibility. Part of Metro District IGA.
5	Redlands 360 Street - revise to show corridor to connect Canyon Rim Drive to the propsed roundabout near 23 Road then north to 23 Road.	Unclassified	Unclassified		Yes	Part of Redlands 360 Development plan. Corridor begins at proposed round-about and heads south to Canyon Rim Dirve.	Developer responsibility. Part of Metro District IGA.
6	25 1/4 Rd (D Road to Rosevale) - Collector is not needed, move intersection with Rosevale Rd to location north of canal	Major Collector	Unclassified		No	ROW mostly exist within this corridor, but not constructed. Moving corridor to align with C 1/2 Road on north side of canal, which eliminates an additional canal crossing. Rosevale Road is the Collector Road for this neighborhood.	ROW dedication reduced by 14'. No longer cost for bridge across canal.
7	H Road from 22 Rd to Horizon Drive	Principal Arterial	Major Collector	Yes - Portion	Partial	Discontinuous from 25 Road to about 25 3/4 Road. There are many N-S collectors it connects too. Parallel to I-70 about 1/2 mile to the South. Attractions are located to the south. Even if continuous, travelers would not travel miles E-W to get to a destination that is south.	No additional cost. ROW dedication is reduced.
8	Scarlet Drive and Colex Drive - remove as Collector and change G Road to Minor Arterial with a Florida T intersection at I-70B	Major Collector	Unclassified		No	The CDOT access control plan will be changing to connect G at I70B where is was slated to be closed. Colex/Scarlet Dr. loop is no longer needed.	No, already developed.
9	G Road from Colex to I-70 B	Unclassified	Minor Arterial		No	The CDOT access control plan will be changing to connect G at I70B. G Road therefore needs to stay a minor arterial to I70B.	Will be a city responsibility.
10	23 1/2 Road north of G Rd to I-70	Minor Arterial	Major Collector		No	Won't cross I70. Only 1/2 mile long to collector traffic from residential and commercial developments to G Road.	No additional cost. ROW dedication is reduced.
11	23 3/4 Road north of G 1/4 Road	Major Collector	Unclassified		No	Dead end road into future development. Doesn't provide cross-connectivity.	ROW dedication reduced. Commerical development traffic volume will require local street section.
12	Rae Lynn St - remove section north of Leland Av	Unclassified	Unclassified		No	Map change to reroute local street to provide more logical connection to F 1/2 Road (Four Canyons) parkway.	No change
13	Market St from F 3/4 to G Rd - curve Market St to the NE south of creek	Unclassified	Unclassified		No	Trying to provide clarity to the street network for future development.	No change
14	24 1/4 Road from F 3/4 to G - curve 24 1/4 Rd to the NW across creek. Remove old location to G Road	Major Collector	Major Collector		No	Trying to provide clarity to the street network for future development. Moving it minimizes Leach Creek constraints at G Road.	No change
15	F 3/8 Road west of 24 1/2 Road - curve F 3/8 Rd north to F 1/2 Rd. Remove old location to Parkway	Unclassified	Unclassified		No	Map change to reroute local street to provide more logical connection to F 1/2 Road (Four Canyons) parkway.	No change
16	Copper Crest Dr. north of Abas - remove connection to G Rd	Major Collector	Unclassified		No	Connection to G Road has been routed into Founders Colony and a park dedicated between it and Leach Creek. The connection to G Road was eliminated because 1/4 mile crossing spacing concerns on G Road.	No. Included in Founders Colony Subdivision design to provide access to single family lots and city park.
17	25 1/2 Road - remove from Chapman Dr to G 3/8 Rd	Unclassified	Unclassified		No	Connection to G 3/8 rerouted through Aspen Valley Estates North and this connection is not needed.	No change
18	25 3/4 Rd - revise to go west at Monument Little League to 25 1/2 Rd	Unclassified	Unclassified		Partial	Rerouted to better align with future development. Church/school development made it infeasible as currently shown.	No change
19	F 1/2 Road from 26 to 26 1/2	Major Collector	Unclassified		Yes	Short segment, low density development, will never function as a collector.	Yes, but may be an improvement district with City cost share.
20	Horizon Place - remove from Community Ln to 26 Rd	Unclassified	Unclassified		No	Charter school construction eliminated this alignment. Decision was made to cross Ranchmens Ditch and connect to 7th Street and also to Patterson. Bike path will remain along Ranchmens Ditch.	No, deleted street.
21	Orchard Av from 28 Rd to 28 1/4 Rd	Minor Arterial	Major Collector		Yes	With the connect of 28 1/4 Road to I70B, the major traffic flow will transfer to 28 1/4 Road, from 28 Road, making this segment a collector like the rest of Orchard.	No, already built.
22	Minor Collector from Unaweep Ave to Aspen St	Minor Collector	Unclassified		No	Not enough intensity to warrant a collector. Short distance to Unaweep and Aspen.	ROW dedication reduced. No additional costs since the City would have paid for upsizing.
23	27 3/4 Rd from B 1/2 Rd to US Hwy 50	None	Minor Collector		Yes	Existing street transfers significant traffic from B 1/2 Road to the signal on Hwy 50 and already functions as a minor collector.	No, already built.
24	C 3/4 Road from Indian Rd to 28 Rd	Minor Collector	Unclassified		No	Short section serving local industrial land uses. Will be a future industrial street network built with development.	Yes, currently only minimum access would be required for construction, with new change the curb and attached sidewalk would also be required. Currently no street exists.
25	C 1/2 Road from 27 1/2 Rd to 29 Rd	Minor Collector	Major Collector		Yes	Increased density (from large lot residential to multi-family) in the 2020 comp plan will intensify uses creating the need for a collector street.	No change
26	28 Rd from Frontage Rd to Hwy 50 - remove section	Minor Collector	Minor Collector		No	Correcting a mistake. Connecting to the frontage road instead of the highway.	No change
27	D 1/2 Road from 29 Rd to 32 Rd	Minor Arterial	Major Collector	Yes - Portion	Yes	D Road is serving as the minor arterial for Pear Park. Parallel minor arterials 1/2 Mile apart is redundant.	ROW dedication increased. No additional costs since the City will pay for upsizing.
28	Gunnison Ave just west of 30 Rd	Minor Collector	Unclassified		No	Short section of street serving industrial uses. Local industrial street with future development.	No. Most, if not all lots, will be excluded from street improvements.
29	A 1/2 Road from 30 Rd to 31 Rd	Minor Arterial	Major Collector		No	Only one mile long. Traffic can't travel very far, thus it doesn't meet the minor arterial definition.	ROW dedication increased. No additional costs since the City will pay for upsizing.
30	31 1/2 Rd from E Road to I-70B - extend corridor to I-70B	Minor Collector	Minor Collector	Yes - all	Yes	Correcting a mistake. Connecting to I70B instead of the railroad tracks.	No change
31	North Parkway - K Road from 21 Rd east to North side of Airport south and east to 29 Road - only portion along 30 Rd within UDB added	None	Major Collector	Yes - Portion	No	Future corridor identified for long range planning purposes.	TBD

Update 10/15/24

Street Plan Functional Classification Map (2024)



Street Plan Functional Classification Map (2024)



GRAND JUNCTION PLANNING COMMISSION
October 22, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Scissors.

Those present were Planning Commissioners; Keith Ehlers, Sandra Weckerly, Shanon Secrest, Orin Zyvan, Ian Moore, and Robert Quintero.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Dave Thornton (Principal Planner), Madeline Robinson (Planning Technician) and Jacob Kaplan (Planning Technician).

There were 0 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. Approval of Minutes

Minutes of Previous Meeting(s) from October 8, 2024.

Commissioner Ehlers moved to approve the consent agenda.
Commissioner Secrest seconded; motion passed 7-0.

REGULAR AGENDA

1. Comprehensive Plan & Circulation Plan Amendments **CPA-2024-583**

Consider a Request by the City of Grand Junction (City) to Approve Amendments to Title 31 One Grand Junction Comprehensive Plan (Comprehensive Plan) including Chapter 31.04 Comprehensive Plan and Chapter 31.08, and Title 31 Grand Junction Circulation Plan (Circulation Plan).

Staff Presentation

Dave Thornton, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Rick Dorris, Development Engineer with the Community Development Department, was present and available for questions.

Questions for staff

Commissioner Ehlers asked about the proposed changes on Map 6 (Rosevale Rd and C ½ Rd) and how they would impact the bridge over the canal and the adjacent property owners. He clarified that the changes proposed on Map 6 would offer additional flexibility versus the current circulation plan. He asked why the classification was changed to “unclassified” for Map 22

(UnawEEP Ave and Hwy 50) and if these amendments would affect the access plan for Hwy 50. He asked for clarification on Map 26 and whether 28 Rd would connect to the Frontage Rd or to Hwy 50. He asked if the developers of Redlands 360 had any feedback on the changes proposed within their development. He asked if there were any proposed changes to the Circulation plan regarding the intersection of Grand Ave and I-70B near the "Salt Flats". He asked if any of these changes would burden private property owners.

Commissioner Zyvan asked if the proposed changes would be reflected in the 2024 Circulation Plan map. He asked for clarification on the proposed loop connecting K Rd to 30 Rd and expressed concerns about adding this to the adopted map as most of the area affected was outside the Urban Development Boundary (UDB).

Commissioner Weckerly asked if any other landowners were approached for input in the same way as the Redlands 360 development.

Commissioner Scissors asked for clarification on the approval criteria for the two proposed motions.

Commissioner Secrest asked what the purpose of the Functional Classification Map is in regard to future planning. He asked when the map was last updated. He clarified that the changes being proposed did not have a significant impact on landowners' ability to develop their properties.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 15, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 6:28 p.m. on October 22, 2024.

Commissioner Zyvan again expressed his concerns about the changes being proposed outside the UDB.

Commissioner Weckerly stated that she did not share Commissioner Zyvan's concerns.

Commissioner Secrest seconded Commissioner Weckerly and noted that there would likely be additional amendments to this plan in the future.

Commissioner Quintero added that he appreciated the Staff's frequency in amending these plans.

Commissioner Ehlers agreed with the other Commissioners and added that the City has no jurisdiction over the County's future development.

The public hearing was closed at 6:31 p.m. on October 22, 2024.

Discussion

There was no additional discussion.

Motion and Vote

Commissioner Secrest made the following motion “Mr. Chairman, on the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.08 Grand Junction Circulation Plan, specifically 31.08.080(c) and 31.08.080.150 Appendix A, City file number CPA-2024-583, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.”

Commissioner Weckerly seconded; motion passed 7-0.

Commissioner Moore made the following motion “Mr. Chairman, on the request to amend Title 31 One Grand Junction Comprehensive Plan including Chapter 31.04, City file number CPA-2024-583, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.”

Commissioner Ehlers seconded; motion passed 7-0.

OTHER BUSINESS

Niki Galehouse acknowledged that this is Commissioner Ehlers last meeting and thanked him for his years of service.

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.

The vote to adjourn was 7-0.

The meeting adjourned at 6:35 p.m.

CITY OF GRAND JUNCTION, COLORADO
ORDINANCE NO. _____

AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY AMENDING THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP OF THE GRAND JUNCTION CIRCULATION PLAN (CIRCULATION PLAN) (ORDINANCE 4808), TITLE 31 OF THE GRAND JUNCTION MUNICIPAL CODE (GJMC) AND TO REPEAL AND REPLACE FIGURE 3 IN CHAPTER 31.08.150 APPENDIX A.

AND TO REPEAL AND REPLACE THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP FOUND ON PAGE 35 OF THE ONE GRAND JUNCTION COMPREHENSIVE PLAN, CHAPTER 2, PLAN PRINCIPLE 6 AND REPEAL AND REPLACE THE STREET PLAN FUNCTIONAL CLASSIFICATION MAP FOUND ON PAGE 104 OF THE ONE GRAND JUNCTION COMPREHENSIVE PLAN APPENDIX B (ORDINANCE NO. 4971).

Recitals:

The City of Grand Junction's and Mesa County's planners, engineers and traffic experts worked jointly and cooperatively to prepare revisions to the Circulation Plan's Street Plan Functional Classification Map, taking a fresh look at the transportation systems for motorized travel within the Urban Development Boundary (UDB).

The Circulation Plan, Title 31, Chapter 31.08:

1. defines the community's view of its future transportation network within the UDB,
2. provides strategies and policies the community can implement to achieve it,
3. accommodates future population and development growth
4. serves as a guide for public and private development decisions within the planning area, and
5. is a tool for managing community change to achieve the desired quality of life.

The Street Plan Functional Classification Map is part of the Circulation Plan adopted in 2018. The Circulation Plan states that the Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary.

Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions. It also states unclassified roads are important for neighborhood circulation and they establish general locations for these important future local streets in undeveloped areas.

On July 18, 2018, the Grand Junction City Council adopted Ordinance 4808. That Ordinance approved the *Grand Junction Circulation Plan* and adopted the plan as part

of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

On December 16, 2020, the Grand Junction City Council adopted Ordinance 4971. That Ordinance approved the 2020 *One Grand Junction Comprehensive Plan* (*Comprehensive Plan*). By and with Ordinance 4971 the City Council specified that the *Comprehensive Plan* “will control when area plans, adopted prior to the *Comprehensive Plan*, are inconsistent with the *Comprehensive Plan*”. Because the *Comprehensive Plan* is intended to serve as a guide to public and private growth decisions through the year 2040 and provide direction to achieve the City’s vision of its future and the *Comprehensive Plan* is shaped by the community’s values, ideals, and aspirations about the management of the community’s resources it is proper that it should fully reflect and define the community’s view of its future. The *Comprehensive Plan* includes Plan Principles, states goals and strategies, and maps intended uses, boundaries, opportunities, and constraints to help the community implement and achieve the desired future.

Furthermore, the *Comprehensive Plan* contemplates and provides that the Circulation Plan be maintained and regularly updated and that existing subarea plans including the *Circulation Plan* are elements of the *Comprehensive Plan* and are reviewed with the *Comprehensive Plan* for vision and policy direction for development within the Urban Development Boundary (UDB) planning area.

As well, the *Comprehensive Plan* provides that subarea plans are to be reviewed and updated to ensure that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and promote more opportunity for additional neighborhoods.

In 2024 the City began the review process of the Circulation Plan and is preparing amendments for adoption in 2024. During this update, the 2018 *Circulation Plan* Street Plan Functional Classification Map has been reviewed and determined that it needs 31 updates including changes in classification and/or changes in roadway segment length and/or roadway location. Sixteen corridors are being assigned to a lower classification, four corridors are being upgraded to a higher classification, ten corridors are remaining the same classification they currently are, but location changes and/or segment length changes are proposed, and one corridor is being added to the map, but only that portion that is located within the UDB. There are eight corridors with segments or portions of segments located outside the UDB and identified as Mesa County roadways.

The Planning Commission reviewed and considered the amendments to the Circulation Plan and One Grand Junction Comprehensive Plan in a public hearing on October 13, 2024, found and determined that it satisfies the criteria in 21.02.050(e)(4)(iii) and 21.02.050(e)(4)(iv) of the Zoning and Development Code and is consistent with the purpose and intent of the *Comprehensive Plan*, and recommended adoption of the amendments to the Plan.

The City Council has reviewed and considered amendments to the Circulation Plan and One Grand Junction Comprehensive Plan and determined that it satisfied the criteria in 21.02.050(e)(4)(iii) and 21.02.050(e)(4)(iv) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan.

After due consideration the City Planning Commission and City staff recommend that the City Council amend the *One Grand Junction Comprehensive Plan* to repeal and replace the 2018 version of the Street Plan Functional Classification Map with the 2024 version of the Street Plan Functional Classification Map of the Circulation Plan, within the Comprehensive Plan amending Ordinance No. 4808 and Ordinance No. 4971.

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

In consideration of and with the adoption of the foregoing Recitals the following amendments are made to the *Comprehensive Plan*:

GJMC TITLE 31, *Comprehensive Plan* of the City of Grand Junction, Colorado is hereby amended the following elements:

A. Chapter 31.08.080(c) and Chapter 31.08.150 Appendix A - Maps

Exhibit A-1 attached hereto and incorporated herein including a list of 31 roadway segments added to or changed and incorporated into the Street Plan Functional Classification Map (2024) of the Grand Junction Circulation Plan.

Exhibit A-1 attached hereto and incorporated herein including repeal and replace Chapter 31.08.150 Appendix A - Maps subsection (c) Figure 3 – Street Plan – Functional Classification Map (2024).

B. Chapter 31.04.010

Exhibit B-1 attached hereto and incorporated herein including the revised Street Functional Classification Map to repeal and replace the 2018 version of the same map on page 35 of the One Grand Junction Comprehensive Plan under Chapter 2, Plan Principle 6 and the map found on page 104 of the One Grand Junction Comprehensive Plan Appendix B with the revised Street Plan Functional Classification Map (2024).

The full text of this Ordinance, including the attached text of the Circulation Plan and One Grand Junction Comprehensive Plan, shall, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter and ordinances of the City.

INTRODUCED on first reading the 6th day of November 2024 and ordered published in pamphlet form.

ADOPTED on second reading the ____ day of _____ 2024 and ordered published in pamphlet form.

Abram Herman
President of the City Council

ATTEST:

Selestina Sandoval
City Clerk

DRAFT

Exhibit A-1

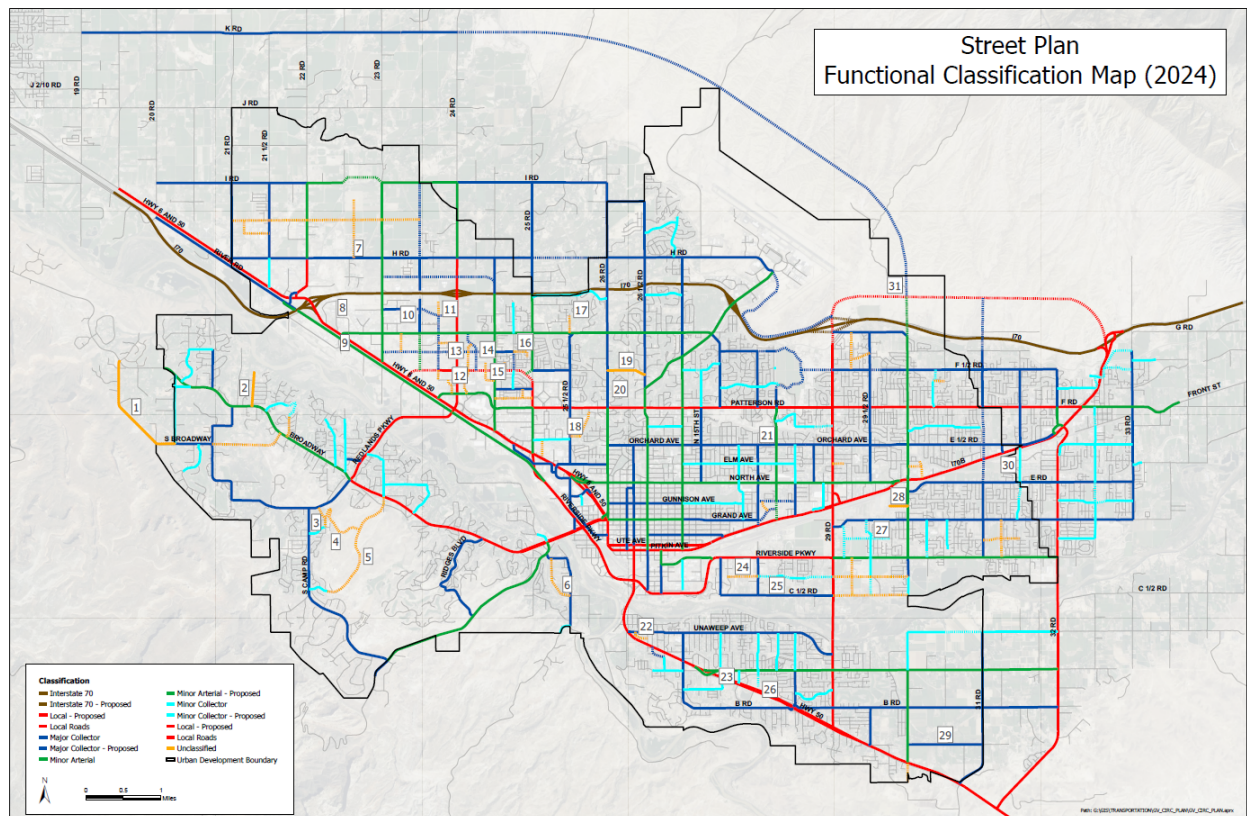
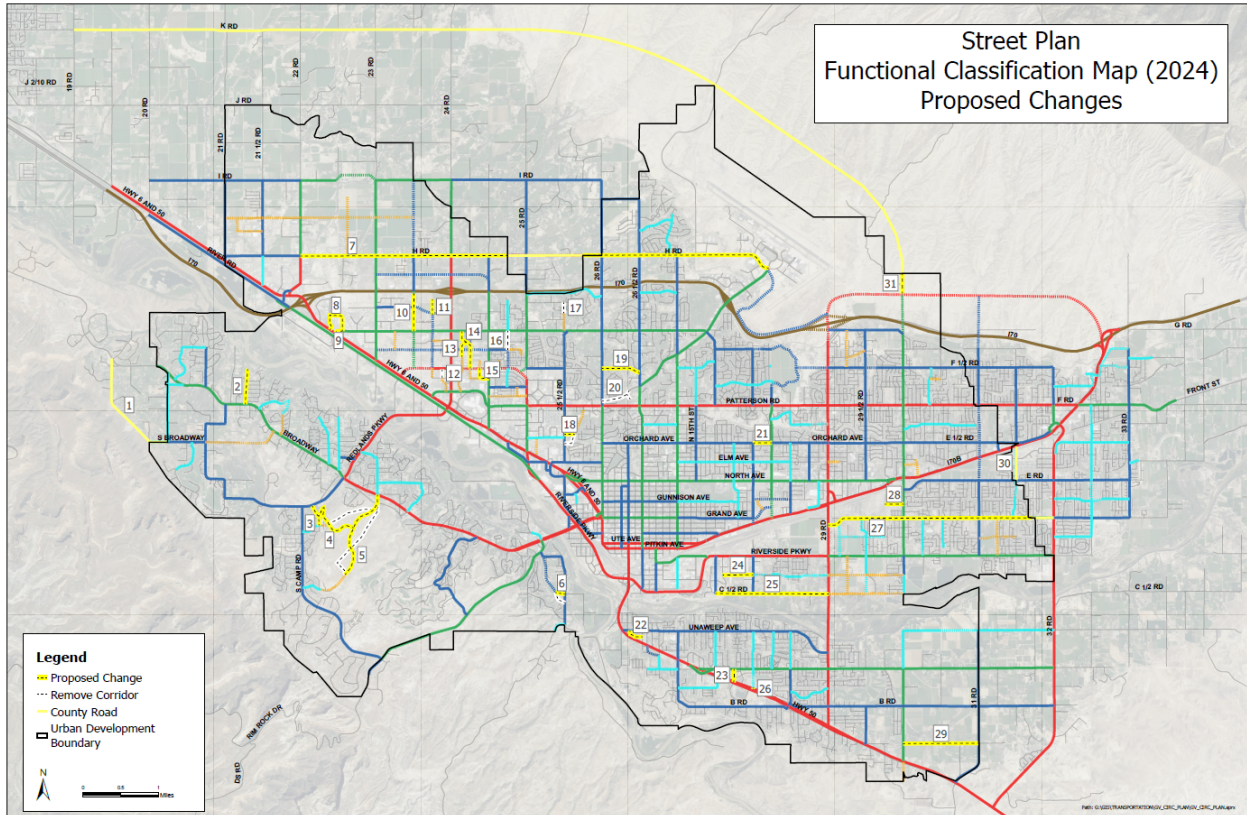
1. List of 31 Amended or New Roadway Segments.

Roadway Segment No.	Roadway Section	New Classification	Road Segment Outside UDB
1	S. Broadway, west of 20 Road	Unclassified	Yes - All
2	Panorama Drive north of Broadway	Unclassified	
3	Athens Way - Renaissance Blvd extension to the east - change to go north to S. Broadway and remove section east of Athens Way	Unclassified	
4	Redlands 360 Street - From South Broadway near South camp Road east to Roadway Segment No. 5	Unclassified	
5	Redlands 360 Street - revised to show corridor to connect Canyon Rim Drive to the proposed roundabout near 23 Road then north to 23 Road.	Unclassified	
6	25 1/4 Rd (D Road to Rosevale) - move intersection with Rosevale Rd to location north of canal	Unclassified	
7	H Road from 22 Rd to Horizon Drive	Major Collector	Yes - Portion
8	Scarlet Drive and Colex Drive - remove as Collector and change G Road to Minor Arterial with a Florida T intersection at I-70B	Unclassified	
9	G Road from Colex to I-70 B	Minor Arterial	
10	23 1/2 Road north of G Rd to I-70	Major Collector	
11	23 3/4 Road north of G 1/4 Road	Unclassified	
12	Rae Lynn St - remove section north of Leland Av	Unclassified	
13	Market St from F 3/4 to G Rd - curve Market St to the NE south of creek	Unclassified	
14	24 1/4 Road from F 3/4 to G - curve 24 1/4 Rd to the NW across creek	Major Collector	
15	F 3/8 Road west of 24 1/2 Road - curve F 3/8 Rd north to F 1/2 Rd	Unclassified	
16	Copper Crest Dr. north of Abas - remove connection to G Rd	Unclassified	
17	25 1/2 Road - remove from Chapman Dr to G 3/8 Rd	Unclassified	
18	25 3/4 Rd - revise to go west at Monument Little League to 25 1/2 Rd	Unclassified	
19	F 1/2 Road from 26 to 26 1/2	Unclassified	
20	Horizon Place - remove from Community Ln to 26 Rd	Unclassified	
21	Orchard Av from 28 Rd to 28 1/4 Rd	Major Collector	
22	Minor Collector from Unaweeep Ave to Aspen St	Unclassified	
23	27 3/4 Rd from B 1/2 Rd to US Hwy 50	Minor Collector	
24	C 3/4 Road from Indian Rd to 28 Rd	Unclassified	
25	C 1/2 Road from 27 1/2 Rd to 29 Rd	Major Collector	
26	28 Rd from Frontage Rd to Hwy 50 - remove section	Minor Collector	
27	D 1/2 Road from 29 Rd to 32 Rd	Major Collector	Yes - Portion
28	Gunnison Ave just west of 30 Rd	Unclassified	
29	A 1/2 Road from 30 Rd to 31 Rd	Major Collector	

30	31 1/2 Rd from E Road to I-70B - extend corridor to I-70B	Minor Collector	Yes - all
31	North Parkway - K Road from 21 Rd east to North side of Airport south and east to 29 Road - only portion along 30 Rd within UDB added	Major Collector	Yes - Portion

2. Map showing New Roadway Segments on List

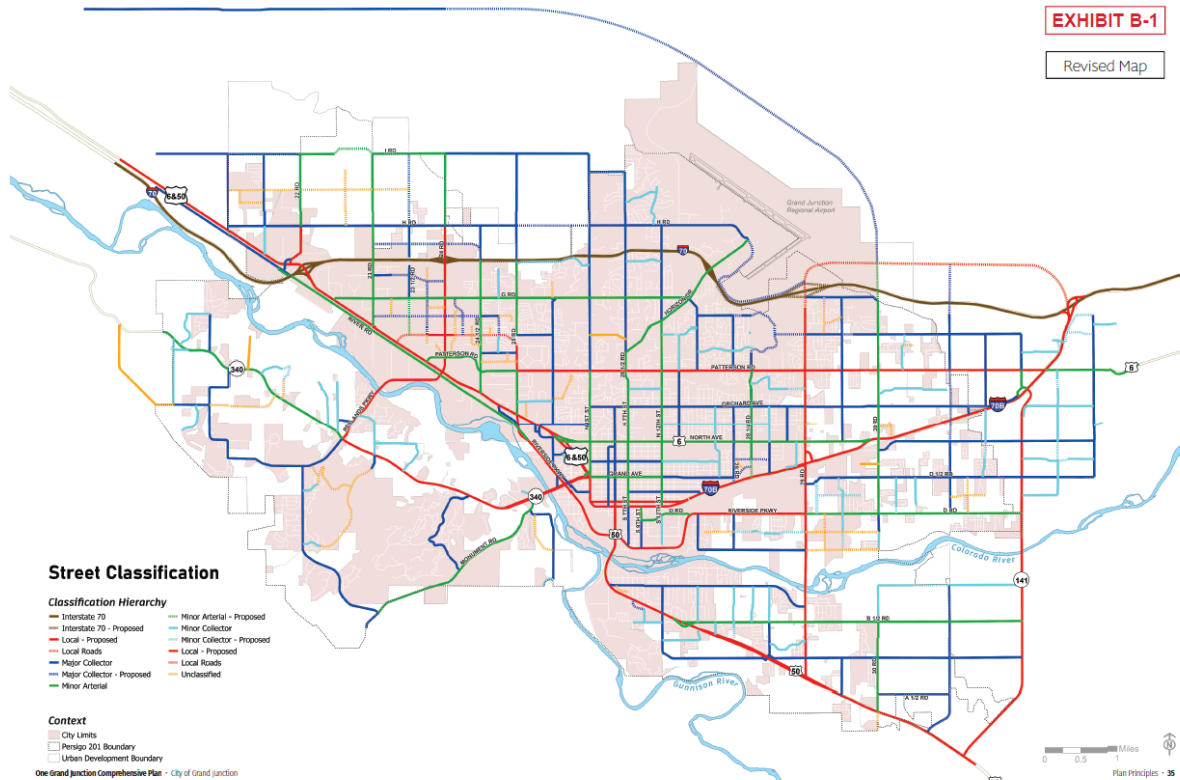
DRAFT



3. Street Plan - Functional Classification Map (2024)

Exhibit B-1

1. Repeal 2018 Street Functional Classification Map and Replace it with 2024 Street Functional Classification Map on page 35 and on page 104.





Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: November 6, 2024

Presented By: Trenton Prall, Engineering & Transportation Director

Department: Community Development

Submitted By: David Thornton, Principal Planner and Trent Prall, Director of Transportation

Information

SUBJECT:

A Resolution Supporting the Next Phase of the River Corridor Initiative (RCI) Master Planning Process with a CWCB Water Plan Grant Match Request

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

A Resolution and Letter of Support supporting the Grand Valley River Corridor Initiative (RCI) in applying for a grant to accomplish the next phase of the River Corridor Initiative (RCI) master planning process. The grant is through the Colorado Water Conservation Board (CWCB) Water Plan grant program, and a local match is required and is being requested. The grant application is due December 1, 2024. If awarded, these funds will be used to accomplish a master plan of the Colorado River and Gunnison River corridors running through the Grand Valley. The local matching funds requested from the City of Grand Junction for the grant is 40 percent, with the remainder split among Mesa County, the City of Fruita, and the Town of Palisade. The City of Grand Junction match requested includes a cash match of \$36,500.

BACKGROUND OR DETAILED INFORMATION:

This request is a Resolution and Letter of Support supporting the Grand Valley River Corridor Initiative (RCI) in applying for a grant to accomplish the next phase of the River Corridor Initiative (RCI) master planning process. The Grand Valley River Corridor Initiative (RCI) is a community-driven initiative focused on supporting and maintaining a healthy river corridor and the associated needs, uses, and values for generations to come. The RCI was formed in 2020 to address the acute need for enhanced coordination, planning, and collaboration on river corridor-related activities. A Core

Team leads it with representatives from RiversEdge West, Colorado Mesa University, and American Rivers. Representatives from all four local jurisdictions (Grand Junction, Fruita, Palisade, and Mesa County) agreed that a letter of support from each would serve as an agreement to plan collaboratively along the Grand Valley River Corridor and to move forward with a multi-jurisdictional River Master Plan. The City Council approved this letter of support on July 3, 2024.

THE GRAND VALLEY RIVER CORRIDOR VISION

The RCI Vision includes the following:

- Engage river corridor stakeholder groups to identify common values and challenges.
- Provide a platform and resource for river corridor stakeholders, fostering coordinated collaboration on future river-centric endeavors, and leading to informed decision-making.
- Develop strategies to address shared goals, objectives, and challenges.
- Foster community education and connection with the river.

The communities of the Grand Valley are committed to a data-driven approach to stewarding a resilient, vibrant, and healthy river corridor that supports the values of agriculture, habitat and wildlife, recreation, economic growth, and sustainable development benefiting today's and future generations.

Grant Application - Matching Funds being requested

The Grand Valley River Corridor Initiative (RCI) is applying for a grant to accomplish the next phase of the River Corridor Initiative (RCI) master planning process with the CWCW Water Plan grant program, and a local match of \$36,500 is being requested from the City of Grand Junction. The following chart provides information on the financial requests for the four local jurisdictions.

Jurisdiction	Percentage	Match Request*		
		Cash	In-Kind	Total
Mesa County	40%	\$ 36,500	\$ 2,500	\$ 39,000
City of Grand Junction	40%	\$ 36,500	\$ 2,500	\$ 39,000
City of Fruita	15%	\$ 12,500	\$ 2,500	\$ 15,000
Town of Palisade	5%	\$ 2,500	\$ 2,500	\$ 5,000

* Match requests rounded to nearest \$1,000

FISCAL IMPACT:

The match of \$36,500 is included in the 2025 proposed budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 77-24, a resolution of support for the Master Plan Grant application and confirm City funding for \$36,500 in support for collaborative planning of the Colorado River Corridor Initiative.

Attachments

1. RCI Master Planning Letter of Support - GJ
2. LOS_RCI_Advisory_Council_2024_10_06-Grand Junction
3. RES-River Corridor Initiative Support 20241106 (1)

TO: Grand Valley River Corridor Initiative

FROM: Grand Junction City Council

SUBJECT: River Corridor Master Planning Letter of Support

DATE: July 3, 2024



Background

The Grand Valley River Corridor Initiative (RCI) is a community-driven initiative focused on supporting and maintaining the health of the Colorado and Gunnison River corridors in Mesa County, together with the associated needs, uses, and values for today and future generations. The RCI was formed as a coalition of interested parties in 2020 to address the acute need for enhanced coordination, planning, and collaboration on river corridor-related activities. A core team leads the RCI with representatives from RiversEdge West, Colorado Mesa University, One Riverfront, and American Rivers.

The RCI core team hosted three multi-jurisdictional planning workshops in Grand Junction on November 7, 2023, February 6, 2024, and May 8, 2024, to convene planners and professionals from Mesa County, Fruita, Grand Junction, and Palisade to discuss the future of the Grand Valley Rivers and the River Corridors, craft a shared vision for the River Corridors, and discuss strategies to support the development of an inter-jurisdictional river corridor planning framework. Representatives from all four jurisdictions agreed to bring the question of pursuing a collaborative planning process for the river corridor to each of their elected bodies in anticipation of securing the support of all to move forward with a multi-jurisdictional River Corridor Master Plan.

The RCI vision statement, which was drafted by representatives of the four jurisdictions reflects the shared values of the Grand Valley. RCI's vision statement is:

"The communities of the Grand Valley are committed to a data-driven approach to steward a resilient, vibrant, and healthy river corridor that supports the values of agriculture, habitat and wildlife, recreation, economic growth, and sustainable development benefiting today's and future generations."

Support for Grand Valley River Corridor Planning

With this letter of support, the City of Grand Junction recognizes and acknowledges that:

- The Grand River Valley Corridor holds significant ecological, recreational, and economic value for the communities of Mesa County, Grand Junction, Palisade, and Fruita; and,
- The state of the Rivers have been changing in recent years with more recreation and development along the Rivers; and,
- Coordinated planning and management of the Grand River Valley Corridor is essential to preserving the natural beauty, enhancing recreational opportunities, and fostering sustainable development.

In consideration of the work of the RCI and in support of continuing effort, the Grand Junction City Council agrees to collaborate with RCI and its core team to move forward with a planning process and pledge our support for the development, public consideration, and as jointly adopted by the Grand Valley river jurisdictions, the implementation of a thorough Grand Valley River Corridor Master Plan. Furthermore, we agree to support RCI and its core team in facilitating and identifying necessary funding and cost-share models to hire a contractor to assist with the creation of a collaborative River Corridor Master Plan.

Signed this 3rd day of July, 2024.

A handwritten signature in black ink, appearing to read "Abram Horman", written over a horizontal line.

Abram Horman, Mayor



Colorado Water Conservation Board
1313 Sherman St.
Denver, CO 80203

November 6, 2024

Dear Mr. Sturm,

I am writing on behalf of the City of Grand Junction to express our full support for RiversEdge West's (REW) grant application to advance the Grand Valley River Corridor Initiative (RCI), which is being submitted to the Colorado Water Conservation Board's Water Plan grant program. This proposal is crucial in continuing to strengthen the vital coordination and planning efforts that unite federal, state, municipal, county, and private stakeholders within the Grand Valley.

The Grand Valley River Corridor spans the Colorado River from De Beque to the Utah state line, as well as the Gunnison River from Bridgeport to its confluence with the Colorado River. This river corridor plays a central role in the economic, cultural, and ecological vitality of our community and key industries such as agriculture, tourism, recreation, and redevelopment are all reliant on the long-term well-being of the Colorado and Gunnison Rivers.

RCI is at a critical moment, where significant progress has been made toward a proactive and sustainable approach to managing this vital resource including:

- All associated jurisdictions have provided letters of support, demonstrating a unified commitment to moving forward with a river corridor master planning process.
- A comprehensive flows assessment has been completed, providing essential data to inform future planning.
- Fluvial hazard zone mapping has been conducted to better understand and mitigate flood risks in the region and identify opportunities for river dynamism and restoration.
- A strong and consistent Advisory Council meets quarterly to ensure continuity and progress.
- A concrete list of riparian restoration projects and an associated action plan will be completed soon, which will serve as a roadmap as the RCI moves towards implementation.

- The collaboration that established the RCI was made possible through diverse funding sources, showcasing the broad range of support for this initiative.

REW's current proposal will support a master planning process with all associated jurisdictions, ongoing coordination and support for the RCI Advisory Council, education and outreach efforts, and the development of multi-benefit floodplain projects along the river corridor. The City of Grand Junction is committed to providing \$36,500 cash match and \$2,500 in kind match towards these efforts.

This proposal will assist the City of Grand Junction in helping to guide future river corridor decisions in a collaborative manner and allow for the continued participation in a community driven process that is critical to maintaining the health of the river corridor and ensuring the Grand Valley's future prosperity. We appreciate your consideration and support of REW's proposal.

Sincerely,

Abram Herman, Mayor

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ____-24

A RESOLUTION EXPRESSING CITY SUPPORT FOR THE COLORADO RIVER CORRIDOR INITIATIVE (RCI) MASTER PLANNING PROCESS AND COMMITTING CITY GRANT MATCH FOR AND IN SUPPORT OF THE COLORADO WATER CONSERVATION BOARD WATER PLAN GRANT.

RECITALS.

The Grand Valley River Corridor Initiative (RCI) is a community-driven initiative focused on supporting and maintaining a healthy river corridor and the associated needs, uses, and values for generations to come.

The RCI was formed in 2020 to address the acute need for enhanced coordination, planning, and collaboration on river corridor-related activities.

A Core Team leads it with representatives from RiversEdge West, Colorado Mesa University, and American Rivers. Representatives from all four local jurisdictions (Grand Junction, Fruita, Palisade and Mesa County) agreed that a letter of support from each to serve as an agreement to plan collaboratively along the Grand Valley River Corridor and to move forward with a multi-jurisdictional River Master Plan. The City Council approved this letter of support July 3, 2024.

The RCI is requesting a Letter of Support supporting the Grand Valley River Corridor Initiative (RCI) in applying for a grant to accomplish the next phase of the River Corridor Initiative (RCI) master planning process.

The grant is through the Colorado Water Conservation Board (CWCB) Water Plan grant program, and a local match is required and is being requested.

The grant application is due December 1, 2024. If awarded, these funds will be used to accomplish a master plan of the Colorado River and Gunnison River corridors running through the Grand Valley.

The local matching funds requested from the City of Grand Junction for the grant is 40% with the remainder split among Mesa County, the City of Fruita and the Town of Palisade. The City of Grand Junction match requested includes a cash match of \$36,500.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO that:

- By and with this Resolution the City Council expresses its support for the Grand Valley River Corridor Initiative (RCI) in applying for a grant to accomplish the next phase of the River Corridor Initiative (RCI) master planning process.
- The City will provide the cash match of \$36,500 representing 40% of the overall match required for the project.

Passed and adopted this 6th day of November 2024.

Abram Herman
President of the City Council

ATTEST:

Selestina Sandoval
City Clerk

DRAFT



Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: November 6, 2024
Presented By: Thomas Lloyd, Senior Planner
Department: Community Development
Submitted By: Thomas Lloyd, Senior Planner

Information

SUBJECT:

A Resolution Renaming C Road to UnawEEP Ave, Beginning at the Intersection of Highway 50 and UnawEEP Avenue and Ending at the Intersection of 29 Road and UnawEEP Avenue

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

Naming C Road and UnawEEP Avenue to strictly UnawEEP Ave, located on the C Road and UnawEEP Ave Corridor beginning at the Intersection of Highway 50 and UnawEEP Avenue and ending at the Intersection of 29 Road and UnawEEP Avenue.

City staff, in conjunction with the City and County Addressing Committee, are requesting a street name change from a mixture of C Road and UnawEEP Avenue to officially UnawEEP Avenue for all addressed properties for the purposes of consistency. Effective and efficient emergency response requires accurate and consistent addressing. Time is a critical factor in the delivery of emergency services. A confusing, ambiguous, or duplicative addressing system slows response times, with possibly disastrous consequences. This effort to change the street name and addressing along UnawEEP Avenue will help ensure that the citizens we serve are provided with the best, timely, and accurate emergency response available. The proposed street name, if approved, allows for the property owners affected to implement the change over the period of one year, during which both old and new addresses can be used.

BACKGROUND OR DETAILED INFORMATION:

The Zoning and Development Code Section 21.05.020(e)(3)(IV) of the Grand Junction Municipal Code states "a street naming system shall be maintained to facilitate the

provision of necessary public services (police, fire, mail), reduce public costs for administration, and provide more efficient movement of traffic. For consistency, this system shall be adhered to on all newly platted, dedicated, or named streets and roads. Existing streets and roads not conforming to this system shall be made to conform as the opportunity occurs." The naming of the UnawEEP Avenue corridor is necessary and the name UnawEEP Avenue and eliminates there being two names on one corridor. Having one name will help with consistency and efficiency when it comes to emergency services.

The City and County maintain an Addressing Committee that regularly meets to discuss property addressing issues. This group has targeted this section of road for some time and has recommended making it conforming as the opportunity occurs. With these parameters, the addressing committee, along with City staff, is recommending that necessary changes be made to the street name and addressing along UnawEEP Avenue for the betterment of our community. To accomplish this, the following will occur:

- **Street Naming.** UnawEEP Avenue will be used as the consistent road name, removing the confusion of the named and lettered street – C Road.
- **Street Numbering.** The re-addressing along UnawEEP Avenue will be made consistent using the City's addressing grid west of Linden Avenue, and Mesa County's addressing grid east of Linden Avenue. This division was chosen based upon the natural alignment and division of the two grid systems that already exist at this location.
- **Addressable Structures.** Where possible, structure addresses along UnawEEP Avenue with fractions will be modified to fraction less addresses.
- **Multi-unit Structures.** All structures containing multiple units within one building along UnawEEP Avenue, regardless of whether the building is residential, commercial, industrial, or governmental will receive a single address, with each unit within the structure receiving a unit letter designation. Addresses in multi-unit structures should not contain fractions.

To rename a street, a resolution is required to be approved by the City Council. Initial notice was sent to the 37 affected properties, and City and County staff met with owners and area residents at open houses held on July 10, 2024, and July 16, 2024, at the Orchard Mesa Middle School. Only a few people attended. There were no public comments against the name change. A follow-up letter was sent to each affected owner on October 23, 2024, letting them know about the proposed street name/address changes and inviting them to the November 6, 2024 City Council meeting where the proposed name change is on the Council's agenda.

The proposed street name, if approved, will be effective immediately. However, all street name changes allow for the property owners affected to implement the change over the period of one year, during which both the old and new addresses can be used.

Property owners will not have to individually notify the US Post Office, 911, or utility companies. These will be notified by the City.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 78-24. a resolution approving Naming C Road and Unaweeep Avenue to strictly Unaweeep Ave, located on the C Road and Unaweeep Ave Corridor beginning at the Intersection of Highway 50 and Unaweeep Avenue and ending at the Intersection of 29 Road and Unaweeep Avenue.

Attachments

1. C Road to Unaweeep Mailing List
2. C Road to Unaweeep Hearing Letter
3. Map - Entire Corridor - C Road to Unaweeep pdf
4. Map - C Road to Unaweeep Ave Name Changes
5. Resolution - Renaming C Road to Unaweeep Avenue

Jurisdiction	Old Address	ALTERNATIVE_LOCATION	PROPOSED_LOCATION	HAS_CHANGE	ACCOUNTNO	PARCEL	MAILING	MAILING CITY	MAILING ST	MAILING ZIP	OWNER	JTOWNER
County	2773 UNAWEEP AVE		2773 UNAWEEP AVE	0	R070301	2945-251-00-048	2773 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2092	HIGGINSON RANDALL J	HIGGINSON CHARLAYNE E
County	2787 C RD		2787 UNAWEEP AVE	1	R070319	2945-251-00-077	2787 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2889	CYNTHIA L FHUERE	
County	2791 1/2 UNAWEEP AVE	298 HUFFER LN	2791 UNAWEEP AVE	1	R104903	2945-251-00-116	2791 1/2 UNAWEEP AVE	GRAND JUNCTION	CO	81503	DAVENPORT KENNETH R	TAIGMAN MARIANN H
County	2793 C RD		2793 UNAWEEP AVE	1	R070303	2945-251-00-054	2793 C RD	GRAND JUNCTION	CO	81503	SHELLEY JASON G	SHELLEY KAYLA RICHA
County	2795 1/2 C RD		2795 UNAWEEP AVE #B	1	R070613	2945-251-25-002	2795 1/2 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2843	HOUSE TERRY	
County	2795 C RD		2795 UNAWEEP AVE #A	1	R070614	2945-251-25-003	2795 C RD	GRAND JUNCTION	CO	81503	ABRAHAM ALEXANDER D	
County	2797 C RD		2797 UNAWEEP AVE	1	R070612	2945-251-25-001	2797 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2843	HILLER RITA J	HOFFMAN STEVEN D
County	2799 UNAWEEP AVE	299 28 RD	2799 UNAWEEP AVE	0	R070304	2945-251-00-056	2799 UNAWEEP AVE	GRAND JUNCTION	CO	81503	KAUFMAN SCOTT E	KAUFMAN JULIE M
County	2801 UNAWEEP AVE		2801 UNAWEEP AVE	0	R047918	2943-302-00-201	2801 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2187	BOWSER CHRISTOPHER G	BOWSER VICKIE S
County	2805 UNAWEEP AVE		2805 UNAWEEP AVE	0	R047932	2943-302-00-234	2805 UNAWEEP AVE	GRAND JUNCTION	CO	81503	OCCUPANT	
County	2807 UNAWEEP AVE		2805 UNAWEEP AVE;	0	R047929	2943-302-00-231	2807 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2187	MATSON EDWARD B	MATSON LINDA L
			2807 UNAWEEP AVE									
County	2809 UNAWEEP AVE		2809 UNAWEEP AVE			2943-302-00-027	2809 UNAWEEP AVE	GRAND JUNCTION	CO	81503	OCCUPANT	
County	2809 UNAWEEP AVE		2809 UNAWEEP AVE	0	R047885	2943-302-00-027	1160 ROOD AVE	GRAND JUNCTION	CO	81501	TONY B TRUST	
County	2811 C RD		2811 UNAWEEP AVE	1	R047942	2943-302-13-001	2811 UNAWEEP AVE	GRAND JUNCTION	CO	81503-2187	KIER DAWN RENEE	
County	2811 C RD		2811 UNAWEEP AVE			2943-302-13-001	2811 C RD	GRAND JUNCTION	CO	81503	OCCUPANT	
County	2817 UNAWEEP AVE		2817 UNAWEEP AVE	0	R047884	2943-302-00-024	2817 UNAWEEP AVE	GRAND JUNCTION	CO	81503	SHEPHERD DENNIE L	
County	2819 UNAWEEP AVE		2819 UNAWEEP AVE	0	R089352	2943-302-00-248	2819 UNAWEEP AVE	GRAND JUNCTION	CO	81503-3170	WAGNER RICHARD KYLE	
County	2821 UNAWEEP AVE		2821 UNAWEEP AVE	0	R047881	2943-302-00-020	2821 UNAWEEP AVE	GRAND JUNCTION	CO	81503	GROH SERENA LEE	GROH ELIH ROBERT
County	2823 1/2 UNAWEEP AVE	2824 WOODLY CT	Verifying w/ owner	1	R047930	2943-302-00-232	18241 6500 RD	MONTROSE	CO	81403	CARSON BOBBI I	
County	2823 1/2 UNAWEEP AVE	2824 WOODLY CT	2825 UNAWEEP AVE			2943-302-00-232		GRAND JUNCTION	CO	81503	OCCUPANT	
County	2823 C RD		2823 UNAWEEP AVE	1	R047880	2943-302-00-019	2823 C RD	GRAND JUNCTION	CO	81503	FRITZEL JUSTINE	
County	2826 UNAWEEP AVE		2826 UNAWEEP AVE	0	R045574	2943-193-00-078	2826 UNAWEEP AVE	GRAND JUNCTION	CO	81503	MALLECK GLORIA J	MALLECK GERALD L
County	2830 UNAWEEP AVE		2830 UNAWEEP AVE	0	R045575	2943-193-00-079	2830 UNAWEEP AVE	GRAND JUNCTION	CO	81503	LA FAMILY TRUST	
County	2832 UNAWEEP AVE		2832 UNAWEEP AVE	0	R045585	2943-193-00-149	2832 UNAWEEP AVE	GRAND JUNCTION	CO	815033168	CONNER NATALIA N AKA NATALIA	
County	2834 1/2 UNAWEEP AVE		2834 UNAWEEP AVE	1	R045593	2943-193-00-175	2834 1/2 UNAWEEP AVE	GRAND JUNCTION	CO	81503-3168	NIKOLAEVNA CONNER	
County	2836 C RD		2836 UNAWEEP AVE	1	R045592	2943-193-00-174	2836 C RD	GRAND JUNCTION	CO	81503	MCCORMICK CLYDE J	MCCORMICK JULIE A
County	2838 C RD		2838 UNAWEEP AVE;	1	R045580	2943-193-00-086; 2943-193-00-119	2838 UNAWEEP AVE	GRAND JUNCTION	CO	81503-3168	WEST TATTI ANN	
			TBD								CONNER ROBERT SAMUEL,	CONNER
											DIAL JUDY MARIE CONNER	
County	2840 C RD		2840 UNAWEEP AVE	1	R045624	2943-193-02-005	2840 UNAWEEP AVE	GRAND JUNCTION	CO	81503-3168	BIRDSILL A L	BIRDSILL JAMES SCOTT-
											GRANTEE BENEFICIARY,	
											BIRDSILL JEFFERY SHAWN-	
											GRANTEE BENEFICIARY,	
											BIRDSILL JESSE STEWART-	
											GRANTEE BENEFICIARY	
County	2842 C RD		2842 UNAWEEP AVE	1	R045619	2943-193-01-004	2842 UNAWEEP AVE	GRAND JUNCTION	CO	81503	PLEIN JOE D	PLEIN DONALD L
County	2846 C RD		2846 UNAWEEP AVE	1	R045599	2943-193-00-201	200 W GRAND AVE UNIT 5	GRAND JUNCTION	CO	81501	JJ HOLDINGS LLC	
County	2846 C RD		2844 UNAWEEP AVE	1	R045599	2943-193-00-201	200 W GRAND AVE UNIT 5	GRAND JUNCTION	CO	81501	JJ HOLDINGS LLC	
County	2846 C RD		2846 C RD			2943-193-00-201		GRAND JUNCTION	CO	81503	OCCUPANT	
County	2846 C RD		2846 C RD			2943-193-00-201		GRAND JUNCTION	CO	81503	OCCUPANT	
County	2848 C RD		2848 UNAWEEP AVE	1	R045581	2943-193-00-087	2848 C RD	GRAND JUNCTION	CO	81503	MCCOLLUM JANICE G	
County	2850 UNAWEEP AVE		2850 UNAWEEP AVE	0	R045719	2943-194-00-088	2850 UNAWEEP AVE	GRAND JUNCTION	CO	81503	LOWE RYAN S	
County	2854 UNAWEEP AVE		2854 UNAWEEP AVE	0	R045746	2943-194-00-230	2854 UNAWEEP AVE	GRAND JUNCTION	CO	81503	REAMS SANDRA LOUISE	
County	2887 UNAWEEP AVE		2888 UNAWEEP AVE	1	R047833	2943-301-94-002	281 29 RD	GRAND JUNCTION	CO	81503	NIESBROS FARMS INC	



October 24, 2024

«OWNER»
«JTOWNER»
«MAILING»
«MAILING_CITY» «MAILING_ST» «MAILING_ZIP»

RE: *Property(ies) located at – «Old_Address»*

Dear *Property Owners and Tenants*:

The County and City addressing team are progressing with the readdressing/renaming project along the C Road / Unaweep Avenue corridor. This project includes establishing a consistent address numbering system for all properties in the corridor and clarifying the street name between US Highway 50 on the west end and 29 Road on the east end, approximately two and a half miles in length. The proposed name for the entire length is Unaweep Avenue. We would like to update you on your proposed new address assignment (there are some addresses that will not be changing) and dates of the Public Hearings for the renaming of the street within the corridor.

New address assignments will go into effect if the road name change is approved by the Grand Junction City Council on November 6, 2024, and the Mesa County Board of County Commissioners on November 12, 2024. At that time, you will have one year to completely transition to your new address, which is listed below. Your current address will remain in effect along with the new address for the entire one-year transition period. This will allow you time to notify all contacts, business and personal, of your new information and become accustomed to your new address without an interruption of delivery and mail service. We recognize that this change presents a potential inconvenience to you, and we will be assisting by notifying all local emergency services including Fire, Police, Sheriff's Office, local utilities, Elections Office, City of Grand Junction and Mesa County agencies and elected officials when changes are effective.

Also, if your street number is changing, please remember to update the numbers on your house/business and mailbox.

<i>Tax #</i>	<i>Old Address</i>	<i>New Address</i>
«PARCEL»	«Old_Address»	«PROPOSED_LOCATION»

Public Hearings regarding the C Road name change are scheduled as follows:

**GRAND JUNCTION CITY COUNCIL
CITY HALL AUDITORIUM
250 N 5th ST
GRAND JUNCTION
WEDNESDAY, NOVEMBER 6, 2024, 5:30 PM**

**MESA COUNTY
BOARD OF COUNTY COMMISSIONERS
MESA COUNTY COURTHOUSE
PUBLIC HEARING ROOM
544 ROOD AVE, 2ND FLOOR
GRAND JUNCTION
TUESDAY, NOVEMBER 12, 2024, 9:00 AM**

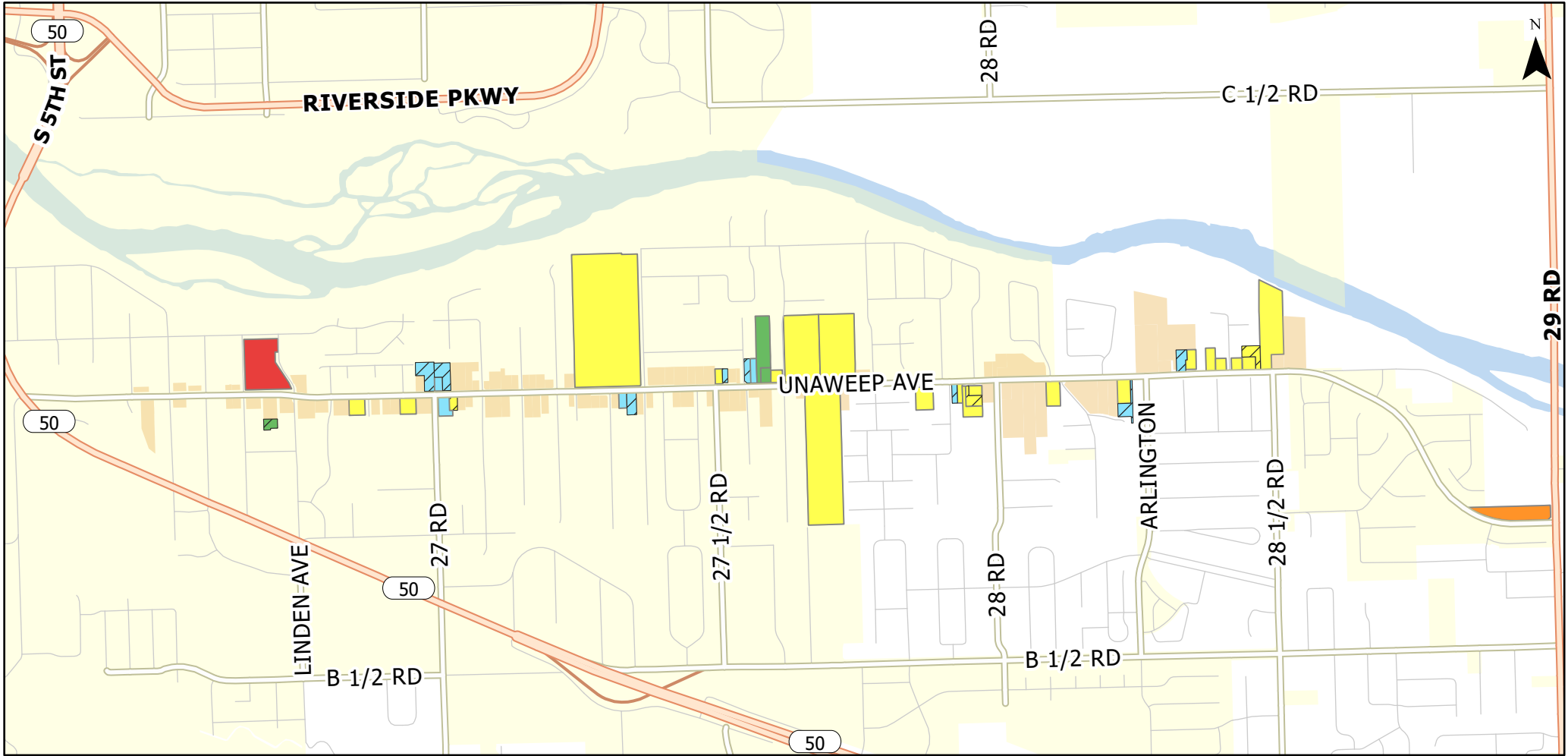
DO NOT START NOTIFYING YET of any potential address change. You will receive an additional notification from us if final approval occurs. It will then be time to begin using your new address and notifying your individual contacts. Again, you will have one year to get all entities notified of your new address.

We appreciate your patience and support as we move toward implementation of consistent addresses along the C Road / Unaweep Avenue corridor. We believe the citizens will enjoy the security and benefits of these clarifications.

Sincerely,

*Mesa County
Community Development Department
Planning Division
(970) 244-1636*

*City of Grand Junction
Community Development Department
(970) 244-1430*

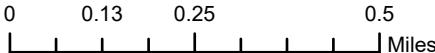


Address Change Reason

- GRID CHANGE (1 of 122)
- NO CHANGE (82 of 122)
- OUT OF ORDER (2 of 122)
- OUT OF ORDER W FRACTION (1 of 122)
- PARITY (1 of 122)
- STREET NAME (20 of 122)
- STREET NAME W FRACTION (3 of 122)
- ADD UNIT (4 of 122)
- DROP FRACTION OR ADD UNIT (8 of 122)

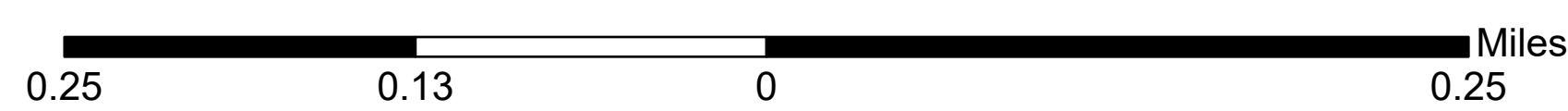
CITY GRID: HIGHWAY 50 to LINDEN AVE (14 Parcels)
Address Reassignments: 2 of 14
Within City Limits: 2

COUNTY GRID: LINDEN AVE to 29 RD (108 Parcels)
Address Reassignments: 38 of 108
Within City Limits: 20
Outside City Limits: 18

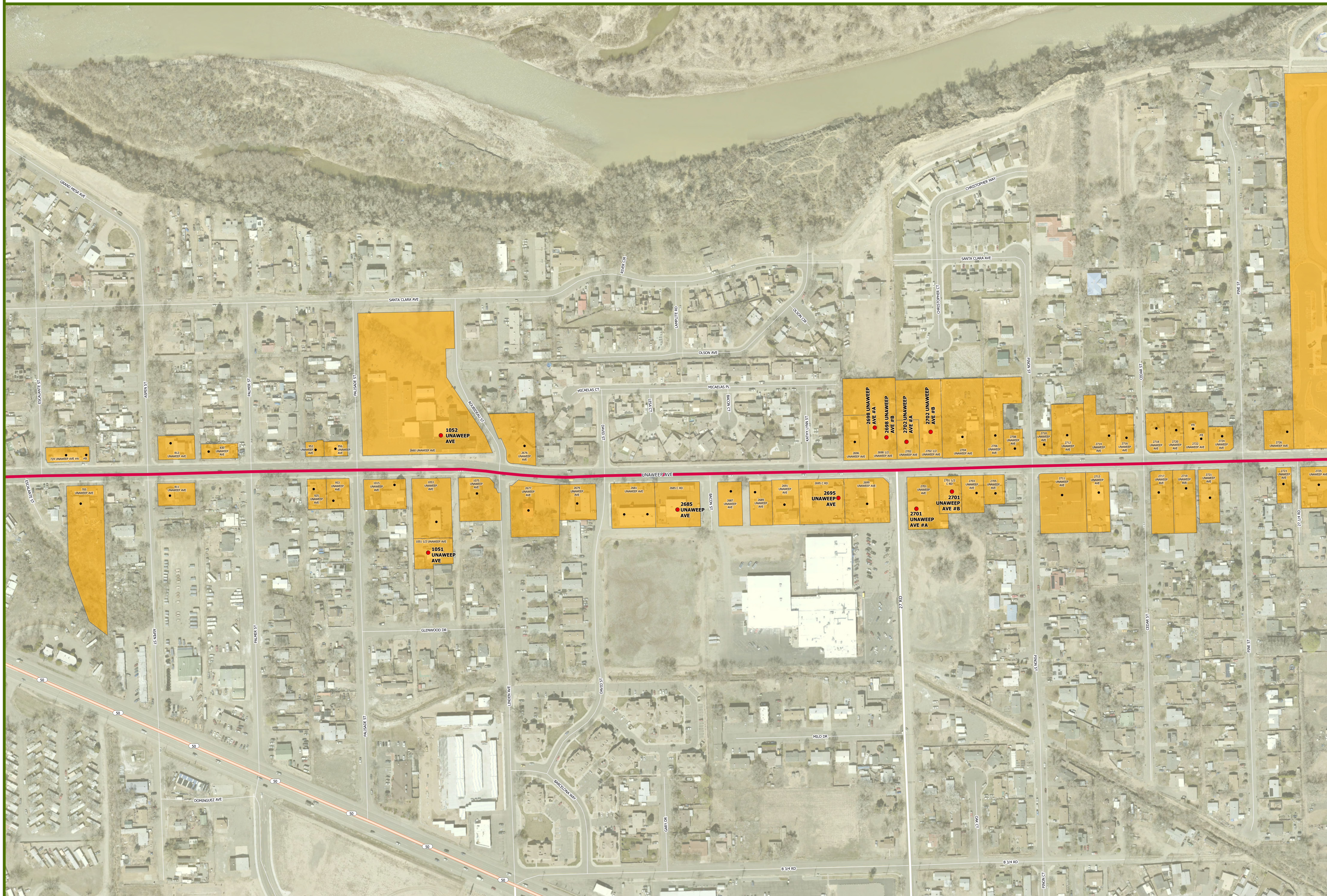


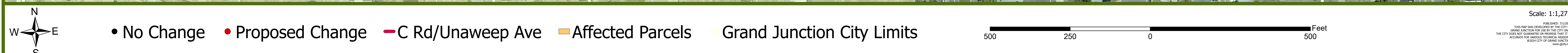


Grand Junction City Limits

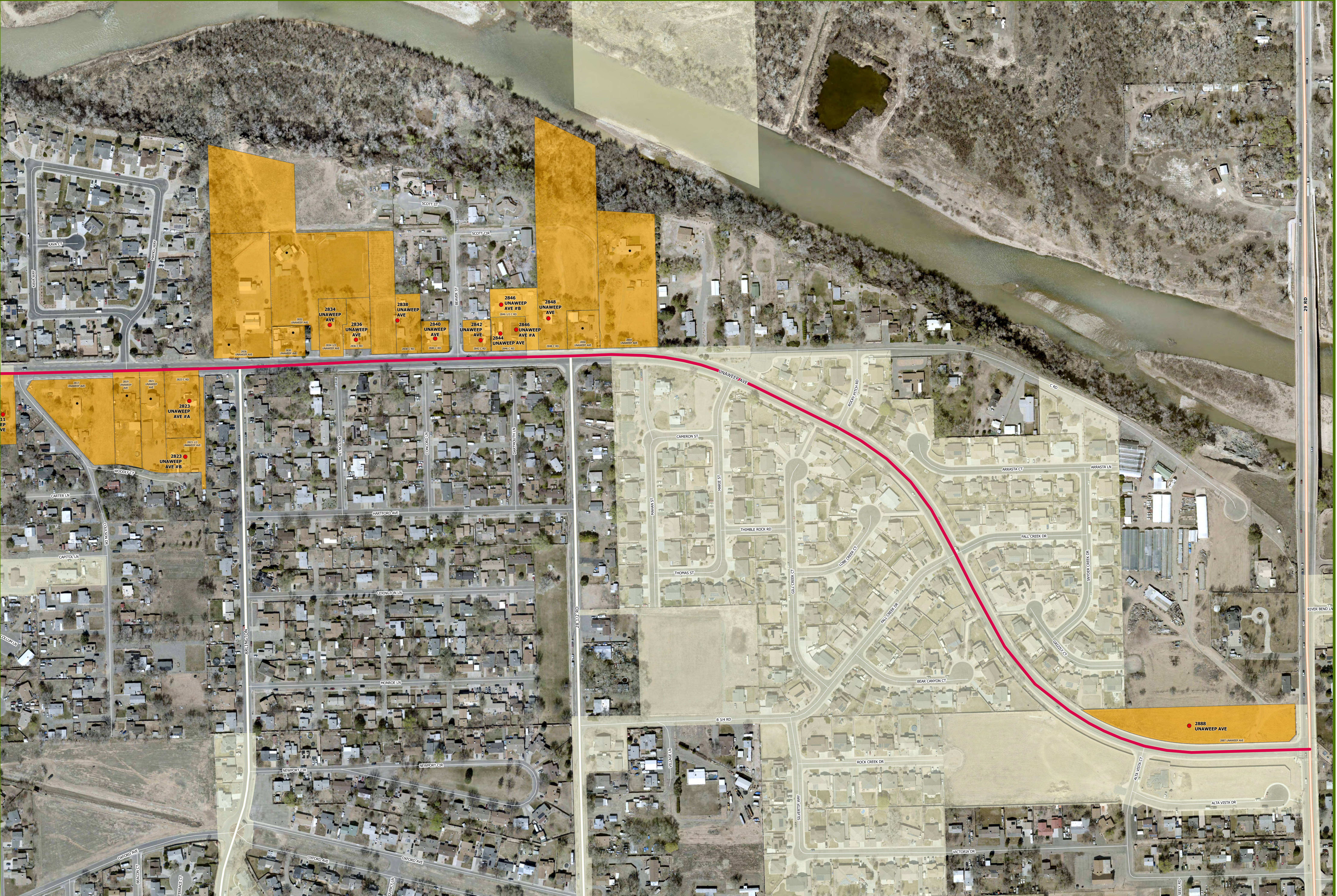


PUBLISHED: 7/1/2003
THIS MAP WAS DEVELOPED BY THE CITY OF
GRAND JUNCTION FOR USE BY THE CITY ONLY.
THE CITY DOES NOT GUARANTEE OR PROMISE THAT IT IS
ACCURATE FOR UNUSUAL TECHNICAL REASONS.





C RD TO UNAWEEP AVE STREET RENAMING PROJECT



• No Change • Proposed Change — C Rd/UnawEEP Ave Affected Parcels Grand Junction City Limits

Scale: 1:1,250

500 250 0 500 Feet

CITY OF GRAND JUNCTION
RESOLUTION NO. __-24

**A RESOLUTION RENAMING C ROAD TO UNAWEEP AVE, BEGINNING AT THE
INTERSECTION OF HIGHWAY 50 AND UNAWEEP AVENUE AND ENDING AT THE
INTERSECTION OF 29 ROAD AND UNAWEEP AVENUE**

Recitals.

A request originated from the City and recommended by the City/County Addressing Committee to rename this section of street from a mixture of both C Road and UnawEEP Avenue to strictly UnawEEP Avenue.

At present, the existing street sections include both C Road and UnawEEP Avenue addresses, creating a variety of inconsistent addresses that could result in confusion and difficulty in finding addresses by the community, including emergency responders, the US Postal Service, delivery services, utility locations, and clients of businesses and visitors to the community.

The Addressing Committee has facilitated a renumbering of the corridor to include all addresses along the new corridor to be numbered chronologically, running west to east.

Title 21.05.020(e)(3)(IV) of the Grand Junction Municipal Code states a street naming system shall be maintained to facilitate the provisions of necessary public services (police, fire, mail), reduce public costs for administration, and provide more efficient movement of traffic. For consistency, this system shall be adhered to on all newly platted, dedicated, or named streets and roads. Existing streets and roads not conforming to this system shall be made conforming as the opportunity occurs.

The proposal to rename this corridor to UnawEEP Avenue creates consistency in the street naming system, facilitates provision of public services and efficient movement of traffic, and conforms with the goals and policies of the Comprehensive Plan and requirements of the Zoning and Development Code. The proposal to rename this corridor UnawEEP Avenue in the best interests of the community.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

That the C Road corridor, located on the C Road Corridor beginning at the Intersection of Highway 50 and UnawEEP Avenue be named UnawEEP Avenue.

ADOPTED this ____ day of _____ 2024.

Abram Herman

President of the City Council

ATTEST:

Selestina Sandoval

City Clerk



Grand Junction City Council

Regular Session

Item #3.c.

Meeting Date: November 6, 2024
Presented By: Matt Smith, Chief of Police
Department: Police
Submitted By: Matt Smith

Information

SUBJECT:

A Resolution Authorizing Application to the FY 2024-2025 Peace Officer Behavioral Health Support and Community Partnership Grant Program Offered by the Colorado Department of Local Affairs (DOLA)

RECOMMENDATION:

Staff recommends adoption of the resolution authorizing application to the FY24-25 Peace Officer Behavioral Health Support Grant Program.

EXECUTIVE SUMMARY:

The purpose of this item is to authorize the application for the FY 2024-2025 Peace Officer Behavioral Health Support and Community Partnership Grant, also referred to as the Peace Officers Mental Health Support (POMH) Grant. As part of the application, this program requires that City Council approves and authorizes submission of the application through a resolution.

BACKGROUND OR DETAILED INFORMATION:

On April 4, 2017, Governor Hickenlooper signed into law House Bill 17-1215 Concerning Mental Health Support for Peace Officers. This bill has been amended by House Bill 21-1030. As a result, C.R.S. 24-32-3501 authorizes The Peace Officers Behavioral Health Support and Community Partnerships grant program within the Department of Local Affairs (DOLA) for law enforcement agencies, peace officer organizations, and public safety agencies. Behavioral health or community-based social services providers are eligible to apply in partnership with law enforcement or public safety agencies for the purposes identified in 1-7 below.

1. Co-responder community responses;
2. Community-based alternative responses;

3. Counseling services for peace officers and their immediate family members, including reimbursing peace officers who have paid the costs of their own counseling services;
4. Assistance for law enforcement agencies' development and implementation of policies to support peace officers who are involved in shootings or fatal use of force;
5. Training and education programs that teach peace officers and their immediate family members the symptoms of job-related mental trauma and how to prevent and treat such trauma;
6. Peer support programs for peace officers
7. Hiring, contracting, or developing remote networks to provide behavioral health counseling, therapy, or other-related support services to peace officers involved in job-related traumatic situations

For the 2024-2025 cycle, the Colorado Department of Local Affairs has total funding of \$1,700,000 available. The program has noted that since funding is limited this cycle, priority will be given to all counseling services. The Grand Junction Police Department (GJPD) will be requesting funding for counseling services and mental health support and training for peace officers.

The GJPD is seeking \$55,160 through the Peace Officer Behavioral Health Support and Community Partnership Grant Program. These funds will support the mental health and well-being of our officers by providing access to three local licensed professional counselors with experience working with first responders. The counselors will offer monthly office hours, conduct annual wellness checks, and respond to critical incidents, offering structured debriefings for officers exposed to traumatic situations.

Additionally, the grant will cover an annual subscription to the Cordico Wellness App, a comprehensive, confidential, and on-demand mental health resource designed specifically for first responders.

The requested funds will also support behavioral health training for the GJPD Peer Support Team. Local clinicians will conduct six training sessions per year for the team, which provides mental health support within the department. This grant will also cover attendance at the IACP Officer Safety and Wellness Symposium, where team members can enhance their skills, learn best practices for supporting officer well-being, and bring valuable insights back to the department.

FISCAL IMPACT:

The application is for \$55,160 to cover mental health support, counseling services, and training for peace officers included in the proposed 2025 budget. There is no match requirement for this grant.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 79-24, a resolution authorizing the City Manager to submit a grant request to the Department of Local Affairs (DOLA) for the 2024-2025 Peace Officer Behavioral Health Support and Community Partnership Grant Program.

Attachments

1. Resolution - 2024-2025 POMH Grant

RESOLUTION NO. _____

A RESOLUTION SUPPORTING THE APPLICATION FOR THE FY 2024-2025 PEACE OFFICERS BEHAVIORAL HEALTH SUPPORT AND COMMUNITY PARTNERSHIP GRANT (POMH) FROM THE COLORADO DEPARTMENT OF LOCAL AFFAIRS (DOLA)

Recitals:

City Council has considered and for the reasons stated, authorizes an application for the FY 2024-2025 Peace Officers Behavioral Health Support and Community Partnership Grant which will provide financial assistance to the Grand Junction Police Department (GJPD) to provide mental health support to officers and training to the Peer Support Team.

GJPD was awarded this grant in 2023 and would like to apply for the 2024-2025 cycle. Applications cannot be submitted unless approved by the city council.

GJPD is requesting \$55,160 in grant funding to support the mental health and well-being of officers by funding three local licensed professional counselors with experience working with first responders. The counselors will offer monthly office hours, conduct annual wellness checks, and respond to critical incidents offering structured debriefings for officers exposed to traumatic situations. Funding will also support an on-demand mental health resource as well as behavioral health training for GJPD Peer Support Team.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

- 1: The City Council of the City of Grand Junction strongly supports the application to DOLA to obtain funds needed to complete the Project. The City Manager is authorized and directed to work to finalize and timely submit such FY 2024-2025 DOLA POMH grant application.
- 2: If the grant is awarded, the City Council of the City of Grand Junction strongly supports the completion of the Project, and authorizes the City Manager to sign an appropriate grant agreement on behalf of the City as grantee of the FY 2024-2025 DOLA POMH grant.

This Resolution shall be in full force and effect from and after its passage and adoption.

Passed and adopted this ____ day of _____, 2024.

Abram Herman
President, Grand Junction City Council

ATTEST:

Selestina Sandoval
City Clerk



Grand Junction City Council

Regular Session

Item #3.d.

Meeting Date: November 6, 2024
Presented By: Randi Kim, Utilities Director
Department: Utilities
Submitted By: Randi Kim

Information

SUBJECT:

A Resolution and Letter of Support supporting the U.S. Forest Service grant application to the Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

A Resolution and Letter of Support supporting the U.S. Forest Service in applying for a grant to accomplish capacity building, project planning, and implementation to increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin. The grant is through the U.S. Bureau of Reclamation's Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program. The grant application is due November 22, 2024.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction is a member of the Grand Mesa Uncompahgre Watershed Project (GMWRP), which is focused on reducing the potential for catastrophic wildfire effects in critical watersheds on and adjacent to the Grand Mesa. The City of Grand Junction is particularly concerned with hazardous fuels and creating a more drought resilient landscape in the Kannah Creek watershed, the City's primary water supply.

The U.S. Forest Service has developed a plan for capacity building and project planning and implementation to increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin.

As part of its mission to improve watershed health in Mesa County, the U.S. Forest Service has long recognized the critical need for wildfire mitigation, habitat improvement and watershed restoration projects. Efforts have been significantly

delayed by a lack of funding and capacity to make a meaningful impact on a large scale.

The U.S. Forest Service plan proposes to improve transportation systems, restore big game habitat, stimulate Aspen regeneration, conduct prescribed burns, and implement low-tech watershed improvement projects. This work at the landscape scale over a six-year period will aid in building a more drought-resilient landscape. This approach will allow the U.S. Forest Service to join planning efforts that expand across the Upper Colorado River Basin.

The U.S. Forest Service plans to submit an application for grant funding to the U.S. Bureau of Reclamation's Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program. Watershed improvement projects in this application will provide immediate benefits to forest and riparian health, in addition to critical plant and wildlife habitats. It would also reduce wildfire risk in the urban interface and provide fuel breaks near critical infrastructure that is vital to local communities like the City of Grand Junction and the broader ecological health of the region. Expanding capacity and connecting mitigation efforts across public and private lands will improve the resilience of critical areas and serve as a model for collaborative watershed restoration efforts across the GMWRP landscape.

The City of Grand Junction has a long-standing partnership with the U.S. Forest Service for watershed protection and fire mitigation efforts. For this grant application, the City would commit to participating in this project through:

- sharing location data on our values of concern,
- providing input to help guide the technical team as they prepare the hazard and susceptibility analyses and action plan, and
- conducting outreach to additional stakeholders regarding the project.

FISCAL IMPACT:

This action has no direct fiscal impact.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 80-24, a resolution of support for the U.S. Forest Service in applying for a grant to accomplish the capacity building, project planning and implementation to increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin.

Attachments

1. Letter of Support_USFS grant application to BOR
2. RES-USFS B2E Grant Application Support 20241106



November 6, 2024

U.S. Bureau of Reclamation
Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program

Subject: U.S. Forest Service Application to the Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program

Dear Members of the Bureau of Reclamation Grant Committee,

On behalf of the City of Grand Junction and as a member of the Grand Mesa Uncompahgre Watershed Project (GMWRP), I am writing to express the City's support for the U.S. Forest Service grant application for capacity building and project planning and implementation. This plan will increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin. As part of our mission to improve watershed health in Mesa County, we have long recognized the critical need for wildfire mitigation, habitat improvement and watershed restoration projects. Our efforts have been significantly delayed by a lack of funding and capacity to make meaningful impact on a large scale.

The plan proposes to improve transportation systems, restore big game habitat, stimulate Aspen regeneration, conduct prescribed burns and implement low tech watershed improvement projects. This work at the landscape scale over a six-year period will aid in building a more drought resilient landscape. This approach will allow us to join planning efforts that expand across the Upper Colorado River Basin.

The watershed improvement projects in this application will provide immediate benefits to forest and riparian health, in addition to critical plant and wildlife habitats. It would also reduce wildfire risk in the urban interface and provide fuel breaks near critical infrastructure that are vital to both local communities like the City of Grand Junction and the broader ecological health of the region. Expanding capacity and connecting mitigation efforts across public and private lands will improve the resilience of critical areas and serve as a model for collaborative watershed restoration efforts across the GMWRP landscape.

The City of Grand Junction is particularly concerned with hazardous fuels and creating a more drought resilient landscape in the Kannah Creek watershed, the City's primary water supply. We are committed to participating in this project through:

- sharing location data on our values of concern,
- providing input to help guide the technical team as they prepare the hazard and susceptibility analyses and action plan, and
- conducting outreach to additional stakeholders regarding the project.



We strongly encourage you to fund these essential projects, which will significantly advance drought resilience in Mesa County to create a foundation for broader, long-term mitigation projects across the watershed.

Sincerely,

Abram Herman
Council President

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ____-24

A RESOLUTION EXPRESSING CITY SUPPORT FOR U.S. FOREST SERVICE APPLICATION TO THE UPPER COLORADO RIVER BASIN ENVIRONMENTAL DROUGHT MITIGATION (B2E) PROGRAM

RECITALS.

The City of Grand Junction is a member of the Grand Mesa Uncompahgre Watershed Project (GMWRP), which is focused on reducing the potential for catastrophic wildfire effects in critical watersheds on and adjacent to the Grand Mesa. The City of Grand Junction is particularly concerned with hazardous fuels and creating a more drought resilient landscape in the Kannah Creek watershed, the City's primary water supply.

The U.S. Forest Service has developed a plan for capacity building and project planning and implementation to increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin.

As part of its mission to improve watershed health in Mesa County, the U.S. Forest Service has long recognized the critical need for wildfire mitigation, habitat improvement and watershed restoration projects. Efforts have been significantly delayed by a lack of funding and capacity to make meaningful impact on a large scale.

The U.S. Forest Service plan proposes to improve transportation systems, restore big game habitat, stimulate Aspen regeneration, conduct prescribed burns and implement low tech watershed improvement projects. This work at the landscape scale over a six-year period will aid in building a more drought resilient landscape. This approach will allow the U.S. Forest Service to join planning efforts that expand across the Upper Colorado River Basin.

The U.S. Forest Service plans to submit an application for grant funding to the U.S. Bureau of Reclamation's Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program. Watershed improvement projects in this application will provide immediate benefits to forest and riparian health, in addition to critical plant and wildlife habitats. It would also reduce wildfire risk in the urban interface and provide fuel breaks near critical infrastructure that are vital to local communities like the City of Grand Junction and the broader ecological health of the region. Expanding capacity and connecting mitigation efforts across public and private lands will improve the resilience of critical areas and serve as a model for collaborative watershed restoration efforts across the GMWRP landscape.

The City of Grand Junction has a long-standing partnership with the U.S. Forest Service for watershed protection and fire mitigation efforts. For this grant application, the City would commit to participating in this project through:

- sharing location data on our values of concern,
- providing input to help guide the technical team as they prepare the hazard and susceptibility analyses and action plan, and
- conducting outreach to additional stakeholders regarding the project.

The U.S. Forest Service is also requesting a Letter of Support for the grant application to for the Upper Colorado River Basin Environmental Drought Mitigation (B2E) Program.

The grant application is due November 22, 2024. If awarded, these funds will be used to accomplish capacity building, project planning and implementation over the next six years.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO that:

- By and with this Resolution, the City Council expresses it support for the U.S. Forest Service in applying for a grant to accomplish the capacity building, project planning and implementation to increase drought resiliency on the Grand Mesa within the Upper Colorado River Basin.

Passed and adopted this 6th day of November 2024.

Abram Herman
President of the City Council

ATTEST:

Selestina Sandoval
City Clerk



Grand Junction City Council

Regular Session

Item #4.a.i.

Meeting Date: November 6, 2024
Presented By: Lindy Hodges, Housing Specialist
Department: Community Development
Submitted By: Lindy Hodges, Housing Specialist

Information

SUBJECT:

2023 Community Development Block Grant (CDBG) Program Year Consolidated Annual Performance and Evaluation Report (CAPER) Review

RECOMMENDATION:

Staff recommends City Council conduct a public hearing to receive comment on the Consolidated Annual Performance and Evaluation Report.

EXECUTIVE SUMMARY:

City Council will conduct a public hearing to solicit public comment on the 2023 CDBG Program Year Consolidated Annual Performance and Evaluation Report (CAPER).

BACKGROUND OR DETAILED INFORMATION:

CDBG funds are a Department of Housing and Urban Development (HUD) entitlement grant to the City of Grand Junction, which became eligible for the funding in 1996. The City received \$388,985 for the 2023 Program Year. The final decision to fund five (5) projects was made by the City Council at its hearing on June 15, 2023. The City's 2022 Program Year began on September 1, 2023, and ended on August 31, 2024.

At the end of each Program Year, a Consolidated Annual Performance and Evaluation Report (CAPER) is required. Per recent HUD guidance, the City is to conduct a public hearing to solicit public comment on the accomplishments achieved, followed by a 15-day public review period during which the report is available for public review. As advertised in the Daily Sentinel, the hearing will be conducted and, in addition to being on the City's web page, copies of the report are available at the City Clerk's Office and the Mesa County Public Library. Upon completion of the public review, the CAPER will be submitted to HUD.

The goals and objectives for the 2023 Program Year are based on HUD's priority needs identified in the Grand Junction 2021 Five-Year Consolidated Plan. The Plan provides the guidelines for selecting activities to fund each program year. The Consolidated Plan outlines three goals: 1) Create a Suitable Living Environment; 2) Provide Decent Affordable Housing; and 3) Create Economic Opportunities. Funding in the 2023 Program Year addressed these goals as outlined below.

Create a Suitable Living Environment:

Activities under this goal improved services and facilities for low- and moderate-income individuals, enhancing the community's overall livability and sustainability. These improvements also directly benefited residents and clients served by the programs and facilities. A total of \$35,324 in 2023 CDBG funds was allocated to and/or expended on these activities.

Provide Decent Affordable Housing:

With the exception of Program Administration and one other project, all 2023 activities contributed to this goal, helping to preserve and enhance affordable housing for low- and moderate-income households. A total of \$180,184.03 in 2023 CDBG funds were allocated to and/or expended on activities supporting affordable housing.

Create Economic Opportunities

There were no 2023 activities that directly impacted job retention or creation. However, all other activities that support low- and moderate-income households indirectly improve their economic opportunities and financial stability.

In addition to the above activities being completed during the 2023 Program Year, Housing Resources of Western Colorado completed the expenditure of the CDBG CV (CARES Act) funds that had been allocated to the agency for emergency assistance payments.

The City of Grand Junction receives limited CDBG funding each year and cannot feasibly make progress in all areas. However, over the course of the Five-Year Consolidated Plan, some progress has been made in many, if not all, areas. In addition, many other community agencies and organizations report accomplishments to the City each year through subrecipient reporting and as the City develops its Five-Year Consolidated Plan and Annual Action Plans. 2023 is the third Consolidated Annual Performance and Evaluation Report of the Five-Year Consolidated Plan.

FISCAL IMPACT:

The City received \$388,985 for the 2023 CDBG Program Year. With the exception of \$77,797 allocated for program administration, all funds were reallocated to local non-profits and are budgeted in the City's corresponding fiscal year when disbursements are expected.

SUGGESTED MOTION:

No motion is necessary. City Council needs to conduct a public hearing to receive comment on the Consolidated Annual Performance and Evaluation Report.

Attachments

1. POSTED 2023 DRAFT CAPER
2. 2023 Accomplishments

THIRD PROGRAM YEAR CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)



2023

City of Grand Junction, Colorado

Community Development Block Grant (CDBG) Program
U.S. Department of Housing and Urban Development

For Public Review - please recycle after 11.29.2024

The City of Grand Junction's 2023 Community Development Block Grant (CDBG)
Consolidated Annual Performance and Evaluation Report (CAPER) was produced by the
Grand Junction Community Development Office.

For more information on the report contact:

Si necesita esta informacion en espanol, llame al:

Lindy Hodges
Housing Specialist/CDBG Administrator
City of Grand Junction
Community Development Department
250 North 5th Street
Grand Junction, Colorado 81501

(970) 256-4114
lindyh@gjcity.org

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.

The Consolidated Annual Performance and Evaluation Report (CAPER) provides annual performance reporting on client outputs and outcomes that enables an assessment of grantee performance in achieving the goals set forth in the Five Year Consolidated Plan and the related Annual Action Plans. Below is a summary of activities completed during the 2023 CDBG Program Year.

Completed 2023 CDBG Activities:

Projects completed in the 2023 Program Year included:

CDBG-CV:

- Foreclosure Prevention Relief

2021 Project:

- Housing Resources of Western Colorado - Critical Home Repair

2022 Projects:

- Housing Resources of Western Colorado - Critical Home Repair
- Housing Resources of Western Colorado - Housing Counseling and support
- Housing Resources of Western Colorado - Housing Stability
- Safe to School Route - Rocket Park Crosswalk

2023 Project:

- Grand Valley Catholic Outreach - Mother Teresa Place pre-construction

Projects still ongoing are:

- 2019 CDBG-CV3 Rental Assistance/Relief (will be closed by time of CAPER review)
- 2021 27 Road from Unawep to B.75 Road Safe Neighborhood Route
- 2022 Safe Neighborhood Route 27 Road South of Highway 50
- 2022 HRWC Emergency Repair for Mobile Homes
- 2023 Habitat for Humanity of Mesa County - Hoffman Phase 3 Predevelopment Cost
- 2023 Program Administration

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Creating Economic Opportunities	Economic Development	CDBG: \$0	Jobs created/retained	Jobs	20	0	0.00%			
Creating Economic Opportunities	Economic Development	CDBG: \$0	Businesses assisted	Businesses Assisted	5	0	0.00%			
Creating Economic Opportunities	Economic Development	CDBG: \$0	Other	Other	1	0	0.00%			
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$0	Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit	Households Assisted	0	0				
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$0	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	0	10				
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$0	Rental units constructed	Household Housing Unit	100	0	0.00%			
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$65,000	Homeowner Housing Added	Household Housing Unit	40	8	20.00%	8	8	100.00%

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$25,717	Homeowner Housing Rehabilitated	Household Housing Unit	30	41	136.67%	0	28	
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$0	Homelessness Prevention	Persons Assisted	0	5				
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$96,748	Housing for Homeless added	Household Housing Unit	0	0		40	40	100.00%
Decent Affordable Housing	Affordable Housing Public Housing Homeless Non-Homeless Special Needs	CDBG: \$0	Housing for People with HIV/AIDS added	Household Housing Unit	5	0	0.00%	0	0	
Suitable Living Env - Special Needs/Minorities	Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	0	18290		0	0	
Suitable Living Env - Special Needs/Minorities	Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Other	Other	2000	0	0.00%			

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Suitable Living Environment - Homeless	Homeless Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	0	277				
Suitable Living Environment - Homeless	Homeless Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Homeowner Housing Rehabilitated	Household Housing Unit	0	8				
Suitable Living Environment - Homeless	Homeless Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Homeless Person Overnight Shelter	Persons Assisted	1300	277	21.31%			
Suitable Living Environment - Homeless	Homeless Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Overnight/Emergency Shelter/Transitional Housing Beds added	Beds	25	0	0.00%			
Suitable Living Environment - Homeless	Homeless Non-Housing Community Development Special Needs Populations and Other Human Services	CDBG: \$	Homelessness Prevention	Persons Assisted	25	0	0.00%			
Suitable Living Environment - Non-Housing	Non-Housing Community Development	CDBG: \$35,324	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	5000	23818	476.36%	6219	22495	361.71%

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Suitable Living Environment - Non-Housing	Non-Housing Community Development	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	5000	0	0.00%			
Suitable Living Environment - Non-Housing	Non-Housing Community Development	CDBG: \$	Facade treatment/business building rehabilitation	Business	0	1				
Suitable Living Environment - Non-Housing	Non-Housing Community Development	CDBG: \$	Businesses assisted	Businesses Assisted	0	1				

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction’s use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

The goals and objectives for the 2023 Program Year are based on HUD's priority needs, as identified in the Grand Junction 2021 Five-Year Consolidated Plan. This plan guides the selection of activities funded each program year. The Consolidated Plan outlines three main goals: Create a Suitable Living Environment, Provide Decent Affordable Housing, and Create Economic Opportunities. The 2023 Program Year addressed these goals as follows:

Create a Suitable Living Environment:

Activities under this goal improved services and facilities for low- and moderate-income individuals, enhancing the community’s overall livability and sustainability. These improvements also directly benefited residents and clients served by the programs and facilities. A total of \$35,324 in 2023 CDBG funds was allocated to and/or expended on these activities.

Provide Decent Affordable Housing:

With the exception of Program Administration and one other project, all 2023 activities contributed to this goal, helping to preserve and enhance affordable housing for low- and moderate-income households. A total of \$180,184.03 in 2023 CDBG funds was allocated to and/or expended on activities supporting affordable housing.

Create Economic Opportunities:

Although there were no 2023 activities directly targeting job retention or creation, other activities supporting low- and moderate-income households indirectly improved their economic opportunities and financial stability.

The City of Grand Junction receives limited CDBG funding each year, so it cannot feasibly make significant progress in all areas annually. However, over the course of the Five-Year Consolidated Plan, progress is made

across many, if not all, areas. Additionally, other community agencies and organizations report their accomplishments to the City each year through subrecipient reporting, which helps inform the City's Five-Year Consolidated Plan and Annual Action Plans. The 2023 Program Year marks the third Consolidated Annual Performance and Evaluation Report for this Five-Year Plan.

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG
White	70
Black or African American	1
Asian	2
American Indian or American Native	2
Native Hawaiian or Other Pacific Islander	0
Total	75
Hispanic	15
Not Hispanic	60

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

The racial and ethnic demographics of families assisted through the Community Development Block Grant (CDBG) program show a high percentage of minority populations participating in various community programs. The data reveals that 20.3% of the individuals assisted are Hispanic, while the overall Hispanic population in the community is approximately 15.7%. The next largest minority groups served by CDBG activities are American Indian or Alaska Native and Asian, followed by Black or African American. Both the American Indian or Alaska Native and Asian groups represent less than 3% of those served, with Black or African American individuals accounting for less than 2% of the overall community population. Recent estimates indicate that, community-wide, 0.9% of the population is American Indian or Alaska Native, 1.6% is Asian, and 0.7% is Black or African American. These numbers show that the minority groups served by CDBG activities are proportionate to their representation in the larger population. When other minority groups are combined with the Hispanic population, approximately 25.33% of those assisted are non-white.

While the IDIS system does not include a field for reporting on female-headed households or persons with disabilities, the City of Grand Junction tracks this information through subrecipient draw requests that include performance and accomplishment data. As a result, the City maintains records on the disability status, gender of heads of households, and racial information for direct beneficiaries of CDBG activities. This data is summarized for the 2023 Program Year in the attached table. Of those entities reporting, an average of 36% of persons served are from female-headed households, and an average of 66% of persons served have identified disabilities.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	417,428	215,507

Table 3 - Resources Made Available

Narrative

With the exception of funds retained by the City for program administration, planning, and an activity within CDBG-eligible neighborhoods, all CDBG funds were made available to local non-profit organizations and agencies. The City does not meet the threshold to receive HOME funds. The amounts listed in Table 3 reflect expenditures for activities completed in the 2023 Program Year, including those funded in the 2020, 2021, 2022, and 2023 Program Years. The percentages in Table 4 do not include CDBG-CV funds, which were fully allocated to local agencies serving low- and moderate-income households citywide.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Census Tracts	42	42	Low and Moderate Income
City-Wide	58	58	

Table 4 – Identify the geographic distribution and location of investments

Narrative

Expenditure of CDBG funds is directed to areas with low- and moderate-income concentrations, such as the Orchard Mesa, Downtown, and Central Grand Junction neighborhoods. All recipient agencies and organizations must report expenditures within the City limits of Grand Junction, or for persons residing within those limits. Additionally, CDBG funding must meet national objective requirements by serving low- and moderate-income individuals or clientele of presumed benefit.

For the 2022 CDBG funds, two activities to be completed by the City of Grand Junction between the 2023 and 2024 Program Year are the 27 Highway 50 to B 1/2 Road Safe Neighborhood Route (awaiting final draw for Davis Bacon Compliance; this project will remain open until the 2024 Program Year, although construction is complete) and the Rocket Park Neighborhood Safe Route to School project. These activities target areas with low- and moderate-income populations as summarized in Table 4, with details below:

27 Highway 50 to B 1/2 Road Safe Neighborhood Route

Target Area: Orchard Mesa Neighborhood

Planned Percentage of Allocation: 23%

Actual Percentage of Allocation: 23%

Description: Construction of 220 feet of curb, gutter, and sidewalk, along with two accessible ramps, completes a safe, accessible neighborhood connection between Highway 50 and B 1/2 Road. The route supports pedestrian and bicycle traffic to and from Orchard Mesa Middle School and nearby parks and recreation facilities.

Rocket Park Neighborhood Safe Route to School

Target Area: Rocket Park Neighborhood

Planned Percentage of Allocation: 9%

Actual Percentage of Allocation: 9%

Description: Construction of 120 feet of curb, gutter, and sidewalk, along with two accessible ramps and one crosswalk, facilitates safe pedestrian circulation to nearby Orchard Avenue Elementary and Rocket Park.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The City of Grand Junction shares HUD's goals of using CDBG funds to seed programs and projects that can ultimately become financially self-sufficient and demonstrate growth in services provided. Although the City does not require matching funds from subrecipients, most agencies contribute matching funds from other sources, especially when their services extend beyond City limits, where the City cannot provide CDBG funding. Leveraged funds are assessed during the project proposal review process, and in many cases, recipients have been able to leverage funding from other sources by using CDBG dollars to meet the required match.

The funds provided through the City's 2023 CDBG Program Year have leveraged substantial public and private resources. Specific leveraged funds for completed 2023 Program Year activities include:

- 2021 Project: Housing Resources of Western Colorado – Critical Home Repair: \$2,000
- 2022 Project: Housing Resources of Western Colorado – Housing Counseling and Support & Stability Projects: \$89,448
- 2023 Project: Grand Valley Catholic Outreach – Predevelopment: \$161,624

In addition, funds provided through the City's 2023 CDBG Program Year for activities still underway are expected to leverage further significant public and private resources despite challenging economic conditions. The leveraged funds for these ongoing activities will be documented in future Program Year CAPERs.

By funding projects partially with CDBG dollars, the City demonstrates an investment commitment, which helps agencies more effectively request matching funds from other sources. Publicly and privately owned land is also used to address needs identified in the plan, as facilities are constructed on these properties to house various activities and programs.

In many cases, the leveraging of federal CDBG funds with additional resources allows agencies to expand their services beyond the City's jurisdiction, maximizing the impact of the funds. The City's commitment to fostering financially sustainable programs encourages agencies to continue seeking additional funding, ensuring the long-term viability of critical services.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	40	40
Number of Non-Homeless households to be provided affordable housing units	8	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	48	40

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	30
Number of households supported through The Production of New Units	48	40
Number of households supported through Rehab of Existing Units	0	28
Number of households supported through Acquisition of Existing Units	0	0
Total	48	98

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

During the 2023 Program Year, six completed activities addressed affordable housing goals: 2021 and 2022 HRWC Critical Home Repair, which utilized funds to rehabilitate owner-occupied residential units, HRWC Housing Counseling and Support and Housing Stability, Grand Valley Catholic Outreach Mother Teresa Place Pre-Development Cost and CDBG CV3 Foreclosure Prevention. Another activity funded in the 2023 Program Year but the activity is still underway is Habitat for Humanity of Mesa County Hoffman Pre-Development Cost. Thus, the one-year goal numbers reported in Tables 5 and 6 differ from Actual since more units were anticipated but some activities were not completed. The additional units will be reported with the 2024 or future Program Year reports as the activities continue.

In addition to the 2023 Program Year activity regarding affordable housing, included CDBG CV3

funds utilized for rental assistance. However, the remaining CDBG CV3 activities have not yet been completed. The funds for the activities will be expended in the first quarter of the 2024 Program Year so results will be reported in the 2024 CAPER.

Discuss how these outcomes will impact future annual action plans.

The outcomes expected under the one-year goals in Tables 5 and 6 above will be reported in accomplishments for future program years but will not impact future Annual Action Plans. The City will continue to provide funding for housing purposes when able in future Annual Action Plans so that some funding is used for housing purposes within the life of the Five-Year Consolidated Plan.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	22	0
Low-income	26	0
Moderate-income	27	0
Total	75	0

Table 7 – Number of Households Served

Narrative Information

The data reported in Table 7 does not include households served through the City's allocation of CDBG-CV funds for rental assistance. However, it does include data for the activities completed during the 2023 Program Year. Table 7 also excludes households served by other completed activities that provided services during the 2023 Program Year, including the Safe Route to School - Rocket Park Crosswalk, Grand Valley Catholic Outreach - Mother Teresa Place Predevelopment Costs, and CDBG-CV3: Foreclosure Prevention Relief.

Data for activities yet to be completed in the 2023 Program Year will be reported in future CAPER documents, along with their accomplishments. As evidenced in Table 7, all households served were of low- to moderate-income, which aligns with the findings from the most recent Housing Needs Assessment indicating the greatest gap in housing availability.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Grand Junction recently formed a Housing Division with three full time staff. In the 2023 Program Year the staff created and implemented multiple outreach initiatives in partnership with many local service providers for our unhoused citizens in Grand Junction.

Unhoused Needs Assessment

In June of 2023, The City partnered with Mesa County Behavioral Health and the Grand Junction Housing Authority (GJHA) contracting JG Research and Omni Institute to conduct the Unhoused Needs Assessment (UHNA). Phase One of the assessment was launched in July of 2023. It is the intent that the collaborative strategy development will help the community, and specifically the City, County, and service providers to create a unified strategic plan. The presentation of Phase One occurred at a City Council Workshop in November 2023 and the Strategic planning and Phase Two has begun. Further accomplishments with these efforts will be included in future CAPER reporting.

Neighbor-to-Neighbor Referral Team

This new program launched in November 2022 as a result of City housing staff joining Community Resource Officers (CROs) to visit camps for the unhoused along the Colorado and Gunnison Rivers. During those trips, it became evident that many PEH were unaware of the services and resources available to them and no service organizations offering real-time referrals and services. City staff utilized industry best practices to develop a rapport with the unhoused and with referral agencies. To date the City has accomplished the steps listed below.

- Staff has made over 121 visits to unhoused encampments.
- Engaged with approximately 625 PEH
- Over 527 referrals to local service provider agencies.
- 1381 emergency brochures were delivered.

As a result of these efforts, 87 individuals have been added to housing waitlists as a first step towards housing stability.

In January 2023, the city supported the efforts of Homeward Bound and United Way of Mesa County to open a Resource Center aimed at providing a centralized location to provide a host of services to the unhoused. Currently 15 organizations are participating in services at the Resource Center, to date those services include:

- 15,894 daily check-ins
- 5,315 meals
- 4,040 showers
- 5,336 instances of mutual aid distribution
- 2,773 transportation trips to and from the overnight shelter
- 303 additional services such as haircuts and pet vaccinations

Addressing the emergency shelter and transitional housing needs of homeless persons

To develop an effective strategy for preventing homelessness, it is essential to first determine the scope of the problem. Each January, the community conducts a Point-in-Time (PIT) count to gather data. The Colorado Balance of State Continuum of Care, which includes 27 counties, including Mesa County (where Grand Junction is located), conducts a sheltered count annually and both a sheltered and unsheltered count every odd year, in accordance with HUD's PIT Count Methodology Guide. The 2024 (Program Year 2023) PIT count recorded 224 people in emergency shelters during the one-night count. It is estimated that the PIT count represents only about 30% of the total unhoused population. Year-over-year comparisons help estimate the full magnitude of the issue more accurately.

Emergency shelters offer temporary housing for individuals, while other options like single-room occupancy (SRO) units or basic housing solutions can also be made available. Once individuals secure housing, they can access employment and training opportunities. The City of Grand Junction supports the operating costs of HomewardBound, which manages local emergency shelters for families and adults, through general funds and a nonprofit funding request process. In prior years, CDBG funds were also used to support some of their activities. The City similarly supports Karis Inc., which operates The House (a shelter for teens and young adults), as well as the Joseph Center, which runs Golden Girls, a shelter for women over 50. Both Karis Inc. and the Joseph Center could potentially receive future CDBG funding.

During the 2023 Program Year, City Housing staff collaborated with nonprofit partners to establish the WE Shelter, a winter emergency shelter that operated in rotating churches from November 2023 to February 2024.

Transitional housing programs can also be developed for chronically homeless individuals who require case management and additional resources to regain self-sufficiency. In 2023, City staff worked with a community committee to draft an Interim Housing Zoning Code, adopted by City Council on August 21, 2023, which allows this type of housing within city limits. These programs typically allow individuals to stay in supportive housing for up to two years, helping them build resources to prevent future homelessness. Some homeless individuals with disabilities may need to transition to permanent supportive housing, which includes necessary case

management services. Several agencies are currently working to expand transitional housing capacity, and these efforts may be supported by future City CDBG funds, with accomplishments reported in future CAPERs.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

The City of Grand Junction does not receive ESG, Supportive Housing, Shelter Plus Care, or Section 8 SRO program funds. However, local agencies that do receive such funds have their own discharge coordination policies in place. For example, HomewardBound has policies to accommodate most individuals released from publicly funded institutions, ensuring they are not discharged to the streets. The Grand Junction homeless shelter is available for those leaving correctional facilities, foster care, mental health facilities, and health care institutions, providing a safe alternative to homelessness.

For most individuals in these situations, the shelter is a viable alternative to sleeping on the streets. Additionally, the shelter has a policy that allows limited daytime shelter for those discharged from healthcare facilities who require follow-up care or a period of recovery. Other alternatives to homelessness in the Grand Junction area include the Freedom House, which supports formerly incarcerated individuals, and the Golden Girls program.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

Many agencies assist low-income individuals and families to avoid becoming unhoused by providing a variety of services. Some of the accomplishments by these agencies during the 2023 Program Year are listed below.

Grand Valley Catholic Outreach

- Served 42,766 meals in Soup Kitchen
- Provided food boxes for 11,514 individuals
- Provided medical assistance to 3,679 individuals
- Provided transportation assistance to 973 individuals
- Provided transitional housing for 6 individuals
- Provided 365 days of permanent supportive housing for 58 individuals
- Provided basic amenities at the day center to 28,396 individuals
- Rental assistance for 536 households

- Utility payment assistance for 1116 households
- Provided clothing for 17,873 individuals
- Directed 4,374 individuals to resources within the community
- Assisted 138 individuals in obtaining employment

HomewardBound

Once food and shelter are provided at one of the two homeless shelters, guests have access to the following features, programs and services: Pathways Family Wellness Center, Children's Library and Play Area, Recovery Living Program and Comprehensive Case Management.

North Avenue Shelter (adults only)

- 42,722 overnight stays
- 68,377 meals provided
- 44,824 showers provided

Pathways Family Shelter

- 38,012 overnight stays
- 42,722 meals

Once food and shelter are provided at one of the two homeless shelters, guests have access to the following features, programs and services: Pathways Family Wellness Center, Children's Library and Play Area, Recovery Living Program and Comprehensive Case Management.

Grand Junction Housing Authority Supportive Service Programs

- Service Coordinator: 521 elderly/disabled households
- Family Self-Sufficiency: 24 households
- Family Stability Program: case management for 96 at-risk families
- Next Step Program/Rapid Response Housing: 17 households
- Families housed through vouchers and in GJHA units: 1,924

Housing Resources of Western Colorado

- Provided 181 families with affordable monthly rental accommodation; 144 within the City limits
- 68 homes were weatherized; 44 within the City limits
- 22 home solar installations; 16 within City limits
- 38 furnace/boilers installed; 25 within City limits
- Responded to 21 Crisis Intervention Program calls in Mesa County; 9 within City limits
- 8 homes were started in the Self-Help home building program in Mesa County and will be reported as

completed in the 2024 CAPER.

- Approximately 10,140 volunteer hours contributed to the completion of the 8 Self-Help Homes
- 17 homes were rehabilitated in Mesa County; 7 within the City limits
- 5 households in the City of Grand Junction received critical home repair funds to assist with emergency home repairs
- 3 households in the city of Grand Junction received emergency mobile home repair funds
- Approximately 802 households received Housing Counseling and Education services

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

By definition, there is no public housing in Grand Junction. However, the Grand Junction Housing Authority and Housing Resources of Western Colorado manage numerous subsidized housing properties and involve residents in property management, as well as assist with their transition to homeownership. These properties have tenant representation on management teams, ensuring resident input in decision-making. Additionally, these agencies offer training in areas such as homebuyer education, home maintenance, and household budgeting. Programs like self-help construction are also promoted, allowing individuals and families to build and own their homes.

In the 2022 Program Year, \$1 million of ARPA funding was allocated to Housing Resources for their downpayment assistance program, which provides homebuying assistance to low-income households. In the 2023 Program Year, an additional \$100,000 in ARPA funding was added to support this project, with activities continuing throughout 2023.

Furthermore, during the 2020 Program Year, the City and local housing partners commissioned a Housing Needs Assessment, which provided valuable data on housing needs, cost burdens, and other challenges. This information has guided the City and its partners in strategizing housing plans and programs, and it has been used to support grant and fundraising efforts. An update to this assessment is scheduled for the 2024 Program Year to provide current data for planning.

In the 2023 Program Year, the City allocated additional ARPA funding to address housing needs, including:

- **\$1.5 million to Grand Valley Catholic Outreach** for the **Mother Teresa Place**, which, upon completion, will provide 40 units of permanent supportive housing for the most vulnerable chronically unhoused individuals.
- **\$947,707 to the Joseph Center Expansion**, which will add 15 beds for the Golden Girls program, dedicated to women over 55 experiencing homelessness. It will also add 20 emergency shelter beds for women and children, as well as showers and laundry facilities for their day center.
- **\$912,400 to Homeward Bound and United Way of Mesa County** for the development of a **Resource Center**. Funds were used to acquire a temporary structure and a restroom and shower trailer. The Resource Center will function as an ultra-low-barrier facility, providing access to meals, services, housing navigation, and sanitation for the community.

Staff will continue to evaluate project proposals for the allocation of remaining funds, ensuring all resources are exhausted efficiently. The City will also continue its collaboration with local housing agencies in the coming years to address housing needs and achieve its goals.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

While the City of Grand Junction does not operate a public housing program, it supports and encourages residents of subsidized housing to become more involved in management by providing information to citizens. The City maintains a Housing page on its website at <http://www.gjcity.org/353/Housing>, which offers information on fair housing and contact details for community entities that may assist with housing concerns.

Residents of all housing developments, including those in accessible units owned and operated by the Grand Junction Housing Authority, Grand Valley Catholic Outreach, and Housing Resources of Western Colorado, are encouraged to participate in their respective housing communities. Participation typically involves volunteering to serve on community boards or committees that meet with staff to discuss issues, concerns, and strategies to improve housing conditions for all residents.

In addition, these agencies provide the following ongoing services:

- GVCO conducts an annual survey to improve its permanent supportive housing program and the services offered. They also hold focus groups with residents and executive leadership to ensure residents' needs are met.
- HRWC offers financial counseling and first-time homebuyer classes that are available to all its residents.
- GJHA has a program called Doors to Success that is accessible to all its residents. The board of Doors to Success includes at least one resident member. Accomplishments in the 2023 Program Year included a 96% rate of families retaining stable housing, 13% of families increasing their income, 4% of families enrolling in higher education or receiving a degree, 66% of older adults in the program accessing service-care coordination, and a 16% reduction in Medicaid spending due to these efforts.

Actions taken to provide assistance to troubled PHAs

The Grand Junction Housing Authority (GJHA) is a financially healthy and stable organization. Thus, no actions were taken during the 2023 Program Year to provide GJHA with assistance.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City of Grand Junction commissioned an Unhoused Needs Assessment in 2021 to evaluate the current state of housing and develop Housing Strategies. The assessment recommended 12 Housing Strategies, and a 13th was added during the 2022 Program Year. These strategies are outlined in an attachment to this CAPER. The City Housing staff base their work on these strategies and regularly update City Council on progress, including during annual workshops. Additional actions taken to remove or ameliorate the effects of public policies that may serve as barriers to affordable housing, based on the 2021 Housing Needs Assessment, are listed below:

- Review zoning requirements that may limit multifamily developments.
- Encourage mixed-income development.
- Encourage affordable housing development through incentives.
- Administration funds will be used to improve information available to citizens regarding fair housing, allow staff to attend appropriate training, and complete all required HUD reporting.
- Develop Interim Housing zoning and development codes.
- One 2023 activity will create facilities for agencies that serve low- and moderate-income persons and help them attain fair and affordable housing.
- One 2023 project will improve physical infrastructure in low- and moderate-income neighborhoods and maintain the value of affordable housing areas.
- The City will continue to update and implement its Comprehensive Plan and Zoning and Development Code to help remove housing impediments/barriers.
- The local transit system will continue to expand its operating hours and routes to be more accessible to individuals using the bus for education and employment.
- The City will continue to work with economic development partners to promote the development of new businesses, expand existing ones, and improve wage levels.

During the 2022 Program Year, the City of Grand Junction's Zoning Code regarding Accessory Dwelling Units (ADUs) was reviewed, updated, and approved, promoting the construction of new ADUs. City Housing staff developed and launched an ADU toolkit, ADU workshops, and an ADU Production Program that incentivizes the construction of long-term rental ADUs. During the 2023 Program Year, there have been six ADU Workshops, each with approximately 25 attendees. The ADU Production Program, approved by City Council in March 2023, has been funded with \$250,000 from the Housing dollars in the General Fund to encourage local homeowners to participate in unit development. The program provides applicants with two tiers of incentives for a 5-year (tier 1) or a 7-year (tier 2) commitment for long-term rental. As of the end of the 2023 Program Year, 17 ADU applications had been approved or were in process.

The City is actively pursuing other means of participating in affordable and attainable housing development. As part of the Unhoused Needs Assessment, the community identified interim housing in the form of temporary shelters as an important part of the housing continuum. The current Zoning & Development Code did not include Interim Housing as a use. City Council approved the creation of a new land use category for interim housing, the establishment of temporary use and structure standards for interim housing, and a new public hearing process for an extended temporary use

permit. This was finalized on August 21, 2024, with final passage and order of publication in pamphlet form. Further accomplishments in these areas will continue to be reported in future CAPER documents.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

The 2023 Annual Action Plan outlined three areas that were obstacles to meeting underserved needs in the community as listed below. Actions taken within the 2023 Program Year to address each of these obstacles are discussed below.

Decrease in Financial Support to the Local Government and Organizations to Address Identified Needs.

Due to activities and incentives and other funding pools available to local nonprofits, the City has set its priority to utilize CDBG funds for City-initiated activities within CDBG-eligible neighborhoods.

The Number of Foreclosures within the Community Caused by Job Loss and other Factors

Direct actions to address this obstacle are difficult for the City to address. However, during the 2023 Program Year, various agencies in the community continued to expend grants awarded through the CARES act funding (CDBG CV and 2022 CDBG funds) to continue to assist many households with rent, mortgage, and other subsistence payments. The funding provided much needed support to address this obstacle. The remaining balance of CDBG CV funds were expended in the 2023 program year but the final draw will be completed in the 2024 program year.

The Disparity of Wage Level and Housing Costs

Again, direct actions to address this obstacle are difficult for the City to address. However, many of the activities supported by the City and other agencies during the 2023 Program year directly or indirectly provided some additional funds that assist families, elderly and disabled persons with income or reduced costs for services. Housing Resources of Western Colorado Housing (HRWC) Counseling and Support, HRWC Emergency Repair for Mobile Homes and HRWC Critical Home Repair.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

Rehabilitation activities undertaken did not warrant the need for analysis since the facilities that were rehabilitated were not of a building age in which lead-based paint would be present (post-1978) or the work did not disturb areas that exceeded the threshold to meet requirements.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

The 2023 Annual Action Plan identified several actions aimed at reducing the number of families living in poverty. Accomplishments during the 2023 Program Year in each area are listed below.

Collect Demographic Data Regarding Poverty Levels to Identify the Problem and Monitor Trends

- Point-in-Time Homeless Survey (January 2024): 274 sheltered persons. 13 percent were chronically unhoused. The results show that 18 percent of the homeless population is under 18, and an additional 7 percent are under 25.
- Mesa County Human Services data: Mesa County annually reports statistics regarding its various programs and services.
- School District 51 REACH data: During the 2023 Program Year, 520 schoolchildren were reported as unhoused.
- Grand Valley Homeless Coalition: An information-sharing collaborative of service providers for the unhoused, serving as a data collection point for the PIT count. Many members assist with gathering data for the survey.

- Mesa County Collaboration for the Unhoused: This initiative has three main goals: to create a shared data system for key stakeholders to better track the number of homeless individuals seeking services, to create and implement consistent community education, and to advocate for the unhoused.

Focus on a Continuum of Prevention and Intervention Strategies/Activities

- Housing Resources of Western Colorado rehabilitation and housing counseling programs: These activities provided emergency repairs for owner-occupied mobile homes and other units, reducing the risk of homelessness due to substandard housing. Counseling services helped households remain stable after securing housing.

Encourage Efforts to Raise Earned Income Levels and Maintain a Diversified Economic Base

- The City continues to collaborate with the Grand Junction Economic Partnership (GJEP), the Business Incubator Center, and the Chamber of Commerce to promote business development, expansion, and improved wage levels in the area.

Housing remains a concern for many households, including those at or below the poverty level. The lingering effects of the pandemic and escalating home prices have prompted the City to work with local entities on a housing strategy, adopted early in the 2021 Program Year. The Grand Junction Housing Authority housed 1,924 households earning 50 percent of the Area Median Income (AMI) or less, many of whom qualify as poverty-level or Section 8 residents. HomewardBound fully occupied and utilized its Pathways project, providing shelter for homeless or at-risk households.

In addition to 2023 Program Year funds, the City's continued use of CDBG-CV funds helped many poverty-level families with rent and subsistence payments during the pandemic and beyond, with many services ongoing into the 2023 Program Year.

There were no activities completed during the 2023 Program Year that required additional labor beyond existing employees, nor did any contract amounts meet the threshold requiring Section 3 compliance. All bid solicitations included statements regarding employment needs and Section 3 documentation, if applicable.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The City of Grand Junction's Community Development Department serves as the primary administrative agency for the City's CDBG Program. As part of this responsibility, the Department regularly reviews the performance of subrecipients and monitors the overall program delivery structure to ensure coordination and compliance. During the 2023 Program Year, two staff members worked part-time with the CDBG program, with assistance from the Finance Department.

Staff continued to administer the CDBG program in accordance with the City's Citizen Participation Plan, the amended plan effective during the pandemic, and federal regulations governing the program. In this role, the City disbursed the 2023 CDBG and CDBG-CV funds when requested, reviewed their use and compliance with federal regulations, entered required information in the Integrated Disbursement and Information System (IDIS), and submitted reports to HUD, including this Consolidated Annual Performance and Evaluation Report (CAPER). These efforts required ongoing coordination, including communication with HUD CPD representatives, local entities, the general public, and elected and appointed officials to ensure timely completion, submission, and approval within HUD guidelines.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City of Grand Junction actively works to enhance coordination between public and private housing and social service agencies through the following initiatives:

- **Grand Valley Coalition for the Homeless:** City staff participate in regular meetings with the Grand Valley Coalition for the Homeless. This coalition was formed to keep service providers informed about housing issues, coordinate collaborative efforts, and raise awareness of available services. Additionally, the coalition serves as a voting body for the Grand Valley Balance of State on the Continuum of Care (CoC), ensuring cohesive support across housing services.
- **Mesa County Collaboration for the Unhoused (MCCUH):** City staff were involved in the formation of the MCCUH, an action-oriented group that meets monthly. The MCCUH unites service providers and public agencies to develop a comprehensive system of care for the unhoused population in Mesa County. Launched in 2022, this collaboration has been instrumental in the adoption of assessment tools, referral systems, and grant applications to improve services for the unhoused.
- **United to Solve Homelessness:** The City's Housing Division regularly attends monthly meetings for the United Way of Mesa County's United to Solve Homelessness initiative. This group focuses on educating the community about the barriers to homelessness and includes the facilitation of poverty immersion experiences and informational workshops.
- **The Resource Center:** In November 2023, Homeward Bound and United Way presented a formal proposal for a Resource Center. The City partnered by providing funding and a temporary location for the center, which opened in January 2024. Since its opening, the Resource Center has fostered ongoing collaboration through its Service Council, on which a City staff member holds a seat. This council includes representatives from various community organizations, ensuring continued feedback and improvement of services.

Throughout the year, the City of Grand Junction maintains communication with local agencies, which provide data and updates on their activities. This information is incorporated into the City's HUD reports, including the Annual Action Plan and the Consolidated Annual Performance and Evaluation Report (CAPER).

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

Affirmative Marketing Education and Outreach

- The City maintained a Fair Housing web page with assistance information. Many organizations in the community distribute a list of services that aid individuals in need of housing, legal services, health care, veterans' services, and food, among others. Grand Valley Catholic Outreach distributes the Almost Home Guide, which helps match those in need of housing with available units.
- City staff became Fair Housing and reasonable accommodation certified and made AFFH (Affirmatively Furthering Fair Housing) posters and brochures available to housing partners and posted them in specific markets.

Actions to Address Impediments/Barriers

- Housing Strategy 13: Community Outreach and Education was added during the 2022 Program Year to the City's Housing Strategies to further overcome the effects of impediments to fair housing choice by educating the community. As of the end of the 2023 Program Year, the City Housing division co-hosted four poverty immersion experiences, a Homelessness Workshop with the United Way of Mesa County, two housing courses with Housing Resources of Western Colorado, and regularly participated in multiple task forces and focus groups.
- Limited Number of Affordable Housing Units: Housing Resources of Western Colorado (HRWC) rehabilitated housing units, preserving them as affordable units.
- Physical and Mental Disabilities: One 2023-funded activity provided sidewalks and accessible ramps along a primary school pedestrian route, enhancing safe access for children walking to and from school and improving accessibility.
- Low Wage Rates, Transportation, and Child Care: During the 2023 Program Year, the City continued to work with the Grand Junction Economic Partnership, the Business Incubator Center, and the Grand Junction Chamber of Commerce to promote opportunities for new business development, business expansion, and improving local wage levels. A 2018 childcare survey identified childcare affordability and availability as challenges for those trying to work. In the 2022 Program Year, the City opened an Employer-Sponsored Childcare facility serving children from six weeks to six years old, offering flexible schedules to accommodate shift work typical for first responders. Additionally, Community Hospital, a major employer, constructed and opened an Early Childhood Learning Center in the 2022 Program Year.
- Housing Discrimination: Local agencies promoted fair housing through ongoing policies and practices: Grand Junction Housing Authority (GJHA) implemented selection preferences for the elderly and disabled; Hilltop provided shelter for domestic violence victims; WestCAP provided housing through HOPWA; GJHA offered Housing Advocate resources for voucher landlords and tenants; realtors provided Fair Housing education to their membership and clients; and the Center for Independence assisted clients with disabilities in navigating systems to secure housing.
- Language Barriers: Local agencies employed bilingual staff and provided translation services. The Mesa County Public Library offers classes, including English as a Second Language (ESL), through its Adult Learning Center. Mesa County Valley School District 51 provides a Seal of Biliteracy on diplomas, translation services, and operates a K-5 dual immersion school teaching in English and Spanish. During the 2022 Program Year, the City of Grand Junction took steps to offer dual-language notices for public activities and publications and provided language assistance at public meetings and community outreach events. The City also offers virtual and in-person translation services.

R-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City of Grand Junction employs a comprehensive and timely approach to ensure that activities and projects comply with Community Development Block Grant (CDBG) requirements. The City continuously monitors subrecipients to ensure they meet program objectives, performance outcomes, and federal regulations, such as environmental assessments and federal labor standards when applicable. Monitoring methods include communication via telephone, email, mail, and site visits.

During the 2023 Program Year, City staff maintained regular communication with subrecipients, engaging at least monthly—and sometimes daily or weekly—as activities progressed, commenced, or were completed. Detailed records of all communications were kept in each CDBG activity or project file. Consistent monitoring enabled the timely completion of several projects, although some projects are still underway. Responding promptly to the needs of subrecipients was critical to ensuring successful project implementation and progress.

To address lingering impacts from the pandemic, the City maintained flexible monitoring practices, conducting site visits in person or virtually as necessary, ensuring compliance despite the challenges.

For CDBG-funded construction projects that required bid solicitations, the City encouraged participation from minority-owned businesses and subcontractors. Public bid documents included specific solicitations for Section 3 businesses. According to the 4710 Labor Reports prepared during the 2023 Program Year, one minority business contractor worked on a completed activity during this period, showcasing the City's ongoing commitment to minority business outreach.

Ensuring Consistency with Comprehensive Planning

Each CDBG-funded activity must align with the Five-Year Consolidated Plan and the City's Comprehensive Plan. The City ensures consistency during the development and approval of the Annual Action Plan for each Program Year. Once a Subrecipient Contract is approved for a funded activity, the City confirms its alignment with the Comprehensive Plan.

The City's Comprehensive Plan includes key policies that guide CDBG activity consistency, including:

- Policy 2: Resilient and Diverse Economy
- Policy 5: Strong Neighborhoods and Housing Choices
- Policy 6: Efficient and Connected Transportation
- Policy 10: Safe, Healthy, and Inclusive Community

These policies support the City's goals of economic diversity, housing availability, transportation connectivity, and fostering a safe, inclusive community. Each funded activity is reviewed to ensure alignment with these policies as part of the monitoring and approval process.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

This Consolidated Annual Performance and Evaluation Report (CAPER) for the 2023 Program Year was made available for public review and comment for a minimum of 15 days following a public hearing, as specified in the Housing and Community Development Act of 1974. During this review period, copies of the report were available for review or reproduction at no cost at the Office of the City Clerk, the Office of Community Development, and the main branch of the Mesa County Public Library. It was also accessible on the City's website. The report noted that it could be provided in Spanish as needed (refer to the inside cover page in the attachments). All CDBG-related documents available for public review are posted on the City's website, which utilizes Google Translate to allow any document to be translated into any language as needed by interested persons. Additionally, in compliance with Colorado law, all documents made available to the public are ADA compliant. There were no public comments received during the report review period or at the City Council public hearing.

The availability of this report and the City Council hearing were publicized through an advertisement in the Daily Sentinel on October 14, 2024, provided in both English and Spanish. In accordance with HUD FHEO guidance, advertisements for public meetings and hearings during the 2023 Program Year included information regarding TDD/TTY access.

CDBG funds are directed toward areas with concentrations of low- and moderate-income residents, such as the Orchard Mesa, Downtown, and Central Grand Junction neighborhoods. These areas correspond to the red zones indicated on the CDBG Low to Moderate Income Map in the attachments. Furthermore, CDBG funding must meet national objective requirements by serving low- and moderate-income individuals or clientele presumed to benefit.

At any time throughout the Program Year, citizens can access the HUD website to view reports that provide a snapshot of the City's program progress regarding the commitment of funds and unexpended funds. These reports also inform the public about the range of funding available to grantees from the City's CDBG Program for affordable housing and community development and service activities. The City posts these reports on its webpage at <https://www.gjcity.org/344/Community-Development-Block-Grant-CDBG>.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

No changes were made to the jurisdiction's program objectives.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

Identify the number of individuals assisted and the types of assistance provided

Total Labor Hours	CDBG	HOME	ESG	HOPWA	HTF
Total Number of Activities	0	0	0	0	0
Total Labor Hours					
Total Section 3 Worker Hours					
Total Targeted Section 3 Worker Hours					

Table 8 – Total Labor Hours

Qualitative Efforts - Number of Activities by Program	CDBG	HOME	ESG	HOPWA	HTF
Outreach efforts to generate job applicants who are Public Housing Targeted Workers					
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).					
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.					
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.					
Technical assistance to help Section 3 business concerns understand and bid on contracts.					
Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes, preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.					
Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.					
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.					
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					
Other.					

Table 9 – Qualitative Efforts - Number of Activities by Program

2023 Program Year Accomplishments

Activity Name	Year	Funded	Total Served	Description
Foreclosure Prevention Relief	CDBG-CV 2019	\$47,719	30	CDBG-CV3 funds will be used to provide assistance/relief to homeowners experiencing financial difficulties during the pandemic. Payments will be made to prevent foreclosure of homes.
Housing Resources of Western Colorado - Critical Home Repair	2021	\$10,000	18	CDBG funds were used to provide labor and materials/equipment for repairs/improvements including pest infestations, roof repair, HVAC repair, correcting carbon monoxide issues, frozen pipes and electrical problems.
Housing Resources of Western Colorado - Critical Home Repair	2022	\$10,000	17	CDBG funds were used to provide labor and materials/equipment for repairs/improvements including pest infestations, roof repair, HVAC repair, correcting carbon monoxide issues, frozen pipes and electrical problems.
Housing Resources of Western Colorado - Housing counseling and support	2022	\$5,717	5	CDBG funds were used for general administration of the Housing Counseling and Education program including salaries and administrative costs.
Housing Resources of Western Colorado - Housing Stability	2022	\$10,000	5	Funds were used to assist 5 low- and moderate-income families secure or maintain a sustainable home with emergency payments.
Safe to School Route - Rocket Park Crosswalk	2022	\$35,324.70	4895	Project provided safe, accessible crossings of the street in strategic locations. This project provided a crossing in the vicinity of 26th Street to provide safe pedestrian circulation to nearby Orchard Avenue Elementary School and Rocket Park.
Grand Valley Catholic Outreach - Mother Teresa Place pre-construction	2023	\$96,748	40	Funds were used to assist with payment of final predevelopment costs, including payment of water and sewer tap fees for the project.



Grand Junction City Council

Regular Session

Item #4.a.ii.

Meeting Date: November 6, 2024

Presented By: Timothy Lehrbach, Senior Planner, David Thornton, Principal Planner

Department: Community Development

Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

An Ordinance Amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and Repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan

RECOMMENDATION:

At the September 24, 2024 meeting the Planning Commission voted (7-0) to recommend approval.

EXECUTIVE SUMMARY:

This item is the second of two proposed minor amendments to the *Comprehensive Plan* intended to implement its direction to review and update subarea plans. The first proposed action resulted in the repeal of three subarea plans, with minor amendments to the *Comprehensive Plan*, including the *Grand Junction Circulation Plan*.

This second proposed action recommends amendments to the *Comprehensive Plan* and the Transportation Engineering Design Standards (TEDS) and the repeal of the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*. The repeal of *H Road/Northwest Area Plan* would also include amending Title 22 as the H Road/Northwest Area Overlay.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Over the past several decades, the City, in some instances partnering with Mesa County, has completed several neighborhood, subarea, and corridor (collectively, "subarea(s)" hereafter) planning efforts. Results of the work were to adopt either a plan

for the subarea as an element of the extant comprehensive plan or an overlay zone for the subarea, or in some cases both a plan and an overlay zone.

The *One Grand Junction Comprehensive Plan (Comprehensive Plan)* elevates to a citywide vision many of the same principles which motivated the subarea plans. Plan Principle 5 of the *Comprehensive Plan* provides for “Strong Neighborhoods and Housing Choices.” Goal 3 of Plan Principle 5 states “Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.” Strategy e. of this goal gives direction to “Update Neighborhood and Subarea Plans.”

In order to implement this principle, goal, and strategy, staff reviewed the subarea plans, particularly studying whether the policies and guidance adopted in the subarea plans have since been adequately addressed (under a broad scope to achieve citywide effect or specifically pertaining to one or more subareas) in the *Comprehensive Plan* or other adopted planning or planning-related documents. As a result of this review, three subarea plans were retired by City Council on August 7, 2024. Four additional plans are being considered for retirement and are highlighted in the following table.

SUBAREA	SUBAREA PLAN ADOPTED/UPDATED
H Road/Northwest Area	2007
North Avenue	2007
North Avenue West	2011
Greater Downtown	2013
Orchard Mesa	Repealed 2024
Pear Park	Repealed 2024
Redlands	Repealed 2024

METHODOLOGY

Staff has continued the method used for review of the neighborhood plans (since repealed) into the review of the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*.

Staff created a matrix for each plan document, listing the policies within the plan. Each policy was then analyzed in the context of existing content or potential refinements that could be made to the *Comprehensive Plan* to address elements of the subarea policies. Where redundant content was identified in the *Comprehensive Plan*, or where a policy has been accomplished or implemented by another planning-related document, a citation is included in the matrix. The *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan* policy-by-policy analysis matrices are attached. A summary of findings is included in the analysis results sections below.

For any elements which are not already addressed in the *Comprehensive Plan*, staff

has made recommendations as to whether such elements need to be preserved and/or updated as subarea plans, or whether such elements of those documents should be relocated into the *Comprehensive Plan* document (Title 31 of the Grand Junction Municipal Code), the *Grand Junction Circulation Plan (Circulation Plan, Chapter 31.08, Volume III of the Comprehensive Plan)*, or the *Transportation Engineering Design Standards (TEDS, Title 29)*.

An important premise of this exercise is that staff is introducing no new policies for any of the subareas. Rather, this is an attempt at ensuring agreement between the subarea plans and the *Comprehensive Plan*, eliminating obsolescence, redundancies, or contradictions wherever they occur, and reducing the need to consult multiple policy documents (plans) to understand citywide or area-specific policies within the City. This approach does not entail that each policy element of each subarea plan must be explicitly included in the *Comprehensive Plan* and applied specifically to that subarea. Rather, staff finds that in most instances the *Comprehensive Plan* adequately supports the same or sufficiently similar policies as were adopted with the subarea plans, such that the continued implementation of these plans' visions is assured by the continued implementation of the *Comprehensive Plan*. This extends an original premise of the adoption of the *Comprehensive Plan*, which is to give deference to the *Comprehensive Plan* where redundancies or contradictions with subarea plans occur. Here, staff proposes going further to ensure that there are not similar but trivially distinct policies to navigate within multiple plans by retiring such subarea plan policies that are sufficiently established (citywide or area-specific), or in some cases updated, by the *Comprehensive Plan* or addressed in other adopted policy document.

Conversely, any substantial change to existing policy or introduction of new policy is a matter for City Council consideration as a *Comprehensive Update*, as contemplated by the *Comprehensive Plan*, Chapter 5, Implementation and Monitoring, following a thorough public engagement process. Such a process may be undertaken as part of a five to seven year update of the *Comprehensive Plan*. Any policies requiring additional public engagement will be deferred to a *Comprehensive Update* process.

GENERAL RESULTS OF SUBAREA PLAN ANALYSIS

Review and analysis of the subarea plans presently under consideration resulted in the following general findings:

- The City has accomplished most of the policies, goals, and strategies and implemented most of the recommended actions.
- Some of the policies have been incorporated in other planning efforts, including the adoption of citywide or area-specific (overlay) development regulations.
- The subarea plans and much of the content within them are obsolete and/or outdated due to the age of the document(s) and having been superseded by citywide policies in the *Comprehensive Plan*.
- The subarea plans include descriptive information and policies that are redundant with information now contained in the *Comprehensive Plan*.

- Minor amendments to the *Comprehensive Plan* and *TEDS* to relocate and preserve existing relevant policy framework, vision, and technical information from the subarea plans will sufficiently account for and replace any such relevant content remaining in the plans.
- Provided these amendments are adopted, the four subarea plans under review can be retired and repealed as elements of the *Comprehensive Plan*.

H ROAD/NORTHWEST AREA PLAN ANALYSIS

Accomplishments

- An overlay zone was adopted concurrent with the subarea plan.
- Updated Future Land Use Map of the 1996 Growth Plan.

Policies to be Preserved

- Preserve the overlay zone and all policies and performance standards pertaining to it by retaining the map of the overlay at Section 22.04.010 and the text of Chapter 22.12 Policies and Performance Standards in an amended Title 22.
- Relocate language supporting the overlay zone from Title 22, Chapters 22.04 and 22.08, to Chapter 4, Area-Specific Policies, within the *Comprehensive Plan*.

NORTH AVENUE CORRIDOR PLAN AND NORTH AVENUE WEST CORRIDOR PLAN ANALYSIS

Accomplishments

- North Avenue Owners Association formed (no longer active).
- North Avenue overlay zone adopted for entire corridor.
- North Avenue financial incentive program established (discontinued in 2019).
- Several businesses have utilized the opt-in overlay standards.
- Detached sidewalk/trail constructed from 12th Street to 23rd Street with federal grant.
- CDOT repaving and reconstruction of medians, reducing access/conflict points.
- Federal grant secured for construction of detached sidewalk/trail between 28½ Road and 29 ½ Road.

Policies to be Preserved

- Preserve the overlay zone by retaining the entirety of Title 23, North Avenue Overlay Zone District.
- Preserve the North Avenue minor arterial street section and plan by amending *TEDS* to include it.

- Amend the *Comprehensive Plan*, Chapter 4, Area-Specific Policies, to include language supporting the North Avenue overlay zone and a map of the affected area.

GREATER DOWNTOWN PLAN ANALYSIS

Accomplishments

- Greater Downtown overlay zone adopted, which includes guidelines and standards for the subareas and corridors within the plan area.
- Housing Strategy adopted.
- City supported the Downtown Development Authority's creation and adoption of the *Vibrant Together* plan for development.
- *Comprehensive Plan* and *Vibrant Together* address policies regarding vertical mixed use and building form.
- Circulation policies in the Rail District addressed in updated *Circulation Plan* and *TEDS*.
- City has adopted incentive areas.
- City has explored redevelopment opportunities for the Jarvis property in Dos Rios.

Policies to be Preserved

- Preserve the overlay zone by retaining the entirety of Title 24, Greater Downtown Overlay.
- Amend the *Comprehensive Plan*, Chapter 2, Plan Principle 4, Downtown and University Districts, and Appendix B: Technical Maps to include and update maps of the Greater Downtown subareas and corridors as defined in the overlay zone.

PROPOSED AMENDMENTS

The specific elements of Title 22, *TEDS*, and the *Comprehensive Plan* proposed to be amended are as follows:

Title 22 H Road/Northwest Area Plan (Resolution 58-07; Ordinance No. 4066)

- Repeal Res. 58-07, and amend Title 22 as follows:
 - Delete Chapters 22.04 and 22.08.
 - Preserve overlay map at Chapter 22.12.010 and the entirety of Chapter 22.12 Policies and Performance Standards.
 - Replace references to the *H Road/Northwest Area Plan* with references to the overlay.

Title 29 Transportation Engineering Design Standards – Appendix

- Add the North Avenue minor arterial street section after the G Road street section.

One Grand Junction Comprehensive Plan – Title 31, Chapter 31.04

- Chapter 2, Plan Principle 4: Downtown and University Districts
 - Modify reference on page 23 from “Greater Downtown Plan” to read “Greater Downtown Overlay.”
 - Add the Greater Downtown Overlay boundary to the Downtown and University Districts map.
 - Amend the Rail District boundary to correct an error and include the entire Rail District area.
- Chapter 2, Plan Principle 5: Strong Neighborhoods and Housing Choices
 - Update the list of Neighborhood and Subarea Plans in the box on page 29 to reflect the repeal of the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*.
- Chapter 4, Area-Specific Policies
 - Add language on page 68 explaining the North Avenue Corridor to the section addressing Commercial Areas following the subsection on Commercial Corridor.
 - Revise the map on page 69 to include the North Avenue Overlay boundary.
 - Add language on page 74 explaining the H Road/Northwest Area to the section addressing Industrial Areas following the subsection on Rail.
 - Revise the map on page 75 to add the H Road/Northwest Overlay boundary.
- Appendix A: Issues and Opportunities Report
 - Add language on pages 92 and 93 to reflect that the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* are repealed.
- Appendix B: Technical Maps

- Relocate the Greater Downtown subareas and corridors maps from the *Greater Downtown Plan* to follow the Neighborhood Planning Area Map.

PROPOSED RETIREMENT OF SUBAREA PLANS

Provided the elements from the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan* described above are retained and relocated within Title 22, *TEDS*, and *Comprehensive Plan*, staff proposes that these subarea plans be retired.

Formally, the retirement of these plans constitutes the repeal of their adopting resolutions (*H Road/Northwest Area Plan*, Res. 58-07, adopted April 18, 2007; *North Avenue Corridor Plan*, Res. 147-07, adopted December 3, 2007) and ordinances (*North Avenue West Corridor Plan*, Ord. 4486, adopted November 2, 2011; *Greater Downtown Plan*, Ord. 4571, adopted March 20, 2013) and any amendments thereto. These repeals are included in the proposed ordinance.

ZONING AND DEVELOPMENT CODE ANALYSIS

Notification Requirements

Procedures pertaining to public notice for applications requiring a public hearing are set forth in Section 21.02.030(g)(3) of the Zoning and Development Code. Public notice of the proposed Comprehensive Plan Amendment was published in the *Grand Junction Daily Sentinel* on September 15, 2024, satisfying the requirement for 7 days notice provided in ZDC Table 21.02-4. As the proposal affects more than five percent of the city, no property sign or mailed notice are required. The Planning Commission considered the item following a regular public hearing at the September 24, 2024, regular meeting. The agenda for this meeting was published more than 48 hours prior to the meeting.

Title 22 H Road/Northwest Area Plan Amendment

Revise Title 22 with the H Road Northwest Area Zoning Overlay. The criteria for Code Text Amendment review are set forth in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code, which provides that an application for a Code Text Amendment has the burden of producing evidence that proves each of the following criteria:

(A) Consistency with Comprehensive Plan

The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed amendment to Title 22 H Road/Northwest Area Plan has the effect of removing the Background Information, Planning Process, Public Comments, Plan Adoption, Future Land Use Map, and Grand Junction Circulation Plan Map Amendment sections comprising Chapters 22.04 and 22.08. Each of these sections has been reviewed and determined to be obsolete and redundant because of subsequent plan adoptions. The 2018 *Grand Junction Circulation Plan* incorporated and/or updated applicable information contained within Title 22. The

2020 *Comprehensive Plan* adopted Area-Specific Policies pertaining to Industrial areas, including the H Road/Northwest Area. Provided that language and a map update are adopted to describe the H Road/Northwest Area and support the continued implementation of the H Road/Northwest Area Overlay, then Chapter 4, Area-Specific Policies will fully account for any relevant text deleted from Title 22. Likewise, if the *Comprehensive Plan* is so amended to support the map and text to be retained in Title 22 (i.e., the map at 22.12.010 and the entirety of 22.12 Policies and Performance Standards), then the resulting amended Title 22 will remain consistent with the Area-Specific Policies pertaining to Industrial areas generally and H Road/Northwest Area in particular.

Therefore, staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards

The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The proposed amendment to Title 22 H Road/Northwest Area Plan has the effect of removing the Background Information, Planning Process, Public Comments, Plan Adoption, Future Land Use Map, and Grand Junction Circulation Plan Map Amendment sections comprising Chapters 22.04 and 22.08. Each of these sections, except for the map at 22.04.010 (which is proposed to be preserved in the amended Title 22), pertains to the H Road/Northwest Area Plan, especially the process by which it was developed, reviewed, and adopted. By retaining the map of the affected area from 22.04.010 in 22.12.010 and the entirety of 22.12 Policies and Performance Standards, the regulatory provisions of Title 22 remain intact, and their relationship to other provisions of the Zoning and Development Code are unaffected. Staff has reviewed Title 22.12 and finds no conflicts or contradictions with other provisions of the Zoning and Development Code.

Therefore, staff finds that this criterion is met.

(C) Specific Reasons

The proposed Code Text Amendment shall meet at least one of the following specific reasons:

- a. To address trends in development or regulatory practices;*
- b. To expand, modify, or add requirements for development in general or to address specific development issues;*
- c. To add, modify, or expand zone districts; or*
- d. To clarify or modify procedures for processing development applications.*

The proposed amendment to Title 22 H Road/Northwest Area Plan addresses the trend in the City's regulatory practice to review and update the subarea plans as necessary in accordance with the *Comprehensive Plan*. The proposed amendment removes subarea plan information, reorganizes the title, and replaces references to the plan with references to the overlay. Although the amendment does not have any change in regulatory effect on the subject area, it eliminates

descriptive information and policies that are redundant with information contained in the *Comprehensive Plan*, improving efficiencies with having only one document, the *Comprehensive Plan*, needing to be reviewed to implement the vision for the H Road/Northwest Area. Specific reason a. is therefore met.

Therefore, staff finds that this criterion is met.

Title 29 Transportation Engineering Design Standards Amendment

Preserve the North Avenue minor arterial street section from the *North Avenue Corridor Plan* by amending *TEDS* to include it. The criteria for Code Text Amendment review are set forth in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code, which provides that an application for a Code Text Amendment has the burden of producing evidence that proves each of the following criteria:

(A) Consistency with Comprehensive Plan

The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* has the effect of relocating the “Overlay District Street Section View” and “Overlay District Street Plan View” drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. The standards, which already apply to improvements in the North Avenue right-of-way through implementing the *North Avenue Corridor Plan*, will continue to apply to improvements on North Avenue through implementing *TEDS*. Whereas the *North Avenue Corridor Plan* is an element of the *Comprehensive Plan*, *TEDS* is an element of the Zoning and Development Code. However, the continued implementation of the North Avenue street section and plan through application of *TEDS* to North Avenue development, capital projects, or Colorado Department of Transportation improvements ensures continued consistency with the *Comprehensive Plan*.

Therefore, staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards

The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* has the effect of relocating the “Overlay District Street Section View” and “Overlay District Street Plan View” drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. *TEDS* already contemplates that special street sections and plans may apply to streets throughout the city, which deviate from standard sections and plans. For example, a segment of G Road is included in the Appendix and has a section and plan distinct from those of a standard minor arterial or major collector. Similarly, the North Avenue street section and plan will continue to be implemented upon its relocation from the *North Avenue Corridor Plan* into the Appendix of *TEDS*. There is, therefore, no change to the relationship between this section and plan and other provisions of the Zoning and

Development Code. Staff has reviewed the section and plan and finds no conflicts or contradictions with other provisions of the Zoning and Development Code.

Therefore, staff finds that this criterion is met.

(C) Specific Reasons

The proposed Code Text Amendment shall meet at least one of the following specific reasons:

- a. To address trends in development or regulatory practices;*
- b. To expand, modify, or add requirements for development in general or to address specific development issues;*
- c. To add, modify, or expand zone districts; or*
- d. To clarify or modify procedures for processing development applications.*

The proposed amendment to Title 29 *Transportation Engineering Design Standards (TEDS)* addresses a trend in the City's regulatory practice to review and update the subarea plans as necessary in accordance with the *Comprehensive Plan*. It has the effect of relocating the "Overlay District Street Section View" and "Overlay District Street Plan View" drawings from the *North Avenue Corridor Plan* to the Appendix of *TEDS*. This information originated with the *North Avenue Corridor Plan* in recognizing how North Avenue differs from other minor arterials and the need for some differences; however, as mentioned, *TEDS* is where street section information is otherwise found. Combining this information with the updated changes in *TEDS* is efficient and more effective for use by the public, the development community, decision-makers, and City staff. Specific reason a. is therefore met.

Therefore, staff finds that this criterion is met.

Comprehensive Plan Amendment

Repeal the *H Road/Northwest Area Plan*, the *North Avenue Corridor Plan*, the *North Avenue West Corridor Plan*, and the *Greater Downtown Plan*; make minor amendments to preserve text and maps, and remove references to subarea plans. The criteria for Comprehensive Plan Amendment review are set forth in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code, which provides that the Planning Commission and City Council shall review a Comprehensive Plan Amendment request in light of the following criteria:

(A) The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and

Plan Principle 5 of the *Comprehensive Plan* provides for "Strong Neighborhoods and Housing Choices." Goal 3 of Plan Principle 5 states "Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods." Strategy e. of this goal gives direction to "Update Neighborhood and Subarea Plans." Neighborhood and Subarea Plans, as identified in the table on page 29 of the *Comprehensive Plan*, are related

elements of the *Comprehensive Plan*. Staff has reviewed the subarea plans and proposes actions concerning four of the plans at this time. Any implementing action of such review, which updates or otherwise affects subarea plans (as is the case with this proposal), requires amending the *Comprehensive Plan*.

Staff proposes retiring four subarea plans: *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*. Staff has found that the majority of content within these plans has been implemented or is already accounted for by the *Comprehensive Plan* and that the *Comprehensive Plan* was adopted with the same or similar principles, goals, and strategies as these subarea plans, applied citywide or specifically to the subject subareas. Staff further finds that the redundancy and obsolescence of the plans are compelling reasons for their retirement and repeal, so that the currency and cohesiveness of the *Comprehensive Plan*, including its related elements, are ensured.

However, there are limited elements within each plan which require relocation from the subarea plans into the text and appendices of the *Comprehensive Plan* and *TEDS* as a prerequisite to retiring the subarea plans. This must be done for this process to neither create new policy nor delete any policies which remain applicable to each subarea and are consistent with the *Comprehensive Plan*. With the proposed amendments adopted as part of the *Comprehensive Plan* and *TEDS*, these four subarea plans will no longer be needed and can be retired.

Therefore, staff finds that this criterion is met.

(B) The community or area will derive benefits from the proposed amendment; and/or

The Grand Junction community benefits from the continued implementation of the *Comprehensive Plan*. The successful implementation of the *Comprehensive Plan* is enhanced by the removal of obsolete or redundant language in the subarea plans proposed for retirement and by the consolidation of those plans' elements that remain relevant in the text and appendices of the *Comprehensive Plan* and *TEDS*. Relocating information from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* simplifies implementation by making such information readily available for review and consideration by City staff, decision makers, and the public.

Therefore, staff finds that this criterion is met.

(C) The amendment will be consistent with the vision, goals, principles, and policies of the Comprehensive Plan and the elements thereof.

Relocating information from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan* into the text and appendices of the *Comprehensive Plan* and *TEDS*, and then repealing the four plans, adds no new policies and constitutes no substantive

change to city policy.

Repeal of the subarea plans is consistent with the *Comprehensive Plan* insofar as the plans' policies and implementation strategies have largely been achieved or are superseded by compatible language within the *Comprehensive Plan*.

The proposed amendment will preserve those elements of the four subarea plans proposed for repeal which are not already accomplished or accounted for in the text and appendices of the *Comprehensive Plan*, so that the repeal of such plans will not affect city policy. All information relocated within the *Comprehensive Plan*, including text and maps, is substantively the same as that which was included in the four subarea plans. The information's purpose and relationship to the rest of the *Comprehensive Plan* is clarified by inclusion in the text and appendices of the *Comprehensive Plan*.

Therefore, staff finds that this criterion is met.

FINDINGS OF FACT AND RECOMMENDATION

After reviewing the proposed amendment to Title 22 *H Road/Northwest Area Plan*, Title 29 *Transportation Engineering Design Standards*, and Title 31 *One Grand Junction Comprehensive Plan*, the following findings of fact have been made:

1. The proposed amendment to Title 22 satisfies the review criteria for a Code Text Amendment provided in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code.
2. The proposed amendment to Title 29 *Transportation Engineering Design Standards* satisfies the review criteria for a Code Text Amendment provided in Section 21.02.050(d)(3)(iii) of the Zoning and Development Code.
3. The proposed amendment to the *Comprehensive Plan* satisfies the review criteria for an administrative application provided in Section 21.02.050(e)(4)(iii) of the Zoning and Development Code.

Therefore, the Planning Commission recommended approval.

FISCAL IMPACT:

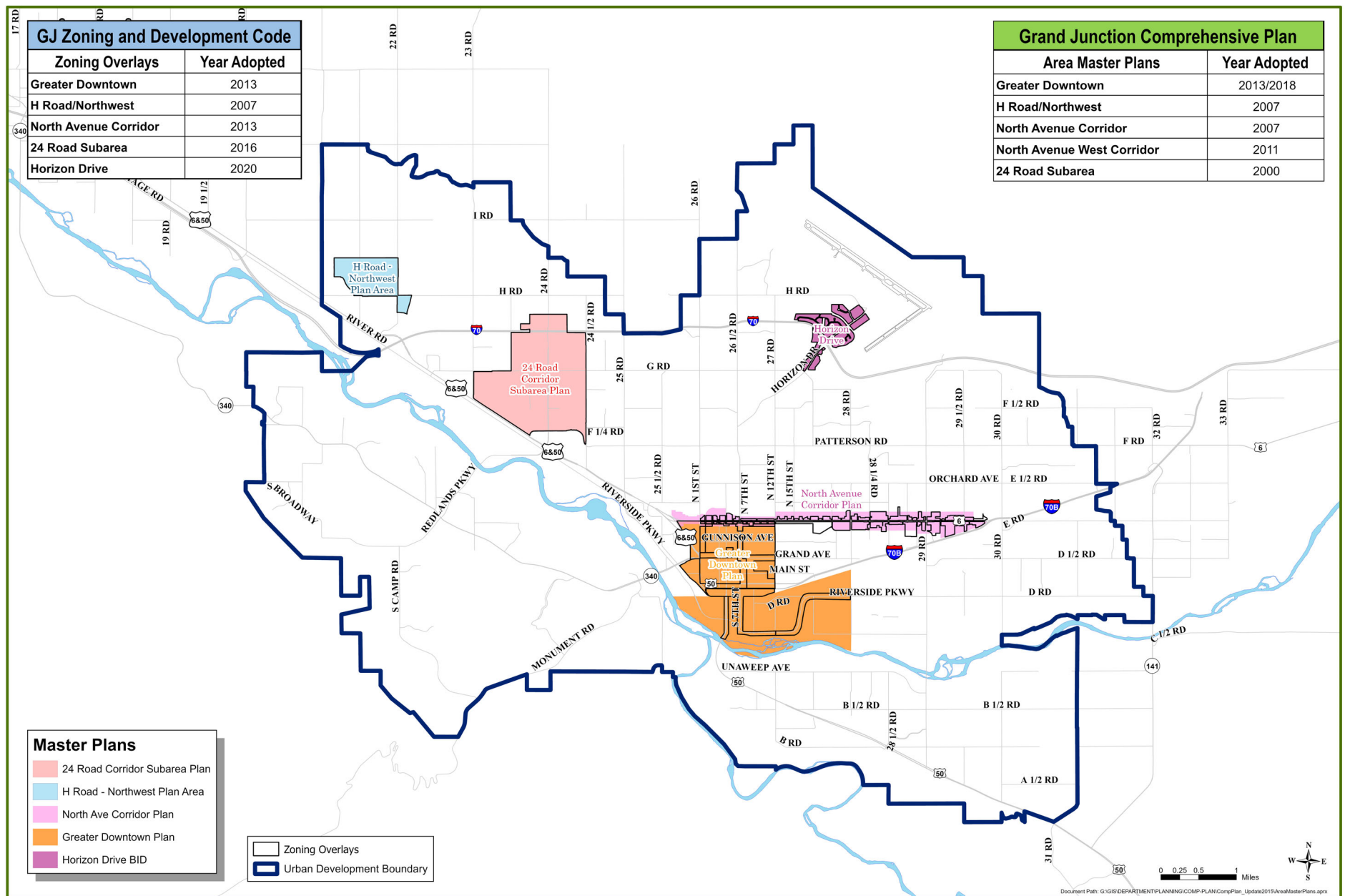
There is no fiscal impact associated with this item.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5238, an ordinance amending Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and repealing the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan on final passage and order final publication in pamphlet form.

Attachments

1. Exhibit 1. Subarea Plans Map
2. Exhibit 2. Legend to Abbreviations in Plan Matrices
3. Exhibit 3. H Road Northwest Area Plan - Tracking Matrix
4. Exhibit 4. North Avenue Corridor Plan - Tracking Matrix
5. Exhibit 5. North Avenue West Corridor Plan - Tracking Matrix
6. Exhibit 6. Greater Downtown Plan - Tracking Matrix
7. Exhibit 7. Resolution No. 58-07
8. Exhibit 8. Resolution No. 174-07
9. Exhibit 9. Ordinance No. 4486
10. Exhibit 10. Ordinance No. 4571
11. Exhibit 11. Planning Commission Minutes - 2024 - September 24 - DRAFT
12. ORD-Comp Plan Amend 20241003



Legend to Abbreviations in Plan Matrices

Comprehensive Plan

C – Chapter

PP – Plan Principle

G – Goal

S – Strategy

p. – page

Other Documents

IGA – Intergovernmental Agreement

PROS – Parks, Recreation, and Open Space Plan

TEDS – Transportation Engineering Development Standards

ZDC – Zoning and Development Code

Other Abbreviations

GIS – Geographic Information Systems

H Road / Northwest Overlay Zone Policies and Performance Standards			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
PLAN ADOPTION		Contains language regarding amendment of City and County's Future Land Use Map and previous version of the Grand Valley Circulation Plan - both are now obsolete with recent adoption of Grand Junction Circulation Plan and the 2020 Comprehensive Plan.	No	Not applicable, references obsolete planning documents.	Repeal Plan but retain overlay
FUTURE LAND USE MAP		Contains map that shows previous Future Land Use Map that is now obsolete with recent adoption of the 2020 Comprehensive Plan which has new/different land use categories.	No	Not applicable, references obsolete planning documents.	Repeal Plan but retain overlay
POLICIES	22.12.010	Affected area. The following performance standards shall affect the entire H Road/Northwest Area Plan.	No	Completed, included in overlay ZDC 22.12.010.	
	22.12.020	Site design shall direct truck (operations) traffic to the 21 1/2 Road Corridor. All other traffic including customer or light vehicle traffic may also use 22 Road and H 1/2 Road.	No	Completed, included in overlay ZDC 22.12.020.	
	22.12.030	All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Plan boundaries.	No	Completed, included in overlay ZDC 22.12.030.	
ORDS	22.12.040	Development on all parcels abutting the west side of 22 Road from H Road to H 1/2 Road and the south side of H 1/2 Road from 21 Road to 22 Road shall be required to meet the following performance standards.	No	Completed, included in overlay ZDC 22.12.040.	
	22.12.050	All property frontages along these corridors shall provide at a minimum: (a) A 25-foot-wide landscaping strip the entire length of the frontage (excluding driveways). (b) A berm the entire length of the frontage with a minimum of 36 inches in height. Fencing shall not be allowed within the 25-foot landscape strip with the exception of split rail fences with up to three rails and not more than four feet in height.	No	Completed, included in overlay ZDC 22.12.050.	With future Code recommend update to amend H-1/2 corridor to only include 21-1/2 to 22 Road
	22.12.060	All loading docks and fleet/equipment parking shall be located in the rear half of the lot or behind the principal structure (i.e., south side of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road).	No	Completed, included in overlay ZDC 22.12.060.	
	22.12.070	Outdoor storage areas shall be: (a) Adequately screened so as not to be visible from adjacent public roads (i.e., H 1/2 Road and 22 Road); (b) In the rear half of the lot or behind the principal structure (i.e., south of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road); (c) Trash dumpsters shall be fully screened and located in the rear half of the lot or behind the principal structure.	No	Completed, included in overlay ZDC 22.12.070.	

PERFORMANCE STANDARDS	22.12.080	All parking lots located within the front half of the parcel or front of the principal structure (adjacent to 22 Road and H 1/2 Road rights-of-way) shall only be used for customer parking.	No	Completed, included in overlay ZDC 22.12.080.	
	22.12.090	Applies only to building facades facing the 22 Road and H 1/2 Road rights-of-way. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, special functional areas, rooflines, and other features, including the following requirements: (a) Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated. (b) Large monolithic expanses of uninterrupted facades (greater than 50 feet) are not allowed. Pilasters, texture transitions, windows and stepping of the wall plane are required. (c) Buildings with flat roofs shall provide a parapet with an articulated cornice. (d) All primary buildings shall use materials that are durable, economically maintained, and of quality that will retain their appearance over time including but not limited to stone, brick, stucco, and pre-cast concretes.	No	Completed, included in overlay ZDC 22.12.090.	
	22.12.100	Only monument style signs at a maximum of eight feet in height with a maximum total of 64 square feet per sign face shall be allowed. Signs shall not be internally illuminated. External illumination is allowed.	No	Completed, included in overlay ZDC 22.12.100.	
	22.12.110	The following are adequately addressed under existing development codes and City of Grand Junction and Mesa County regulations and therefore conformance must be met through the development process under then-existing code requirements: (a) Retail sales/wholesale sales area; (b) Odors; (c) Glare; (d) Parking lots; (e) Lighting standards; (f) Noise (regulated in § 25-12-103, C.R.S., maximum permissible noise levels, and GJMC 8.16.010).	No	Completed, included in overlay ZDC 22.12.110.	

North Avenue Preferred Alternative		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
The predominant elements of the preferred alternative are:					
a	A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.	Yes	This section west of 27 1/2 Road is in the Mixed Use Area-Specific Policies. It is also in Ch 2, pp 4 Downtown and University Districts as part of the University District Area and much of it also in the Mixed Use area on the map found in Ch 4. p. 73 Mixed Use Area-Specific Policies.	Previous visioning and planning for the North Avenue Corridor has identified the 4-mile corridor into separate subdistricts. These subdistricts include a student and entertainment district in proximity to Mesa College where student housing, after five activities and the opportunity for a quality Hotel to serve the area would enhance and revitalize the corridor. A Neighborhood Center where Senior Housing located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood is visioned for the area between 23rd Street and 28 ¼ Road. A multi-family and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south is identified. for the corridor between 28 ¼ Road and 28 ¾ Road. A mixed-use area with residential over retail incorporated with the governmental functions and potential public plazas for the area from 28 ¾ Road to just east of 29 Road is envisioned. This can create a gateway for the 29 Rd. intersection that blends into a regional retail area to anchor the east end of the corridor.	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
b	A neighborhood center where senior housing is located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood.				
c	A multifamily and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south.		Ch 4. p. 69 Commercial Area-Specific Policies and		
d	A mixed use area with residential over retail incorporated with the governmental functions and public plazas to create a gateway for the 29 Road intersection.		Ch 4. p. 69 Commercial Area-Specific Policies and		
e	Regional retail to anchor the east end of the corridor.		Ch 4. p. 69 Commercial Area-Specific Policies and		

North Avenue Key Projects		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
a	A civic plaza where the intersection treatments would provide for clear and safe pedestrian traffic movement. The civic space would serve as a gathering space and as an entry marker giving the North Avenue Corridor an identity. Existing restaurant spaces could be maintained while new residential development would be tucked around existing building pads. Such projects could be realized at the intersection of North Avenue and 12th Street, where a student and entertainment district would create a marker and gathering space for students as well as the surrounding community. This potential project could serve the needs for higher quality restaurants, entertainment, and a student housing district. This key project ultimately could serve as the catalyst to entice development and the further revitalization of the greater North Avenue Corridor.	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Building Form and Character (p. 68) and Mixed Use Areas: University District - Mix and Relationship of Uses, Streetscape (p. 71)	Civic space/infrastructure enhancements created in 2022 with the Stocker Stadium project at 12th/North.
b	Improvements to the streetscape are another key project that would further promote the revitalization of this corridor. A pedestrian-friendly environment using native, xeric plant materials that are easily maintained while yet providing an appealing and beautiful streetscape are important to attract pedestrian traffic. Median cuts and numerous parking lot accesses will be consolidated. Traffic level of service and access will not be impacted. Intersections and medians would be improved while a cohesive kit-of-parts would bring character to the corridor. Improved sidewalks, lighting, street furniture and signage will improve the pedestrian, bike and vehicular access, allowing for retail and commercial to thrive in a safe environment.	Yes	North Avenue from 27 1/2 Road east is part of the Commercial Areas "Commercial Land Use" designation in Chapter 4 Area-Specific Policies.. This chapter supports increasing sidewalk width and designation of an appropriate and safe space for bicycles. Also supports Streetscape improvements including ped signage, benches and street trees, wayfinding and connectivity to enhance streetscape functionality and safety. Implemented through North Avenue Overlay Zone and the 2023 Zoning and Development Code. Much has been accomplished though recent CDOT and City infrastructure improvements. Additional imporvemetns have been funded and will be completed in 2025/26	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
c	Assembly of parcels of land where a large development can build momentum and entice greater investment would bring the vitality back to North Avenue. The illustration presents retail and commercial uses with residential above combined with a plaza and patios. Senior housing, a grocer and neighborhood retail provide an environment to attract individuals interested in living within a vibrant community. Surrounding neighborhoods would further sustain the community node. Infill development such as this will assist in a neighborhood center as well as a regional destination promoting activity beyond 5:00 p.m. and on weekends.	No	Mixed Use Areas: Neighborhood Center - Mix and Relationship of Uses, Building Form and Character (p. 70)	

North Avenue Phasing Concept			
	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
The phasing of development would allow for existing buildings and uses to slowly become integrated into the larger vision of the North Avenue Corridor. Illustrated below is an example of how such phasing could occur:	No	Commercial Areas: Commercial Corridor - Building Form and Character (p. 68)	

North Avenue Transportation		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps
a	There are 25 intersections within the North Avenue study area, not including driveways to abutting property. Sixty percent are T-intersections (a three-leg intersection) and 40 percent are cross-intersections (a four-leg intersection). Intersections, by their very nature, create numerous conflicts between vehicles, bicycles, and pedestrians. For instance, there are 32 vehicle/vehicle conflict points and 16 vehicle/pedestrian conflict points at every four-leg intersection.	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	
b	The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO’s Guide for the Planning, Design and Operation of Pedestrian Facilities (2004). (1) Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross; (2) Predictability – Drivers know where to expect pedestrians; (3) Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists; (4) Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections; (5) Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street; (6) Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and (7) Clear Crossing – Eliminating barriers and ensuring accessibility for all users.	No	Pedestrian and Bicycle Plan (See Bicycle Crossing Guidance, p. 54 and Pedestrian Crossing Guidance, p. 66)	
c	Signalized intersections typically have marked crosswalks, Walk/Don’t Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these signals are located at one-quarter-mile intervals. The most notable exception is between 12th Street and 23rd Street, where there is no signalized intersection for approximately three-quarters of a mile. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at midblock crossings.	No	Pedestrian and Bicycle Plan (See Safe Objectives p.20 that includes safety at intersections and along high injury areas such as North Avenue, and connectivity objectives)	Call for additional protected crossings

North Avenue Streetscape Kit-of-parts	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	Consider adding different amenities/treatments to p.68 Commercial Corridor - Access and Streetscape (2025 refresh?)

North Avenue Streetscape		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian-friendly environment, and encourage local residents to walk or bike along the corridor. Most of these improvements can be made within the existing street right-of-way. Suggested improvements outside of the right-of-way can be made without the removal of existing structures.		Yes	Commercial Areas: Commercial Corridor - Transportation Modes, Access and Streetscape, Building Form and Character (p. 68); Mixed Use Areas: Mixed Use Corridor - Circulation and Access, Building Form and Character, Streetscape (p. 70)	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Drainage Way Adjacent to Street. In areas where there are open concrete channels adjacent to the street, suggested improvements include the creation of a generous vegetated swale to collect, filter, and distribute stormwater, as well as provide an irrigation source for planted trees. The addition of an attached walk, defined curb cut entrances, and pedestrian light fixtures will also enhance and define the street edge. An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this runoff for future plantings.	No		2024-2025 CIP sidewalk/streetscape installation will complete implementation
b	Building Adjacent to Street. In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to walks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. This makes the buildings easier to see and identify from North Avenue. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	No	Mixed Use Areas: University District - Building Form and Character	Implemented in 2023 ZDC. Include description of overlay standards in write-up
c	Parking Lot Adjacent to Street. In areas where parking lots front the street, suggested improvements include defined curb cut entrances, added sidewalks, and additional plantings to define parking lot circulation and enhance way finding. Tree plantings can be added to existing parking lots by removing asphalt at the end of the parking bays, defining an entrance into the lot (Option B). Another option is to include planted islands between parking bays, which is especially effective in reducing the expanse of paved areas and urban heat islands often found in large parking lots (Option A). Attached or detached sidewalks can be added adjacent to North Avenue, depending on the specific condition and width of the right-of-way. Fencing, 42 inches tall, can also add positive streetscape character. The fencing should be steel and open, and may be an opportunity to incorporate art, static or kinetic, and color.	No		Include description of overlay standards in write-up

North Avenue Streetscape		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
d	Curb Cut Consolidation. Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk.	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	Implemented in TEDS and Access Control Plan; much consolidation already completed

North Avenue Streetscape New Development		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. As shown on the land use plans, these areas of redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new regional store developments. In all cases, each undertaken project should provide connectivity to the pedestrian network and include public open space.		Yes		Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Residential. Clustered townhome developments adjacent to North Avenue will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single-family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.	No	Mixed Use Areas: Neighborhood Center - Mix and Relationship of Uses, Circulation and Access, Building Form and Character, Parking and Services, Streetscape (p. 70); Mixed Use Areas: University District - Mix and Relationships of Uses, Circulation and Access, Building Form and Character, Parking and Services, Streetscape (p. 71)	"Green corridor" concept has been improved through implementation of the North Avenue street section and the ZDC update. Previous C-1 and current MU-2 zoning allows and promotes higher-density residential than townhomes. "Green corridor" to be implemented through adoption of North Avenue street section in TEDS.
b	Commercial/Retail. New commercial/retail uses along North Avenue are located close to the street, which helps to activate the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses is provided on the interior side, providing easy access from nearby parking, with back door service access provided along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC	Infrastructure implemented through adoption of North Avenue street section in TEDS. Include "Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses" in write-up.

North Avenue Streetscape New Development		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
	Regional Store. New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian-scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC	Addressed in ZDC for big box development

North Avenue Signage				Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. Further detail on signage and recommended adjustments to the Grand Junction sign code are provided. This philosophy supports the neighborhood or district concept, in that distinctions are to areas and not individual pad development. This encourages the walking environment and provides for a group of retailers to engage the property as a whole.				Yes	North Avenue Corridor Zoning Overlay District	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage

North Avenue Sign Code Strategies and Recommended Improvements			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
Summaries of particular sections from the Grand Junction sign code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:					
a Sign Location (GJMC 21.36.070(c)(3)).					
	1	Code Summary. Grand Junction's current sign regulation allows signs most anywhere on the property being advertised, and the total square footage allowed for a single sign is not to exceed 300 square feet.			
	2	Recommended Improvements.			
		i No signs permitted at the right-of-way.			
		ii Establish setbacks from the right-of-way.			
		iii Limit square footage of signs based upon to-be-established criteria.			
b Building Mounted Signage (GJMC 21.36.070(c)(5)).					
		Code Summary. There is no overall maximum square footage for wall-mounted signs, although the formula is similar to other sign code regulations. Each building will have its own maximum square footage, rather than a universal not-to-exceed size. The language also allows for wall-mounted signs on any side of the building facing a street, thus a corner lot could have two signs, each with a different sign allowance. The regulation allows for roof signs, up to 40 feet above grade in height. In addition, the regulation permits more than one building-mounted sign (wall-mounted, roof sign, or projecting) per structure as long as the maximum square footage is not exceeded.			
	2	Recommended Improvements.			
		i Limit square footage for building-mounted signs based upon to-be-established criteria.			
		ii Limit number of signs to one per building or tenant.			
		iii Prohibit roof signs.			
c Projecting Signage (GJMC 21.36.070(c)(6)).					
	1	Code Summary. A minimum size (12 square feet) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.			
	2	Recommended Improvement.			
		i Limit square footage of projecting signs based upon to-be-established criteria.			
d Freestanding Signage (GJMC 21.36.070(c)(7)).					
	1	Code Summary. The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25 feet for two traffic lanes and 40 feet for four traffic lanes) and maximum square footage than other regulations. The sign square footage is also calculated based upon property frontage rather than building face frontage. Signs are allowed to be installed at the right-of-way, with no setback requirements.			
	2	Recommended Improvements.			
		i Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.			
		ii Lower heights of signs from what is now permitted.			
		iii No signs permitted at the right-of-way.			
		iv Sign design reflects the associated building architecture.			
		v Signs shall be attached to the ground or with minimal space between the sign and the ground.			
e Off-Premises Signage (GJMC 21.36.070(d)).					
	1	Code Summary. Off-premises signage (building-mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 square feet and 300 square feet. Some municipalities are not allowing any off-premises signs within the City limits.			
	2	Recommended Improvement.			
		i Prohibit off-premises signage.			
f Recommended Sign Implementation Measures from Other Municipal Sign Codes. The following are representative regulations found within the sign codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated, often based on a formula determined by the setback distance from the face of curb or edge of pavement and/or the linear feet of building facing the street. This summary does not provide that level of detail, but rather an overview of suggested strategies.					
	1	General			
		i Existing on-premises signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.			The City has updated the Zoning and Development Code twice since this plan was adopted, once in 2010 following the adoption of the 2010 Comprehensive Plan and
		ii All features of the sign, including illumination, sign cabinet, base, color, lettering, and materials shall match the primary finishes and colors of the associated building(s) which it serves.			
		iii All signs which are greater than four square feet in area, except ground signs or signs that replicate a business logo, must be comprised only of individual letters or cabinets where only the letters are illuminated.			

North Avenue Sign Code Strategies and Recommended Improvements				Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
		iv	Signs shall be professionally designed and fabricated from quality, durable materials.	No.		in 2023 following the adoption of the 2020 Comprehensive Plan. In both updates the sign code was not updated due to community input. For North Avenue the Zoning Overlay has encouraged monument signs over pole signs. City Incentive Grant program was successful in reducing the number of pole signs and replacing them with monument signs.
		v	No roof signs.			
		vi	Lighting shall be indirect.			
	2		Maximum Size of Letters.			
	3		Sign Location.			
		i	Signs will be set back from the right-of-way based upon the sight distance triangle requirements, zoning district, or size of sign.			
		ii	No signs allowed within the right-of-way, with the exception of projecting signs which meet all requirements set forth in the regulations.			
		iii	No off-premises signs.			
		iv	All freestanding signs shall be located to be compatible with required landscaping, including street trees at maturity, so that the public views of the sign will not be obstructed.			
	4		Freestanding/Ground Signage.			
			I Freestanding or ground signs comply with the following requirements:			
		ii	Freestanding signs only permitted with a supporting sign structure, the width of which exceeds 70 percent of the width of the sign face.			
		iii	Freestanding or ground signs shall have no more than two faces.			
		iv	Maximum height for freestanding signs shall be 18 feet above grade; and for ground signs shall be 12 feet above grade. (Another code said maximum six-foot height for freestanding.)			
		v	All freestanding signs shall be of a monument design including a monument base attached to the ground with no or minimal space between the sign cabinet and the monument base (no pole signs).			
		vi	Monument bases shall be equal or greater (up to 20 percent greater) in width and length than the sign cabinet. Sign cabinets for freestanding signs shall not exceed 24 inches in width.			
		vii	Multi-tenant buildings or developments are allowed one sign per lot or development parcel (no individual freestanding or ground signs).			
	5		Projecting Signage.			
		i	Not allowed to be located on the same street frontage as a freestanding sign.			
		ii	Shall not exceed 30 square feet for all faces.			
		iii	Shall not extend more than five feet from the building face nor extend beyond the curbline of any street or parking area.			
		iv	Minimum of eight feet of clearance from the ground, and a maximum of 25 feet, and shall not extend beyond the roofline or parapet wall.			
		v	Only one per building or tenant.			
		vi	Not allowed on a wall that already has a wall-mounted sign.			
	6		Building-Mounted Signage.			
		i	No building-mounted sign shall exceed 100 square feet.			
		ii	Multi-tenant buildings allowed one wall sign per street frontage of business.			
		iii	Only one building mounted sign per building (single tenant). Shall not project above the roofline.			
	7		Awning Signage.			
		i	Signs on canopies or awnings are limited to the name of the building, business and/or address of the premises.			
		ii	Shall not exceed 50 square feet per face in area.			
		iii	Only allowed on first story of a building.			
		iv	Minimum clearance shall be eight feet.			
	g		Suggested Steps to Implementing New Signage Approach Along North Avenue. The following steps are suggestions for implementing a new signage strategy along the North Avenue Corridor. This strategy will require amending the existing sign code to incorporate the appropriate level of restrictions within the corridor.			

North Avenue Sign Code Strategies and Recommended Improvements			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
	1	Determine Desired Signage Aesthetic. Determine the appropriate level of regulations for signage based upon other similar Colorado communities, as well as the desired aesthetic and scale of the signs within the corridor.			
	2	Determine How to Approach Existing Nonconforming Signs. Decide whether to require existing nonconforming signs to be improved within an appropriate time frame, and/or require compliance to new sign code amendments at time of business transition or sale. For example, Fort Collins requires all existing signs to be in compliance with the updated sign code within 15 years.			
	3	Amend the Sign Code Appropriately. Determine if this is a City-wide amendment, or limited to a special zoning district for North Avenue. Amend the City sign code with the desired adjustments, and begin transitioning out the old signs.			

North Avenue Implementation Strategies			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
MARKET	a	Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning (West)	No	Plan Principle 4: Downtown and University Districts - A Maturing University (p. 22) and How We Will Get There 1.v. University District (p. 23)	
	b	Educate Council about this market reality and prepare them for filling the gap of catalyst projects resulting from inflated land prices and other factors (West)	No		No identified catalyst projects to fill funding gaps.
	c	Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements (West)	No		City approached North Ave. businesses to form a taxing district to help revitalize North Avenue and it was not receptive.
	d	Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity) (Central)	No		Will be incorporated in write-up
	e	Encourage hospital, or unrelated clinics, to explore partnership opportunities (Central)	No		Existing services within and beyond corridor have built upon such partnerships
	f	Encourage mixed uses including affordable residential and multifamily (Central)	No		Commercial Corridor does not account for this. See also "Streetscape New Development" tab. Will be incorporated in write-up; already implemented by MU-2 zoning.
	g	Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity (East)	No		29 Road intersection already completed
FINANCIAL	a	Work with private and nonprofit interests to assemble and hold opportunity sites (West/Central)	No		North Avenue Owners Association, formed for these purposes, no longer exists, along with no creation of taxing district, make these difficult to accomplish
	b	Share market opportunities with various audiences to encourage investment (West/Central)	No		
	c	Use range of mechanisms – land swaps, low-interest loans, acquisition/write-down (West/Central)	No		
	d	Consider establishing appropriate districts as holding entities (West/Central)	No		

North Avenue Implementation Strategies			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
	e	Problem is less severe near logical development node – probably can use traditional land assembly (East)	No		
PHYSICAL	a	Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations	No		Citywide policy, context-sensitive
	b	Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope	No	Commercial Areas: Commercial Corridor - Building Form and Character (p. 68); ZDC and adopted North Avenue Overlay	
	c	For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines	No	Mixed Use Areas: Neighborhood Center - Parking and Services (p. 70); Mixed Use Areas: University District - Parking and Services (p. 71); ZDC and adopted North Avenue Overlay	
	d	Establish street standards – define the street’s role by district based on the vision and desired character	No		Completed by adoption of North Avenue street section and Overlay
	e	Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops	No		GVT responsible for stops; City secures location with development
	f	Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)	Included in Adopted Zoning Overlay District; City secures cross-access easements with development
	g	Redesign intersections and access points within the nodes to simplify and coordinate signal sequences	No		Ongoing coordination between City and CDOT

North Avenue Implementation Strategies			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
REGULATORY	a	Consider overlay district that is more supportive/encouraging of mixed use	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Completed by adoption of North Avenue Overlay
	b	Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses)	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Commercial Zoning Allows high density
	c	Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners)	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Also, not feasible without taxing district
	d	Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.)	No		
	e	Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.)	No		Completed; ZDC nonconforming and compatibility standards
	f	Work with private and nonprofit interests to provide opportunity sites for residential development	No	Plan Principle 5: Strong Neighborhoods and Housing Choices - How We Will Get There c. Regional Housing Initiatives (p. 28)	

North Avenue Implementation Strategies			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
POLITICAL	a	Request Council support for participation in at least two demonstration projects – enlisting the participation of existing property owners (if feasible), identifying partners, soliciting lender support, and committing a range of tools to assist with filling the gap	No		Completed - Council established and funded matching grant program, resulting in sign modifications and façade renovations
	b	Once a “tool box” of incentives has been assembled, publish a request for development, nonparcel specific to encourage investment	No		
	c	Through this corridor plan process, identify individuals and organizations which have the desire and resources to continue this effort and ensure the implementation strategy is implemented	No		Completed - North Avenue Owners Association, formed for these purposes, no longer exists
	d	Develop a range of “stories” which speak to the interests of different audiences – physical, fiscal, market, financial, etc. – educating about the opportunities and commitment to overcome barriers	No		
	e	Encourage transitional programs (e.g., job training, adult education) that provide positive daytime activities for homeless shelter population	No		Completed by HomewardBound

North Avenue West Corridor Plan Vision		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
We are planning North Avenue for people and places, a crossroads of Grand Junction, a corridor to the City Center (see graphic on following page). A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities. The North Avenue corridor is suffering with a higher vacancy rate, nearly double than the rest of the City combined. Major vacancies have occurred in the Eastgate and Teller Arms shopping centers in the recent past, both of which are located east of 12th Street outside of this planning area, but no less affect the West Corridor Study area. It is certainly understandable that the entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs to cross over both planning areas and must be planned together and either be the same or at the very least complement each other. The North Avenue West Corridor Plan includes an overall strategy to revitalize the corridor and support its continued growth in order to promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor. Specific strategies for the implementation of improvements have been identified and include the following:		Yes		Add the following narrative below to North Avenue Corridor Subarea narrative. "North Avenue is a corridor for people and places, a crossroads of Grand Junction, a corridor to the City Center and Colorado Mesa University. A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities. The entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs must be planned and complement private revitalization of adjacent properties and promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor."	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
a	Create services at the neighborhood level and for the student population	No	Plan Principle 4: Downtown and University Districts - A Maturing University (p. 22) and How We Will Get There 1.v. University District (p. 23)		
b	Improve mobility for pedestrians, bicyclists and transit riders	No	Plan Principle 4: Downtown and University Districts - How We Will Get There 2.a Pedestrian and Bicycle Network (p. 24); Mixed Use Areas: University District - Circulation and Access (p. 71)		
c	Create a significant “neighborhood” of residential, retail, commercial, entertainment, educational and public activity areas.	No	Mixed Use Areas: University District - Mix and Relationship of Uses (p. 71)		

d	Designing the Public Realm. Develop guidelines for design that answer the questions: (1) What is the appropriate setback related to the public right-of-way? (2) What should happen between the street curb and the front of the building? (i) What is appropriate landscaping? Should it be a combination of landscaping and hardscape? (ii) Pedestrian amenities: what should they include? (3) Where should parking be located? How should it be accessed from the building(s)? (4) What is the function of public streets? (i) What role do alleys and neighborhood streets play in traffic circulation? (ii) What is the functionality of North Avenue and how does that interface with the street edges?	No	Mixed Use Areas: University District - Circulation and Access, Parking and Services, Streetscape (p. 71)	All of these questions were addressed with the adoption of the North Avenue Zoning Overlay	
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North Avenue West Corridor Plan Guiding Principles			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
SAFETY	a	Safe pedestrian access on North Avenue Corridor, along and across the corridor. Key crossings include 1st, 3rd, 5th, 7th, 10th and 12th.	No	Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70)	North Avenue Zoning Overlay provides requirements for an 8 ft. detached concrete trail with an 8 ft. parkstrip. The 1st Street, 5th Street, 7th Street, 10th Street and 12 Street pedestrian crossings all have a traffic signal and painted crosswalks. The 3rd Street crossing is for pedestrian and bicycles and unsignalized. CDOT in 2022 constructed a median refuge area for those crossing North Avenue at 3rd Street to do so more safely.	
	b	Provide adequate lighting along the corridor.	No	TEDS standards for street lighting updated in 2023. ZDC updated in 2023 requires adequate onsite lighting for parking areas.	CDOT completed a capital project in 2022 reconstructing all North Avenue medians, eliminating vehicular access points and upgrading streetlights.	
	c	Provide access management by limiting the number of access points onto North Avenue and keep medians.	No	Plan Principle 6: Efficient and Connected Transportation - How We Will Get There 2.f. Access Management	Required by CDOT as part of Access Permits. North Avenue Zoning Overlay and TEDS manual require shared access and closing down duplicate access points.	
	d	Provide a safer environment for bicycle traffic.	No	Plan Principle 6: Efficient and Connected Transportation - How We Will Get There 4.e. Bicycle Facilities; Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70); Mixed Use Areas: University District - Circulation and Access (p. 71)	North Avenue Zoning Overlay provides requirements for an 8 ft. detached concrete trail with an 8 ft. parkstrip. Bicycles are allowed to use the trail. TEDS manual updated in 2023 requiring safer pedestrian and bicycle infrastructure.	
	e	Provide bus pull-outs at transit stops.	No	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70)	North Avenue Zoning Overlay's requirement for an 8 ft. wide parkstrip accomodates a pus pull out where appropriate. The Zoning Overlay also accomodates other transit amenities within the parkstrip.	
	Creating standards that support the vision and corridor as a destination and a crossroads. Create standards for:		No			
	a	Landscaping	No		See ZDC Section 21.07	

AESTHETICS	b	Signage	No		See ZDC Section 21.10	
	c	Way finding	No		See Pedestrian and Bicycle PlanGoal Multi-Modal Community, Objective M6 "Initiate a comprehensive wayfinding and signage study to create a crossistent strategy for connectiing people walking , biking, and driving to downtwon and other key destinations.	
	d	Building architecture	No		See ZDC Section 21.05.060 and ZDC Section 21.05.070	
	e	Building location	No		Zoning Overlay incentivizes constructing buildings at a zero setback along North Avenue.	
	f	Lighting	No		See ZDC Section 21.11 for outdoor light. Also see TEDS manual for Pedestrian lighting requirements.	
	g	Entry features	No		C2, PP3, G7, p.21 strategy 7 -Continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties. B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city.	
	h	Banners (pedestrian scale)	No		Banners around the University have been installed.	
	i	Public spaces (medians, pocket parks and plazas)	No		See Parks, Recreation & Open Space Master Plan. Also, C2, PP3, G7, p.21 strategy 7 - B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city. And c. Streetscape - Continue to implement cost-effective improvements to the streetscape, including functional improvements to hardscape and green infrastructure as well as artistic and design elements.	

PLACEMAKING	Envisioning North Avenue holistically, a corridor that is a destination itself, not simply a street to travel through.		Yes		Added that this is a corridor that is a destination and not simply a street to travel through to the proposed narrative in Ch 4 Area Specific Policies under "Mix and Relationship of Uses".	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
	a	Establish an entrance; you have arrived; slow down.	No		C2, PP3, G7, p.21 strategy 7 -Continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties. B. Design Standards - Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city.	
	b	Establish three subareas or districts and create a vision for each. (1) Automotive Sales and Service District (I-70B to 1st Street). (2) Sherwood Park Mixed Use District (1st Street to 5th Street). (3) Educational/Student Commercial and Entertainment District (5th Street to 12th Street).	No		Although the Corridor Plan's concept for the long road corridor was to create separate named districts for the 4 mile corridor which has not occurred exactly as planned there has been some establishment of corridor areas. In the 2020 Comprehensive Plan the following was established: 1) A mixed Use area between 1st Street and 12th Street on the north side of the corridor, 2) a mixed use corridor between I-70 on the west to 7th Street on the south side of the corridor, and 3) University District area that is adjacent to North Avenue on the north side between 1st Street and 17th Street.	
	c	Create parking areas. Locate parking to the rear of businesses.	No		Zoning Overlay incentivizes constructing parking lots on the rear and side of the building promoting the building location to be along North Avenue.	
	d	Encourage outdoor spaces/uses (i.e., outdoor seating, plazas).	No		Permitted and encouraged in North Avenue Zoning Overlay.	
	e	Create work/live opportunities (mixed use).	No	MU-2	Allowed within current Zoning of MU-2	
	f	Establish entertainment venues.	No	MU-2	Allowed within current Zoning of MU-2	
	g	There is a need for hotel(s).	No		This is market driven. CMU has constructed a Hotel on their Campus.	

NEIGHBORHOOD IMPACTS	Minimize impacts to existing neighborhoods as Neighborhood Centers are established on 3rd Street between North Avenue and Sherwood Park and in the vicinity of Colorado Mesa University. As future university expansion occurs west to 7th Street and subsequent university supportive development occurs north and south of North Avenue between 5th Street and 12th Street, mitigate potentially negative impacts on existing neighborhoods.		No		C2, PP4, p. 22-24	
	a	Establish 3rd Street as a mixed use center (increase density and intensity) and tie to Sherwood Park.	No		Comp Plan Land Use map establishes area as Mixed Use.	
	b	Allow for university expansion to 7th Street.	No		In Progress. Supported by C2, PP4 Downtown and Univeristy Districts	
	c		No		North Avenue Overlay incentives and standards apply only to properties that abut North Avenue which encourages higher intensity development to occur along North Avenue. These standards do not apply to secondary streets and residential areas to the north and south of North Avenue.	
	d	Minimize traffic impacts to existing and future residential areas.				
		Encourage the use of secondary streets for neighborhood traffic circulation and buffering from more intensive uses.	No		Required by TEDS that lower order streets are to provide for access into sites.	

North Avenue West Corridor Plan Recommended Street Cross-Section		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
The recommended street cross-section is Option 3. After taking into account the survey results, public comments received at open houses, focus group meetings, the work by the Technical Advisory Committee for this corridor plan, and the financial costs for construction, the street cross-section in Option 3 was selected. Option 3 incorporates the most features the public stated as being important. These features include creating an improved, more aesthetic and safer pedestrian corridor and include bike lanes. These features are also found in Option 4, but Option 3 is financially a better choice than Option 4. Option 4 would require reconstruction of the curb and gutter and adding additional pavement to the street while Option 3 works within the existing curb and gutter or street width. Both options will require 10 additional feet of right-of-way to improve the pedestrian and landscaping areas.		Yes		See TEDS Minor Arterial cross section 100 ROW width. Move sheet shown here to TEDS from North Avenue Plan.	Amend TEDS to include section for North Avenue

North Avenue West Corridor Plan Elements		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
Creating a more unified street edge condition along North Avenue.	Creating a more unified street edge will improve the overall character of the corridor. This can be accomplished by:		Yes	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70), Mixed Use Areas: University District - Streetscape (p. 71) There are many tools that can be used in design of a streetscape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. The creation of a unified street edge along North Avenue improves the overall character of the corridor that can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian lighting, trees, benches and other amenities creates a pedestrian environment and encourages walking and riding a bicycle. Improving signage by replacing pole-mounted signs with monument signs can reduce the visual clutter of the pole-mounted signs, and provide an opportunity for street trees and can be seen by pedestrians and passing traffic.	Add language to Mixed Use Corridor - Streetscape
	a	Consolidating existing curb cuts and parking lots.			
	b	Providing more definition to vehicular entryways.			
	c	Adding sidewalks and plantings.			
	d	Adding pedestrian scale street lights, trees, benches and other amenities.			
	These suggested changes to North Avenue will create a more pedestrian friendly environment and encourage local residents to walk. Most of these improvements can be made within the existing street right-of-way. East of 1st Street, the future overall width of the right-of-way will be 100 feet with right-of-way dedication needed up to 50 feet from each development on both sides of North Avenue.		No	Mixed Use Areas: Mixed Use Corridor - Circulation and Access (p. 70); Mixed Use Areas: University District - Circulation and Access (p. 71)	
Intersections	The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO's guide for the Planning, Design and Operation of Pedestrian Facilities (2004).		No		Outdated AASHTO
	a	Clarity. Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;			
	b	Predictability. Drivers know where to expect pedestrians;			
	c	Visibility. Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;			
	d	Short Wait. Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;			
	e	Adequate Crossing Time. The appropriate signal timing for all types of users to cross the street;			

Designing Street Int	f	Limited Exposure. Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and				
	g	Clear Crossing. Eliminating barriers and ensuring accessibility for all users.				
	Signalized intersections typically have marked crosswalks, walk/don't walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The North Avenue West corridor currently has six signalized intersections. Most of these signals are located at approximately one-quarter-mile intervals. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are					
North Avenue Streetscape	There are many tools that can be used in design of a streetscape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. Street furniture such as benches, art sculptures, plantings and trash cans dispersed within pedestrian ways and civic spaces encourages pedestrian use and provide a sense of belonging. Pedestrian lighting provides a safer environment in the evening encouraging businesses to stay open longer hours, providing a catalyst for activity and nightlife.		Yes		Included within proposed "Streetscape", see above	Add language to Mixed Use Corridor - Streetscape
	The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entryways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or ride a bicycle. Most of these improvements can be made within the existing street right-of-way.					

Building Adjacent to Street	In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. Building adjacent to the street makes the buildings easier to see and identify from North Avenue. A front door on North Avenue invites foot traffic to go from one business to another. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	Yes		Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Building construction and building signage located directly on the face of the building identifies businesses to those traveling on North Avenue. Front door access to retail/commercial uses should be provided with additional access from the interior side, providing easy access from nearby parking areas. Other improvements include civic spaces such as plazas, corridors, or pocket parks which create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. These improvements along with building adjacent to the street define curb cut entrances and relocate parking to areas to the side and behind buildings. Additional sidewalks an provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.	Add language to Mixed -Use Corridor Building Form and Character
Curb Cut Consolidation	Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It will result in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Areas of potential redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. Redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new mixed use developments. In all cases, each project should provide connectivity to the pedestrian network and include public open space.	Yes		Reducing the quantity of curb cuts along North Avenue enhances the overall traffic safety and character of the corridor and improves vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses and where multiple access points are not needed. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It results in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Each new development project should provide connectivity to the pedestrian network.	Add language to Mixed Use Corridor - Circulation and Access

Residential Land Uses	Multifamily developments adjacent to North Avenue will provide a distinct living option for residents along the corridor. Multifamily development is currently needed by Colorado Mesa University students. That need for housing will continue to grow as the student population grows. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, multifamily development offers a very desirable alternative to single-family housing. One of the guiding principles includes minimizing neighborhood impacts to existing and future residential areas. Minimizing such impacts includes buffering between land uses with landscaping and berms, as well as providing good traffic circulation. Creating and enhancing a grid system of streets and corridors provides traffic a number of choices, thereby dispersing the traffic. A green corridor in a walking environment will create a pedestrian connection with existing neighborhoods and North Avenue providing convenient access to the street for existing residents. On-street parking along the side streets provides parking for visitors. On-site parking areas must provide buffering with residential areas through the use of berms and landscaping.	No	Mixed Use Areas: Mixed Use Corridor - Mix and Relationship of Uses, Circulation and Access (p. 70), Mixed Use Areas: University District - Mix and Relationship of Uses, Circulation and Access, Parking and Services (p. 71)		
Commercial/Retail Land Uses	Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses should be provided on North Avenue with additional access from the interior side, providing easy access from nearby parking. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. Parking lots must buffer themselves from	Yes	ZDC Section 21.07 Landscaping requirements for parking areas.	Included within proposed "Building Form and Character", see above	Add language to Mixed -Use Corridor Building Form and Character
Transit	North Avenue is the highest transit use area for Grand Valley Transit (GVT). All transit stops on North Avenue should be off-street pull-outs. Bus shelters should be incorporated at higher use transit stop locations.	No	Mixed Use Areas: Mixed Use Corridor - Streetscape (p. 70)		No mention of pull-outs, nor mention of transit in University District write-up
Signage	Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs, and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. This philosophy supports a distinction of commercial areas as opposed to individual pad development. It encourages a walking environment and provides for a group of retailers to engage the property as a whole.	Yes		Included within proposed "Streetscape", see above	Add language to Subareas p. 76 by adding the North Avenue Overlay boundary on the map and adding language on North Avenue Corridor including 1) Mix and Relationship of Uses, 2) Circulation and Access, 3) Building Form and Character, and 4) Streetscape and Signage
	Encouraging buildings to be constructed next to the street allows the building along with signs on the face of the building to advertise the business to passersby on North Avenue. In effect, the building becomes part of the sign advertising the business, helping the public identify the business.	Yes		Included within proposed "Building Form and Character", see above	

These recommended changes to signage west of 12th Street are also part of the recommendations found in the 2007 North Avenue Corridor Plan adopted by the City of Grand Junction for North Avenue east of 12th Street.



North Avenue West Corridor Plan Districts		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
The North Avenue West Corridor Plan is divided into three districts. Each district is unique and should transition from one to the next. The goal for each is to establish its own identity providing a sense of place. “Placemaking” is a process of creating a place that will attract people because the place is pleasurable or interesting and encourages people to come back again and again. Maintaining North Avenue as a destination is very important to its long term sustainability and for the City as a whole. Creating three districts along this section of North Avenue allows diversity and encourages a unique vision for each. (Additional maps are located in the Appendix.)		No	The 2020 One Grand Junction Comprehensive Plan Land Use Map establishes this area of North Avenue as a Mixed Use area and includes it within the Downtown and Univeristy District Plan Principle 4	With the Comprehensive Plan changes, this portion of the North Avnue West Corridor Plan is no longer valid and is superceded by the Comp Plan.	
Automotive Sales and Service District.	Located on the west end of North Avenue and comprising only seven properties, the plan is recommending little change for the Automotive Sales and Service District. This area has long been established as a commercial area with car sales and services. The area currently comprises a mix of automotive sales and service businesses, a furniture store and other retail and service businesses. The continued indoor and outdoor retail and service are appropriate and expected to continue for this area of the plan. The Automotive Sales and Service District serves as the west entrance to the four-mile-long North Avenue corridor. The large existing landscaped open space within the public right-of-way along the south side of the corridor is extremely important as an entry feature. It is important to maintain this feature into the future.				
	a Vision. Continue to serve as an automotive and services center for the Grand Junction area.				
	b Street Cross-Section. North Avenue (through this district) is a State Highway (U.S. Hwy 6) designed with a frontage road along the north side and an interchange using slip lanes at its intersection with I-70 Business Loop. The plan does not recommend any changes to this street section as it does for the other two districts, except for providing for future pedestrian and bicycle facilities. Pedestrians and bicycles are now left to their own to navigate this section of the corridor. It is recommended that off-street pedestrian and bike paths be constructed on both sides of the corridor. Along the south side of the corridor a future path should be located within the landscaped open space. On the north, a path should be constructed along the existing frontage road and any future frontage road that is built as part of redevelopment of that area.				
	c Existing Traffic Issue. Vehicular traffic currently backs up along westbound North Avenue at the intersection of 1st Street. This traffic issue is the result of motorists’ need to get in the right lane prior to the left-turn lane for the Ed Bozarth car dealership. West of 1st Street the left through lane ends and requires a left-turn movement at Ed Bozarth; therefore, many motorists are queuing up in the right lane east of the traffic signal at 1st Street and North Avenue to avoid this conflict. This plan recommends that a dedicated left-turn lane be constructed at Ed Bozarth allowing both westbound lanes to be used by vehicular traffic heading west (see exhibit). This will allow for the motorist not to have to move over to the right lane east of 1st Street which often creates a back-up of traffic for a block or more.	No	This right lane traffic issue was solved by CDOT when widening occurred after the North Avenue West Plan was adopted.	Implementation Completed	
id-Use District.	The Sherwood Park Mixed-Use District comprising that area from 1st Street to 5th Street has many existing multifamily, office, retail and service businesses already. The Comprehensive Plan identifies this area as a Neighborhood Center and encourages infill and redevelopment, providing additional density and intensity. This plan recommends that the core area of the Neighborhood Center be established along 3rd Street from North Avenue to Sherwood Park. This location is ideal with its proximity to North Avenue, a major arterial street providing access to the core area and the park a couple of blocks to the north. Sherwood Park provides open space opportunities and public facilities for the Neighborhood Center. Parking for businesses should occur to the rear or side of businesses, and shared parking facilities are encouraged.		The 2020 One Grand Junction Comprehensive		

Sherwood Park Mixe			No	Plan Land Use Map establishes this area of North Avenue as a Mixed Use area.		
	a	Vision. Establish a mixed-use center as identified in the Comprehensive Plan.				
Educational/Student Commercial and Entertainment District.		Students define a large part of what is happening and what is expected to happen in this district. This plan encourages future business growth centered on the needs of the student population (both high school and college students) and the needs of a higher learning institution, in addition to the community at large. During the planning process both Colorado Mesa University students and Grand Junction High School students voiced their desire and need for more student-oriented services including food establishments and entertainment venues within this area of North Avenue from 5th Street to 12th Street. Apartment living already exists in this district and adjacent areas, many of which house college students. Colorado Mesa University added new on-campus housing over the past several years for nearly 1,000 students. As the student population grows additional housing for students will be needed. Students commuting to the university often park on the residential streets near the campus adding to the number of pedestrians using this corridor. With students comes the need for pedestrian access and amenities. Parking for businesses and students creates high demand for parking on neighborhood streets. Parking along Glenwood Avenue and Belford Avenue helps meet this parking demand; however, shared parking facilities need to be considered and planned for as the demand for parking continues to increase.	No	The 2020 One Grand Junction Comprehensive Plan Land Use Map establishes this area of North Avenue as a Mixed Use area and includes it within the Downtown and Univeristy District Plan Principle 4	With the Comprehensive Plan changes, this portion of the North Avnue West Corridor Plan is no longer valid and is superceded by the Comp Plan.	
	a	Vision. Provide appropriate housing, businesses and services for the student population and in support of the existing and future university educational facilities.				

North Avenue West Corridor Plan Implementation		Add to Area-Specific Policies?	Current Corridor Plan or Area-Specific Policy Reference and Text	Notes	Potential Next Steps
Creation of Overlay Districts	Create an overlay district for both the North Avenue West Corridor Plan (I-70B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70B). Include the following elements in the overlay district:	No	See Municipal Code Chapter 23.12 - Overlay Zone District Standards and Guidelines adopted in 2013.	Complete	
	a Establish a street cross-section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.				
	b Create landscaping and setback standards for the corridor that will:				
	1 Incorporate design features found in the street cross-section.				
	2 Support the placement of buildings adjacent to the street.				
Establish Implementation Tools	3 Establish desired buffering and landscaping between residential and commercial uses and other plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.	No	TCP have been reduced	Existing Policy	
	The following are possible tools that can be considered within or without an overlay district. Some will require a change in current policy and will need to be formulated and approved by the Grand Junction City Council. Others will require existing property owners to join together to implement.				
	a Form a Business Association. Businesses in a given area can come together voluntarily to create an association for the improvement and enhancement of their properties and businesses. This can include creation of covenants that run with the land and provide for assessments on the parcels of land subject to the covenants.				
	b Require New Development to Build the Detached Sidewalk and Other Improvements. Construction of detached sidewalks can occur along any frontage with sufficient right-of-way, but requires the sidewalk to transition back to the existing attached sidewalk on both sides of the property being developed. Local examples of this can be found on other corridors as well as North Avenue. The picture taken of 12th Street north of Orchard Avenue (to the right) is an example of this concept of transitioning the sidewalk on both sides of the development.				
	c Modify the Transportation Capacity Payment (TCP) Fee for the Corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.				
	d Define and Create a Business Improvement District (BID). Section 51-25-101 C.R.S. et seq. authorizes the formation of business improvement districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the district and appoint a board of directors. Under the statute, the district is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the district. All property assessed in a BID must be commercial property. The tax or mill levy is set by the district up to a limit of 5.0 mills (.005) upon every dollar of the valuation assessment of taxable property within the district. The Mesa County Assessor would collect the mill levy for the district through property taxes. These tax dollars can be used by the district for infrastructure, aesthetic treatment and other improvements within the district which will benefit the district members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BIDs currently exist are the downtown area and Horizon Drive.				
	e Special Improvement District. The focus of a special improvement district (SID) is for capital improvements and infrastructure. A SID is formed by petition of property owners of more than 50 percent that will bear the costs assessed by the district and established by the City by ordinance. Funding comes from property assessments and the City constructs any funded improvements.				
	f Create a Tax Increment Financing (TIF) District. Colorado law allows municipalities to establish urban renewal authorities (URAs) to finance public improvements such as streets, sewers, sidewalks, and other infrastructure related to residential, commercial, or industrial development; to redevelop slum or blighted areas; and to fund private economic development. The primary source of funding for urban renewal projects in Colorado is tax increment financing (TIF). TIF is a method whereby a portion of the property taxes levied by all taxing authorities within an urban renewal area are reallocated to the municipality that is undertaking the urban renewal project. Tax increment financing (TIF) is a mechanism for funding redevelopment projects in Colorado exclusively targeted at improving blighted areas. State law in Colorado authorizes urban renewal authorities (URAs) and downtown development authorities (DDAs) to use TIF for projects that improve blighted areas. TIF allows an authority to issue and repay redevelopment bonds by using the "increment" of increased taxes collected within the TIF district after improvements are made (§ 31-25-101 C.R.S. et seq.). Tax increment revenue may be generated from property or sales taxes. The property-improvement fee (PIF) is a sales-tax version of TIF: some or all sales taxes from a retail development are diverted to subsidize the development.				
	g Urban Renewal Authority (URA). An urban renewal authority (URA) can be established to eliminate blighted areas for either development or redevelopment. It is done with purchasing land, rehabilitating, and/or selling land for development. Financing occurs through tax increment financing (TIF) that must be approved by the county, on property and/or county approved sales tax. A URA is governed by a City Council appointed commission. The authority has the ability to issue some types of bonds to finance projects.	No		City staff approached the North Avenue Business community 10 years ago and found little interest in establishing a BID or TIF or an Urban Renewal Authority.	
	h Establish Incentives for Development and Redevelopment Along the Corridor. Establish a City infill and redevelopment policy and define what types of activities would receive consideration for development incentives. Incentives can include many different choices including paying required fees, constructing off-site improvements, undergrounding utilities, etc.				

Area-wide goals and policies			Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Reference and Text	Potential Next Steps/Notes
GOALS	1	Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Also Vibrant Together: Connectivity p. 46.	
	a	Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees, appropriate to and complementary of the adjacent land use.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Also Vibrant Together: Connectivity p. 46. TEDS	
	b	Street design will achieve a balance between travel mobility, land use access and livability and improve connections to the Greater Downtown area and the connections between subdistricts.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Chpt 4 Mixed Use Areas: Downtown Core Circulation and Access and Streetscape p. 71. Also Vibrant Together: Connectivity p. 46.	
	c	Emphasize “walkability” of the downtown area through street design that is pedestrian friendly to provide a foundation for a safe, active and livable area, including sidewalks, accessibility improvements, bicycle facilities, off-street trail connections and safe crossings, where appropriate.	No	PP 6. p. 32 1. Continue to develop safe, balanced and well connected transportation system that enhances mobility for all modes. Chpt 4 Mixed Use Areas: Downtown Core Circulation and Access and Streetscape p. 71. Also Vibrant Together: Connectivity p. 46.	
	2	Establish and improve entry points into the Greater Downtown area (refer to the wayfinding and signage map in GJMC 36.16.070).	No	Vibrant Together p. 35. and p. 46 C.4 Initiate a Gateway and Wayfinding study to improve ease of navigation for pedestrians, bikes and vehicles in downtown.	
	a	Street and streetscape design will include signage, landscaping and other design elements to delineate appropriate entry points into Greater Downtown.	No	Vibrant Together p. 35. and p. 46 C.4 Initiate a Gateway and Wayfinding study to improve ease of navigation for pedestrians, bikes and vehicles in downtown.	
	3	Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District.	No	PP 5 p. 25 Expanded housing options p. 71 Area Specific Policies: Mixed and relationship of uses.	
	a	Support a regional housing strategy with an emphasis on infill, downtown housing.	No	Housing Strategy	City Council adopted a Housing Strategy in 2021
	b	Promote development patterns and regulations that accommodate vertical mixed-use development, primarily in the Central Business District.	No	PP 5 p. 25 Expanded housing options p. 71 Area Specific Policies: Mixed and relationship of uses. Building Form and Character	Completed in both adopted Comprehensive Plan and DDA Plan of Development

	4	Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.	No	Chpt 3 Land Use and Growth: Mixed Use Land Use. Chpt 4 Area Specific Policies, Mixed Use, Downtown Mix and Relationship of uses.	
	i	Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.	Yes	Completed. Areas defined in adopted Overlay ZDC 24.04.010 Figures 2 and 3.	Amend Comprehensive Plan to include maps of subareas and corridor areas after existing page 75 in the Comprehensive Plan.
	ii	Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.	No	Chpt 3 Land Use and Growth: Mixed Use Land Use. Chpt 4 Area Specific Policies, Mixed Use,	Completed

Downtown District goals and policies			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps/Notes
ALS	1	Maintain and enhance the economic, cultural and social vitality of the Downtown District.	No	PP 4 p. 23 1. Cultivate energetic and livable greater downtown and university districts that balance the needs of residents, students and visitors. Vibrant Together Placemaking p. 51 Ideas 1-6	
	a	Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.	Yes	Completed. Areas defined in adopted Overlay ZDC 24.04.010 Figures 2 and 3.	Amend Comprehensive Plan to include maps of subareas and corridor areas after existing page 75 in the Comprehensive Plan.
	b	Implement infill and redevelopment policies that support downtown.	No	Infill Policy	Completed
	c	Encourage a wide mix of uses, offering retail and commercial services at ground level and business/office/residential on upper floors in all but residential areas.	No	Land use Plan and Vibrant Together	
	d	Maintain and expand public amenities and services in the Downtown District.	No	PP 4 p. 23 1. Cultivate energetic and livable greater downtown and university districts that balance the needs of residents, students and visitors. Vibrant Together Placemaking p. 51 Ideas 1-6	
	e	Enhance and preserve Whitman and Emerson Parks to integrate the space into the downtown fabric and encourage use by the community.	No	PROS. Vibrant Together Placemaking B4 p. 90	Completed. Parks are both being renovated with new uses proposed.
	f	The City with assistance from the Downtown Development Authority will explore the alternative street configuration to relocate the one-way couplet of streets that are currently Ute and Pitkin Avenues to utilize Pitkin and South Avenues for this purpose.	No	CDOT has moved ahead with plans for Ute and Pitkin Avenues that are currently under construction. Thus, this option is no longer valid.	
	g	Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.	No		Study completed. Streets to remain one-way but currently being updated/under construction.
	h	Within the CBD, encourage shared parking, discourage single-use, surface parking and develop new means of paying for shared parking (e.g., develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).	No	PP4 p. 24 2c. Continue to manage and improve upon the utilization of existing public parking facilities in Downtown. Vibrant Together 5. p. 51 Develop parking programs to better utilize parking.	
	2	Require density/intensity in the Downtown District as prescribed by the Comprehensive Plan, primarily within the Central Business District.	No	General policies in Overlay, ZDC	
	a	Strengthen means of implementation that promote vertically mixed-use structures, primarily within the CBD.	No	General policies in ZDC, Comp Plan, Vibrant Together	
	b	Require minimums in height and density/intensity for new development in the CBD.	No	Overlay 24.12.100 (a) minimum building height in Downtown Core.	

c	Require minimal or no building setbacks within the Downtown Core to maximize site intensity/density.	No	Code, Overlay 24.12.100 (b)(1) Max building setbacks, Vibrant Together	
3	Develop a pedestrian-oriented, walkable Downtown Core.	No	General policies in ZDC, Overlay, Vibrant Together	
a	Discourage uses on ground level that do not support pedestrian activity.	No	Overlay c. architectural character. Vibrant Together Big Ideas 2. p. 35 Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river	
b	Require building facade details that activate the ground floor, particularly on corner buildings to activate north-south streets.	No	Overlay c. architectural character. Vibrant Together Big Ideas 2. p. 35 Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river	
4	Stabilize and enhance the residential subareas.	No	Overlay. Residential Areas Standards and Guidelines	
a	Discourage further encroachment of nonresidential uses into the established residential neighborhoods.	No	Overlay 24.12.120 (a) and (b)	
b	Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.	No	Overlay 24.12.130 Architectural considerations	
c	Establish design standards for the transitional subareas to emphasize use and development compatibility with adjacent residential areas.	No	Overlay Transitional Areas Guidelines and Standards	
d	Promote the establishment of neighborhood watch and neighborhood organizations.	No	PP10 Safe, Healthy and Inclusive Community; p. 47 1.g	
5	Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.	No	Overlay established subareas and corridors with unique guidelines and standards for each.	
a	Develop a set of guidelines within each subarea to address building and facade design, streetscape, landscape and other elements of site development.	No	Overlay completed/adopted	Completed
6	Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.	No	Vibrant Together: Some projects underway or in Planning Phases. Development Ideas p. 77 Catalyst Projects	
a	Plan and budget for strategic property acquisition for future development.	Yes	Vibrant Together: Development Idea 4 p. 76 Leverage the Downtown Partnership financial tools to incentivize development. PP 11	
b	Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.	No	Vibrant Together: Development Idea 4 p. 76 Leverage the Downtown Partnership financial tools to incentivize development. PP 11	

Rail District Goals and Policies			Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Reference and Text	Potential Next Steps/Notes
GOALS	1	Preserve the opportunity for heavy industry and rail service that supports it.	No	PP 1. p. 15 g. Agricultural and Industrial Roots	
	a	The City will maintain industrial zoning in those areas served by rail lines and sidings.	No	Chapter 3 Land Use Plan	
	2	Recognize distinction between “industrial” streets such as 9th and 12th Streets and “public” streets 7th Street and Riverside Parkway.	No	Chapter 4 Area-Specific Policies - for Downtown Core address Circulation and Access. Overlay Corridor Guidelines for Commercial/Industrial ZDC 24.08 II. And III..	Completed. Most recent Circulation Plan and TEDs include classification and street sections of these streets as major collectors.
	a	Develop street sections that reflect the differences in development patterns along and the use of the street.	No	Completed. TEDS recently updated and adopted.	
	b	Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.	No	Completed. Circulation to get to C 1/2 is circuitous - limits traffic on C 1/2	Completed
	3	Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.	No	Commercial area specific policies p. 75. Identifies 7th and parkway as commercial area and lower Downtown Subarea character areas	
	a	Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.	No	Overlay corridor Guidelines and Standards	
	4	Re-establish and improve a street grid in the Rail District.	No	Overlay corridor Guidelines and Standards. Functional improvements in Comp Plan Site Specific p. 78; TEDS	
	a	The City will implement the Grand Junction Circulation Plan in the Rail District, including construction of new streets as development occurs in the industrial and commercial/industrial areas.	No	Ongoing. TEDS, Circulation Plan, Bike Ped Plan	

River District goals and policies			Add to Area-Specific Policies?	Current Comp Plan or Area Specific Policy Reference and Text	Potential Next Steps/Notes
GOALS	1	Create/maintain/enhance a green waterfront.	No	PP 1 Retaining Character. PP 7 Great Places and Recreation p. 37 1.e. p. 38 Colorado River Trail. PROS plan	
	a	Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.	No	PP 8 Resource Stewardship 4.b. p. 42 Collaborate with partners on resource preservation. PROS plan	
	b	Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.	No	PP 8 Resource Stewardship 4.b. p. 42 Collaborate with partners on resource preservation. PROS plan	
	2	Create retail, general commercial and mixed use opportunities that complement the uses along the riverfront.	No	Chapter 5 Land Use Plan	
	a	Utilize zoning, overlay districts and incentives for development and redevelopment of complementary uses.	No	Complete. Overlay districts; incentive areas established	Complete
	3	Create/enhance redevelopment opportunities and partnerships.	No	Vibrant Together, ongoing	
	a	The City will work with the Downtown Development Authority to expand its boundaries.	No	Vibrant Together, ongoing	
	b	The City will consider implementation of incentive strategies for redevelopment.	No	Vibrant Together, ongoing	
	c	The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.	No	Complete - Dos Rios Underway. Vibrant Together	Complete

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 58-07

A RESOLUTION AMENDING THE GROWTH PLAN OF THE CITY OF GRAND JUNCTION TO DESIGNATE APPROXIMATELY 162 ACRES LOCATED WITHIN THE H ROAD/NORTHWEST AREA PLAN, FROM "RURAL" TO "COMMERCIAL/INDUSTRIAL"

Recitals:

After six months of study and public input, the City of Grand Junction and Mesa County staff made a recommendation to a Joint City/County Planning Commission on the Future Land Use designations of the H Road/Northwest Study area, which area is generally bounded by 22 Road on the east, H Road on the south, approximately 21 ¼ Road on the west and H ½ Road on the north; and also including five parcels located at the southeast corner of H Road and 22 Road west of the Persigo Wash and north of the Independent Ranchman's Ditch, to change all existing land within this Plan Area designated as "Rural" to "Commercial/Industrial".

The City of Grand Junction and Mesa County Planning Commissions held a joint Public Hearing on March 27, 2007 to consider changes to the Future Land Use Map for the H Road/ Northwest Study Area.

The H Road/Northwest Area Plan is a planning document that outlines the proposed general land uses for the area, as well as a vision for the area and policies and performance standards to minimize the potential impacts to the existing residential uses adjacent to the Plan area along the 22 Road and H ½ Road Corridors.

This H Road/Northwest Area Plan would become an element of the City's adopted Growth Plan. The Plan changes the Future Land Use Map of the Growth Plan to designate all parcels within the Plan area as "Commercial/Industrial".

The Grand Junction Planning Commission, at their March 27, 2007 hearing, recommended approval of the H Road/Northwest Area Plan after finding the Plan amendments are consistent with the purposes and intent of the Growth Plan and they met the review criteria found in the City of Grand Junction's Zoning and Development Code under Section 2.5.C.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the H Road/Northwest Area Plan is hereby adopted and made a part of the Grand Junction Growth Plan. That all lands in the Plan area currently designated as "Rural" on the Future Land Use Map be redesignated from "Rural" to "Commercial/Industrial" on the Future Land Use Map.

PASSED on this 18th day of April, 2007.

ATTEST:

/s/: James J. Doody
President of Council

/s/: Stephanie Tuin
City Clerk

Title 22. H Road/Northwest Area Plan

Chapter 22.04. Background Information

§ 22.04.010. Background information.

The H Road/Northwest Area Plan is located in the 21 1/2 Road and H Road vicinity. The plan area was added to the Persigo 201 sewer service area (which is the urban growth boundary) in March 2006. This area plan establishes appropriate future urban land uses and policies for ensuring compatible future development options for the study area. In September 2006 the plan (study) area contained:

- (a) Approximately 250 acres;
- (b) Thirty-seven parcels;
- (c) Thirty ownerships;
- (d) Fourteen residences on 13 parcels;
- (e) Fifteen businesses on 16 parcels;
- (f) Eight vacant parcels.



(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.04.020. Planning process.

The planning process began in the fall of 2006 with initial meetings among City, County and Colorado Department of Transportation staff. Focus groups were held to discuss traffic/transportation needs and commercial/industrial needs for vacant land.

Planning staffs conducted baseline inventories and met with in-house and external service providers to help identify key issues prior to meeting with the public. Focus group meetings were held with Grand Junction economic development representatives, oil and gas representatives and property owners along the 22 Road and H 1/2 Road corridors. A public open house was held in November 2006. The entire schedule is outlined below:

September 20, 2006	City/County Meeting #1
October 3, 2006	Base Mapping Completed
October 4, 2006	City/County Meeting #2
October 17, 2006	Focus Group Meeting – Economic Development Needs
October 30, 2006	Focus Group Meeting – Transportation Needs
November 1, 2006	City Council’s Strategic Planning Team #1 Meeting
November 17, 2006	Sent Notice for Neighborhood Meeting
November 29, 2006	Neighborhood Meeting/Open House
December 8, 2006	City/County Meeting #3
January 16, 2007	City/County Meeting #4
February 6, 2007	Sent Invitation Letter to 22 Road and H 1/2 Road Residents
February 15, 2007	Focus Group Meeting – 22 Road and H 1/2 Road Residents
February 21, 2007	City/County Meeting #5
March 8, 2007	Joint City/County Planning Commission Workshop
March 12, 2007	Newsletter/Notice for Public Hearing Mailed
March 27, 2007	City/County Meeting #6
March 27, 2007	Joint City/County Planning Commission Hearing
April 18, 2007	City Council Hearing

Public input was solicited at the open house held November 29, 2006, and the February 15th focus group. Staff also received numerous written comments, phone calls, letters and comments by e-mail, and other personal communications throughout the planning period. The public meetings were well attended, more than 60 individuals signed in at the open house and 17 people attended the focus group meeting. Two newsletters were mailed to every property owner in the planning area and within one-half mile of the plan area. The City Internet website kept the public up-to-date on issues and progress of the plan.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.04.030. Public comments.

Public comments received at the open house were clearly divided between those that expressed a desire to:

(a) Not allow commercial/industrial land uses east of Pritchard Wash and only allow residential densities no greater than residential estates (two to five acres per lot); and

(b) Make the entire study area commercial/industrial including the areas east of Pritchard Wash.



22 Road (north of H Road) in foreground – looking west to Pritchard Wash

The comments from the adjacent residential neighborhood were in opposition to commercial/industrial land uses east of Pritchard Wash for such reasons as compatibility, quality of life, noise, feared loss of property values, etc.

The need for commercial/industrial land uses east of Pritchard Wash was strongly supported by many of the property owners as well as the Grand Junction economic development community, oil and gas representatives, the Grand Junction Area Chamber of Commerce, and the business incubator staff and board. These groups all stated the need for additional commercial/industrial land in the Grand Junction area, especially industrial parcels greater than 10 acres in size.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Chapter 22.08. Plan Adoption

§ 22.08.010. Plan adoption.

Amendment to the Joint Urban Area Future Land Use Plan, an element of the Mesa County Master Plan, and a part of the Grand Junction Growth Plan in recognition that the area was added to the Persigo Sewer Service Area in March 2006.

After six months of review, the City Planning Commission and the Mesa County Planning Commission held a public hearing on March 27, 2007, and approved the H Road/Northwest Area Plan. The City Council held a public hearing on April 18, 2007, and approved the plan. The H Road/Northwest Area Plan includes the following elements:

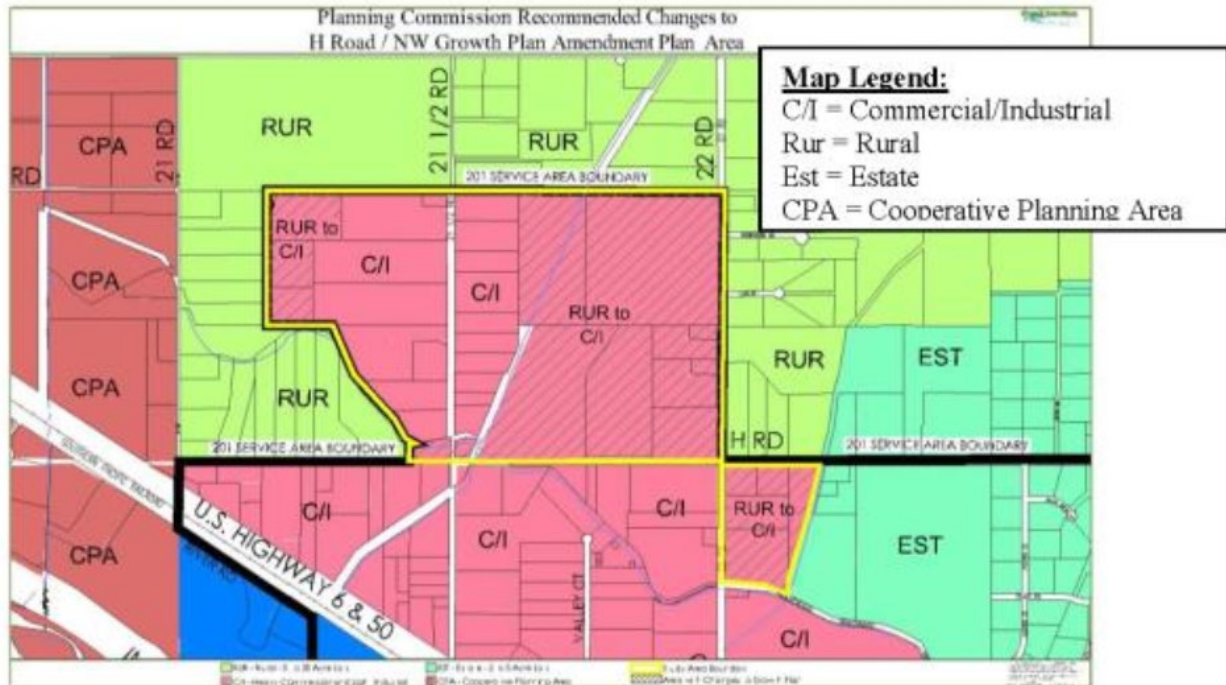
(a) An amendment to the City and County's Future Land Use Map from "Rural" to "Commercial/Industrial" (C/I) for all properties located within the plan area that are currently designated as "Rural."

(b) Adoption of policies and performance standards that will help mitigate impacts to the adjacent residential neighborhood(s) outside of the plan area.

(c) An amendment to the Grand Junction Circulation Plan to include the plan area and establish an appropriate street network that will accommodate future growth in the area.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.08.020. Future Land Use Map.

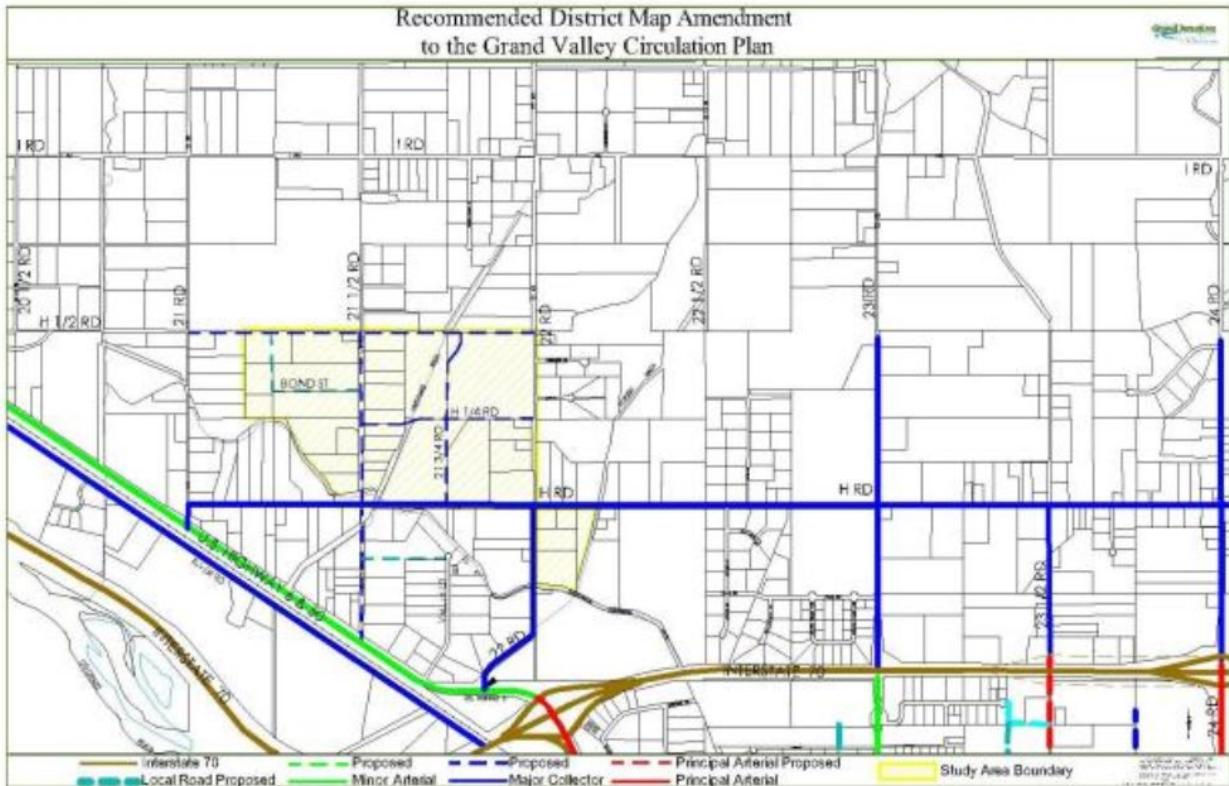


Cross-hatched area illustrates changes to the Future Land Use Map

(RUR to C/I = Rural to Commercial/Industrial)

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.08.030. Grand Junction Circulation Plan Map amendment.



Changes to the Grand Junction Circulation plan (formerly Grand Valley Circulation Plan) include adding major collector roads including 21 1/2 Road between U.S. Highway 6 and H 1/2 Road, H 1/4 Road between 21 1/2 Road and 22 Road, 21 3/4 Road between H Road and H 1/2 Road, and H 1/2 Road between 21 Road and 22 Road. The plan also identifies the need for a local street to be constructed between Valley Court and 21 1/2 Road and Bond Street and H 1/2 Road.

Potential intersection improvements were identified through the planning process for the intersections of 21 1/2 Road and U.S. Highway 6 where the potential exists for a proposed traffic control location such as a traffic signal or other traffic control improvements. The two intersections of Valley Court and 22 Road with U.S. Highway 6 where traffic movements may need to be restricted in the future were not included in the final Grand Valley Circulation Plan (now the Grand Junction Circulation Plan) amendment, although they were identified as needing additional study.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Chapter 22.12. Policies and Performance Standards

Article I. Policies

§ 22.12.010. Affected area.

The following performance standards shall affect the entire H Road/Northwest Area Plan.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.020. Truck traffic.

Site design shall direct truck (operations) traffic to the 21 1/2 Road Corridor. All other traffic including customer or light vehicle traffic may also use 22 Road and H 1/2 Road.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.030. Billboards.

All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Plan boundaries.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

Article II. Performance Standards

§ 22.12.040. Affected area.

Development on all parcels abutting the west side of 22 Road from H Road to H 1/2 Road and the south side of H 1/2 Road from 21 Road to 22 Road shall be required to meet the following performance standards.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.050. Corridor aesthetics/landscaping.

All property frontages along these corridors shall provide at a minimum:

(a) A 25-foot-wide landscaping strip the entire length of the frontage (excluding driveways).

(b) A berm the entire length of the frontage with a minimum of 36 inches in height.

Fencing shall not be allowed within the 25-foot landscape strip with the exception of split rail fences with up to three rails and not more than four feet in height.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.060. Loading docks and fleet parking.

All loading docks and fleet/equipment parking shall be located in the rear half of the lot or behind the principal structure (i.e., south side of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road).

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.070. Outdoor storage and display.

Outdoor storage areas shall be:

- (a) Adequately screened so as not to be visible from adjacent public roads (i.e., H 1/2 Road and 22 Road);
- (b) In the rear half of the lot or behind the principal structure (i.e., south of buildings fronting on H 1/2 Road and west of buildings fronting on 22 Road);
- (c) Trash dumpsters shall be fully screened and located in the rear half of the lot or behind the principal structure.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.080. Parking lots.

All parking lots located within the front half of the parcel or front of the principal structure (adjacent to 22 Road and H 1/2 Road rights-of-way) shall only be used for customer parking.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.090. Architectural standards.

Applies only to building facades facing the 22 Road and H 1/2 Road rights-of-way. Building form shall incorporate projected and recessed elements to provide architectural variety, such as entryways, special functional areas, rooflines, and other features, including the following requirements:

- (a) Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated.
- (b) Large monolithic expanses of uninterrupted facades (greater than 50 feet) are not allowed. Pilasters, texture transitions, windows and stepping of the wall plane are required.
- (c) Buildings with flat roofs shall provide a parapet with an articulated cornice.
- (d) All primary buildings shall use materials that are durable, economically maintained, and of quality that will retain their appearance over time including but not limited to stone, brick, stucco, and pre-cast concretes.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.100. Signage standards.

Only monument style signs at a maximum of eight feet in height with a maximum total of 64 square feet per sign face shall be allowed. Signs shall not be internally illuminated. External illumination is allowed.

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

§ 22.12.110. Other standards.

The following are adequately addressed under existing development codes and City of Grand Junction and Mesa County regulations and therefore conformance must be met through the development process under then-existing code requirements:

(a) Retail sales/wholesale sales area;

(b) Odors;

(c) Glare;

(d) Parking lots;

(e) Lighting standards;

(f) Noise (regulated in § 25-12-103, C.R.S., maximum permissible noise levels, and GJMC § 8.16.010).

(Ord. 4066, 4-18-07; (City) GPA 2007-025, (County) 2007-027 MP1)

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 174-07

**A RESOLUTION ADOPTING THE NORTH AVENUE CORRIDOR PLAN AS A PART
OF THE GRAND JUNCTION GROWTH PLAN**

Recitals:

Elements such as age, dilapidated structures, and high turnover in area businesses along North Avenue have contributed to its deterioration. Being primarily zoned for commercial use has resulted in sporadic disinvestment, underutilized buildings, old strip malls, and vacant property. Phase One of the proposed plan includes North Avenue from 12th Street east to I-70B.

A plan has been completed based on input received from two public open houses, both of which were well attended, as well as focus group meetings to address specific issues. The plan includes an overall strategy to revitalize the corridor, primarily focusing on sustaining and increasing vitality. The proposed plan includes specific key projects and strategies for the implementation of improvements and future investment opportunities that will stabilize the corridor and provide land uses to:

- Fill a 'market gap' in the region
- Create services at the neighborhood level
- Restore the regional destination desire
- Improve mobility for pedestrians, bicyclists and transit riders
- Create a significant 'neighborhood' of residential, retail, commercial and public activity areas

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

The North Avenue Corridor Plan, included as [attached Exhibit A](#), is hereby adopted and made a part of the Grand Junction Growth Plan.

PASSED on this 3rd day of December, 2007.

ATTEST:

/s/: Stephanie Tuin
City Clerk

/s/: Bonnie Beckstein
President of the Council Pro Tem

North Avenue Corridor Plan

September 2007

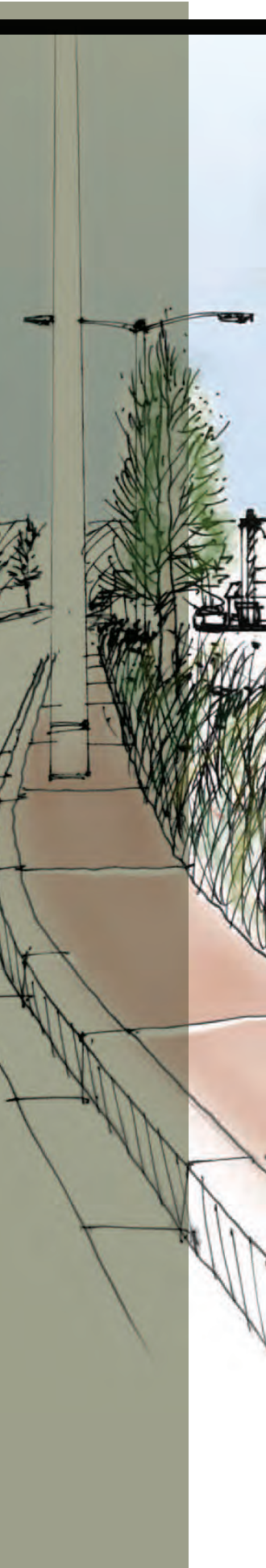




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EDAW was retained by the City of Grand Junction to complete a conceptual Master Corridor Plan for the future development and redevelopment of the North Avenue Corridor. North Avenue is a major east-west commercial thoroughfare, and has experienced significant decline over the last years. The corridor study area includes the intersection at 12th Street, eastbound to the I-70 B business loop intersection, and an approximate one block radius on either side of North Avenue.

This plan includes an overall strategy to revitalize the corridor in order to promote the future development of retail, commercial, office and residential opportunities to sustain and increase the vitality of this corridor. Specific key projects and strategies for the implementation of improvements have been identified including:

- Full-fill a 'market gap' in the region
- Create services at the neighborhood level
- Restore the regional destination desire
- Improve mobility for pedestrians, bicyclists and transit riders
- Create a significant 'neighborhood' of residential, retail, commercial and public activity areas

Success in filling the market gap is dependent in 3 areas; financial, physical and regulatory. The Plan recognizes existing barriers and provides strategies to overcome these:

Financial -

- Work with private and non-profit interests to assemble and hold opportunity sites
- Share market opportunities with various audiences to encourage investment
- Use range of mechanisms – land swaps, low-interest loans, acquisition / write-down
- Consider establishing appropriate districts as holding entities
- Problem is less severe near logical development node – probably can use traditionally land assembly

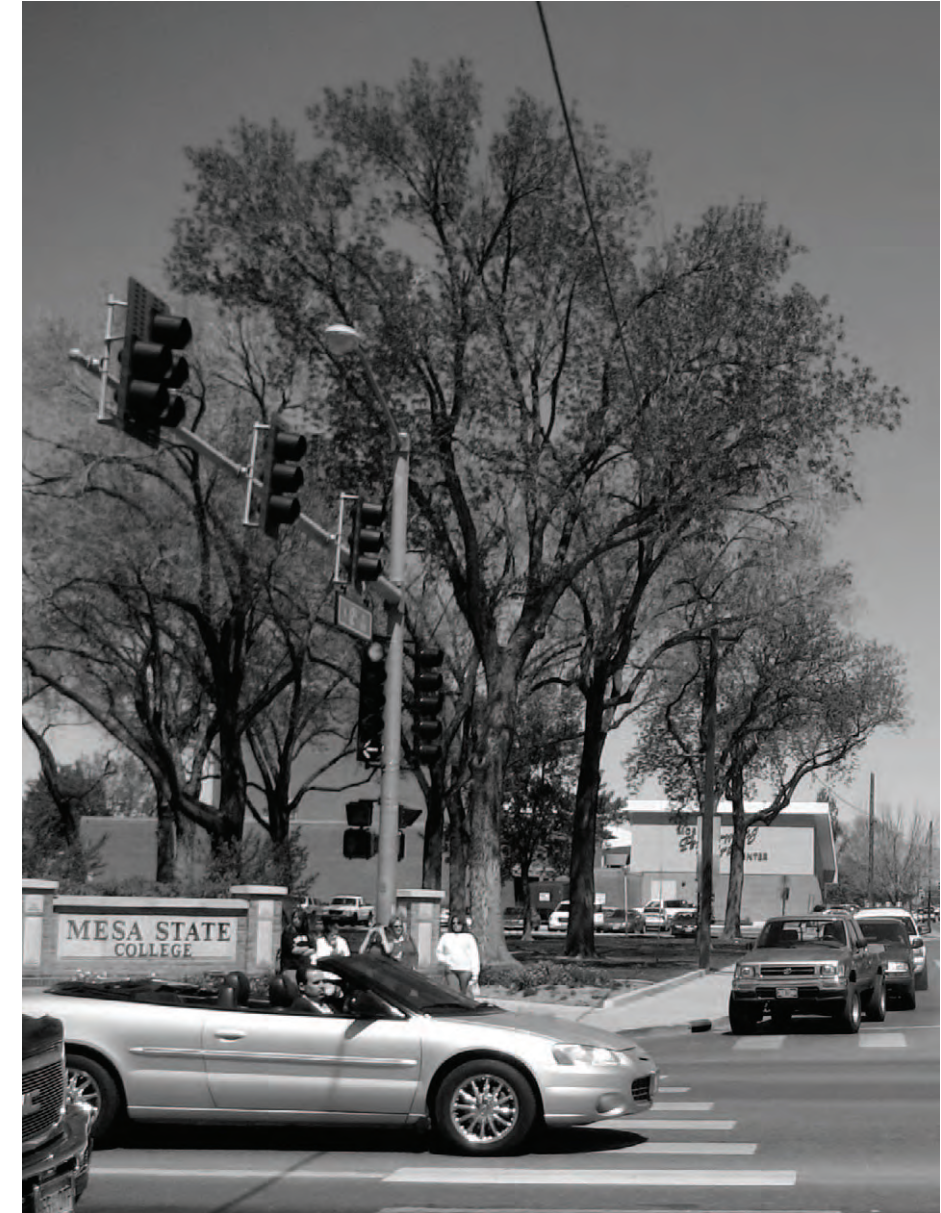


Regulatory -

- Consider overlay district that is more supportive/encouraging of mixed-use
- Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses)
- Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners)
- Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.)
- Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.)
- Work with private and non-profit interests to provide opportunity sites for residential development

Physical -

- Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations
- Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope
- For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines
- Establish street standards – define the street's role by district based on the vision and desired character
- Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops
- Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible
- Redesign intersections and access points within the nodes to simplify and coordinate signal sequences



The key to achieving new development must be initiated on a theme of:

- Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning
- Educate Council about this market reality and prepare them for “filling the gap” of catalyst projects resulting from inflated land prices and other factors
- Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements
- Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity)
- Encourage hospital, or unrelated clinics, to explore partnership opportunities
- Encourage mixed uses including affordable residential and multi-family
- Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity

Creating services at the neighborhood level requires an assessment of existing resources for project area workers and residents. Accommodating these uses and supplemental regional, county wide services, will ‘round-out’ the corridor. Key physical projects have been identified for the revitalization of North Avenue and are more clearly identified and discussed on page 52. The three key projects identified are:

- Community / Development Nodes at the intersections of 12th Street, 28 and 29 Road
- Corridor - ROW and Streetscape Improvements
- Land Assembly Areas for Potential Large / High Impact - Public / Private Partnerships at intersection nodes. (An example massing and phasing concept is presented for such larger development opportunities on page 54.)



This philosophy will address the goal of restoring the corridor for regional destinations. The project area is disabled in providing for pedestrian and bicyclist mobility. Addition of sidewalks, curb-cuts consolidation and streetscape improvements will achieve a number of goals including creating a unified street edge and overall character of the corridor. The following examples are taken from the in-depth study of the streetscape improvements that would further improve North Avenue:

- Create a generous vegetated swale to collect, filter and distribute stormwater to replace the drainage adjacent to street
- Where buildings are adjacent to the street, sidewalks improvements include connecting the sidewalks to building entrances, defined curb cut entrances, and relocation of parking between buildings. This allow for an improved streetscape, greater visibility of storefronts, clear and safe pedestrian connections.
- Parking lots adjacent to streets should have a defined curb cut entrance, added sidewalks and additional plantings to define parking lot circulation and enhance way finding. Additionally, planting islands within these expansive asphalt areas will allow for a reduction in the urban heat islands typically found in large parking lots. Logical ped/bike connections from North Avenue, to destinations, through parking lots should be explored.
- Curb cuts should be reduced and consolidated in order to enhance the overall character of the corridor and improve vehicular and pedestrian circulation.
- Signage along North Avenue can be improved by minimizing pole mounted signs and replacing them with ground mounted monument signs.
- A streetscape kit-of-parts will further unify the streetscape by implementing amenities that maintain the character throughout the corridor.
- Modifications and recommended adjustments to the Grand Junction Sign Code are provided in detail on page 64.

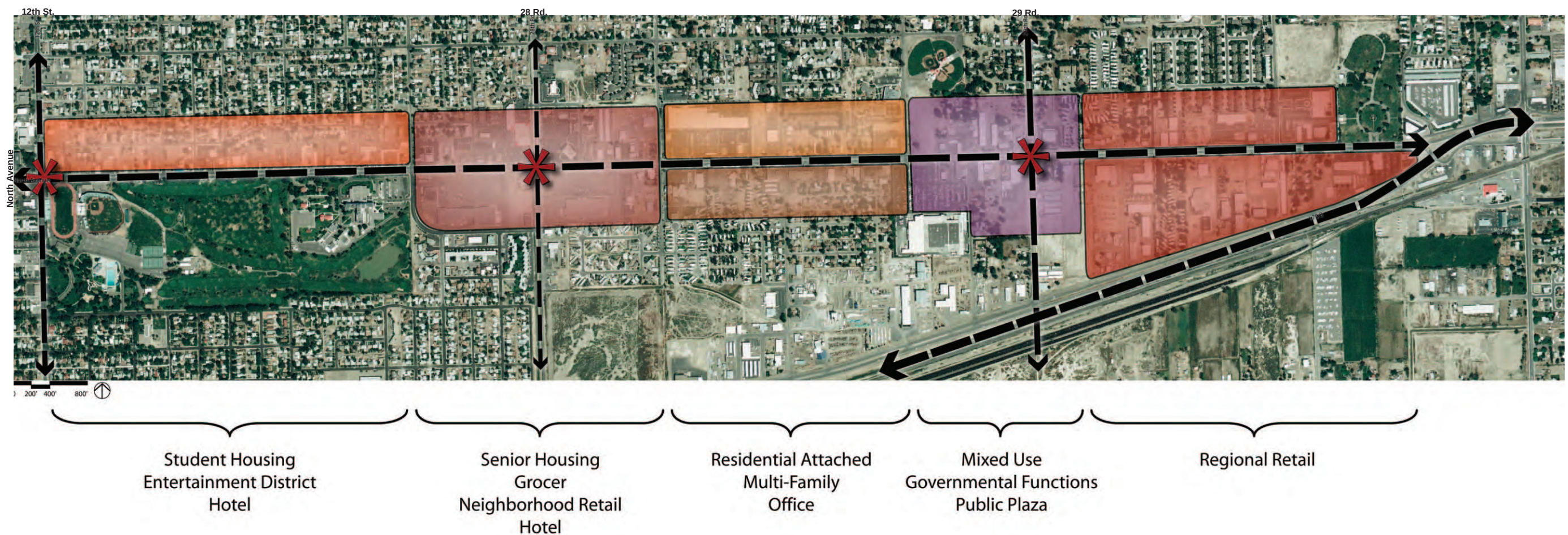
Additional streetscape improvements and guidelines recommendations are provided in order to help guide new and future development along North Avenue. These guidelines will assist in creating a cohesive and unified streetscape. These recommendations are located on page 60 of this report.

These projects, at a reasonable scale and value, will enlist future developer interest and act as catalyst projects to meet the greater need of private investment.



The preferred alternative was developed from the demand and market study as well as the public comment obtained from the open houses. The predominant elements of this preferred alternative are:

- A Student and Entertainment District in proximity to Mesa College would also provide student housing, after 5 activities and the opportunity for a quality Hotel to serve the area
- A Neighborhood Center where Senior Housing located in proximity to a quality Grocer, Neighborhood Retail, and the potential for a Hotel to serve the hospital and surrounding neighborhood
- A Multi-Family and Attached Residential district connecting to the neighborhoods to the north, and potential for Office space to the south
- A Mixed Use area with residential over retail incorporated with the Governmental Functions and Public Plazas to create a gateway for the 29 Rd. intersection
- Regional retail to anchor the east end of the corridor



Roles and Responsibilities

City Leadership

New Initiatives

Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)

Investors / Private Sector

Community

- Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of “gap filling” tools
- Once potential incentives are identified – publish a request for development
- Consider the range of district mechanisms which could potentially fund improvements in the corridor

- Continue to monitor the market and development climate – establish benchmark database
- Develop targeted marketing materials – solicit regional retail opportunity
- Establish street standards
- Link parking lots, minimize curb cuts and consolidate driveways – within nodes
- Complete regulatory review – eliminate “gaps and barriers”

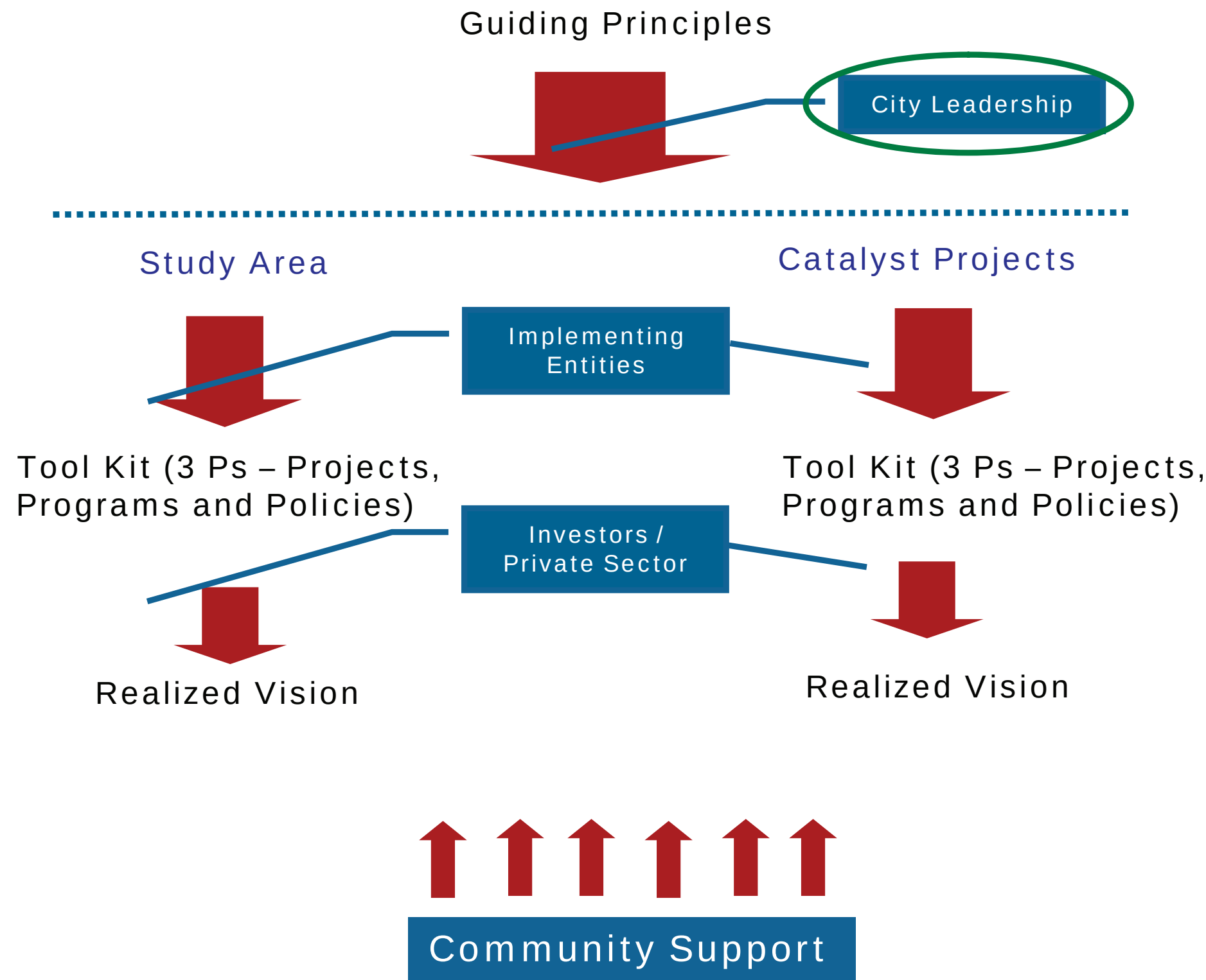
- Host developer / lender (“delivery system”) information meetings – progress updates
- Share development challenges – open book and open dialogue

- Continue to participate – get educated
- Support leadership decisions which advance the vision





Strategy Layers





The following report provides an overall view of the current situation of the North Ave. Corridor. Barriers and constraints have been identified and studied to understand their relevance and contribution to the decline of this commercial district and thoroughfare.

The 3 miles of the corridor expanse has been divided into three distinct proposed districts as a practical way of addressing the corridor. These three areas are logically divided by north / south major streets; 12th Street, 28 and 29 Roads and relate to specific neighborhoods and land uses. The report further defines the key projects that will provide the greatest synergy from which development can further progress and build upon.

Implementation tools and specific strategies have been developed to address the barriers pertaining to the districts. An example is presented and used to illustrate how such strategies and tools would be employed for the phasing of such a key project.

Other strategies that encompass the entire corridor study area are also defined with recommendations. Both, private and public leadership is necessary to achieve these goals and partnerships are encouraged for policy and physical planning efforts.

All of these recommendations will serve the City of Grand Junction to have a defined document by which to solicit and guide new development in an effort to revive and improve the current situations facing the North Avenue Corridor.



NORTH AVENUE CORRIDOR BACKGROUND

Historically, North Avenue was the northern most boundary of Grand Junction. As development continued to grow to the north, the North Avenue corridor now finds itself at the center of the city and in great location and proximity to many great assets and amenities such as the Stocker Stadium and Lincoln Park and Golf field, Mesa College and a wide range of community services, hospitals, downtown, access, etc.

Until the 1990's North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years it has experienced a dramatic loss in revenue in great part associated with the extensive development of new and large commercial and retail centers along the western edge of the City.

As business is pulled to these new commercial centers, North Avenue has the opportunity to re-establish itself with improvements and developments that support a community environment and will make it uniquely different. Rather than mimic the developments occurring on the western edge, The North Avenue Corridor can reclaim it's identity by promoting developments that combine retail, office and residential with civic components to establish a distinctive sense of place and character. This will provide, as supplement to downtown, an historically rich active neighborhood with a focus on entertainment and mixed use.



A Kick-Off Meeting with the EDAW project team and City of Grand Junction internal staff served to obtain information from the Planning Department on the conditions of the corridor and local insights and issues to keep in mind during the planning process. The following meeting notes show the items discussed and important information relating to the history and conditions of the corridor study area. These items will help guide implementation plans and will be maintained in further evaluation and development of the plan.

Primary key issues that were discussed in the Kick-Off meeting and have directed the progress of the corridor study and plan are as follows:

- The 29th Road intersection will become a key transportation corridor with the new bridge planned continuing south over the railroad tracks, connecting to the greater business loop. Daily trips are expected to increase and this development area could serve as an identifiable community node.
- North Avenue has historically been a cruising street and is currently still used as such. While the cruising of the corridor in itself is not a problem, associated problems such as the congregation and loitering in vacant parking lots is a safety and security problem.
- No major traffic problems were identified in regards to traffic lights, accidents, or problem intersections.
- Bus transportation and usage is well used within the corridor and potential “far-side” pull-outs after intersections might be explored in future design scenarios to allow for buses to not impede with the vehicular flow of traffic on North Avenue.
- There is a lack of consistency in sidewalks and street design that would create an identifying character to make the pedestrian environment more appealing and usable.



- The consolidation of curb-cuts would greatly improve access, safety and the pedestrian streetscape environment.
- Utilities should be consistently located and buried when ever possible to further improve the visual view of North Avenue.
- There is a great need and opportunity to provide good quality and affordable housing; multi-family and attached residential units along the corridor.
- Alternative and possible methods to mitigate the issues surrounding the existing homeless shelter would further improve the perceived environment of North Avenue.
- Consolidation of commercial uses into core districts would provide areas where the community could access neighborhood services with associated active public spaces while providing opportunities for large lot configurations for future development.
- An overall re-evaluation and improvement of the signage standards along the entire corridor would further improve the visual character of the streetscape and promote a pleasant pedestrian and vehicular environment.

MEETING NOTES

Present: Kathy Portner, Angela Harness, Jody Kliska, Scott Peterson, David Thornton, (City of Grand Junction), Lee Kellar (Matrix), Bill Cunningham (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)
Date: February 7, 2007 Time: 1:00 PM
Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01
Subject: Initial Meeting with City of Grand Junction

Traffic Engineering

- North Avenue is a state highway, Highway 6, until 2009.
- Near 2008 the traffic is expected to change around 29 ½ St. as a bridge is planned over the rail tracks to serve as a business loop.
- General peak hours for the corridor are around noon and increasing again in the evening hours.
- North Avenue has historically been, and is still, a cruising street.
- Traffic signals are working well and are synchronized, although they are not evenly spaced.
- There is no specific traffic problems identified within the corridor other than the use of large vacant parcels as part of cruising for parking / loitering.
- Police issues are primarily around the large vacant parking lots that are used for loitering.
- The medians are maintained by the Parks department.
- Street improvements are made by the City through a fee from new developments, rather than expecting developments to be responsible for street improvements. This fund appears to be under funded and not working appropriately.
- There are no specific design street section unique to North Ave..
- The Transportation Design Standards can be explored.
- Street access consolidation of turns can also be explored.
- The busses do not have pull-out lanes and currently stop in the traffic lanes.
- Pull-outs for busses could be explored, and preferably placed after signals to ease merging back into traffic lanes.
- Busses are used primarily to access jobs; riders appear to be primarily by necessity.
- Connections to adjacent neighborhoods should be explored.
- North Ave. has a history of flooding as storm sewer is lacking.
- Sidewalks are discontinuous and bike lanes are not provided.

Utilities

- Utilities need to be more closely looked at and generally located.
- The overhead electrical is located in the street around 29th Street and further east; otherwise it is located in the alley.
- Lateral ditches along the corridor are primarily privately owned; some have easements, and there is likely little documentation and may be difficult to approach.
- The sewers may not be completely separated out, specifically around Mesa College.

Economic / Market

- Exclusive retail opportunities do not need to be maintained on corridor.
- Various job employments centers are found along corridor including: Veterans Hospital, Mesa College, Workforce Center, Career Center, Mental Health, etc..
- There appears to be a lack of multi-family residential product and rental product generally throughout the city.
- There is a general assumption of a low residential vacancy rate and high rent percentage in the area, especially around the college.
- There appears to be a need for good quality, affordable housing product.

Current Uses

- Distinction of districts along the corridor would be useful and likely would be well received.
- Wal-Mart is expected stay, although alternatives could be explored for site re-use.
- City Market is potentially going to close and move to 12th and Patterson. They currently lease their site.
- K-mart does appear to not be performing well.
- The old Amusement Park site is proposed to become new retail/office.
- The various Trailer Parks through the corridor may be difficult and sensitive issues to address, although alternative and improved housing might be explored and potentially well received.
- Smaller retailers and non-franchised business will also be sensitive issues.
- A homeless shelter is located on the corridor; however the soup kitchen is located separately and further away on Main Street in downtown.
- The current used car lots are not a favorable use of land, and potential consolidation and relocation of these should be explored.
- Motels appear to be primarily used as long-term rentals and well utilized.

Potential Uses

- There is a desire to have commercial concentrated in specific strategic areas to allow larger lots to be consolidated for future redevelopment that might be employment based.
- Mesa College students primarily commute into campus and appear to be lacking an area to congregate.
- There is a lack of after 5 uses for both residents and students.
- The oil and gas industry could service various uses in housing and service retail.

Programs

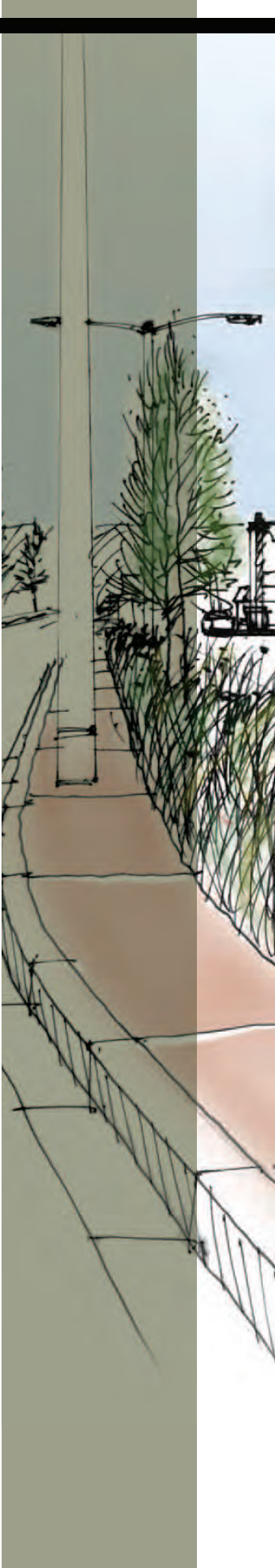
- City has program for infill redevelopment assistance for public infrastructure, to assist a new development.
- Design Standards and guidelines along with land assemblage of land and other assurances from the City could be used to promote development along North Ave..
- Urban renewal does not appear to be a popular option.
- Tax abatements are not typically used in Colorado, sales tax is also not a favorable option at this time.
- Business Improvement Districts have had greater success in other parts of the city and are more favorable as they show the support of surrounding businesses.
- Further investigation to City wide events will be noted, specifically for those that directly affect North Ave. and the surrounding area.
- The Comprehensive Plan for 20 year horizon will be starting soon and should be kept in mind.

Other

- Transition to areas beyond the North Ave. frontage should be explored.
- Sign use is a problem and there is a lack of consistency along North Ave. Currently it is cluttering the visual landscape.

Next Steps

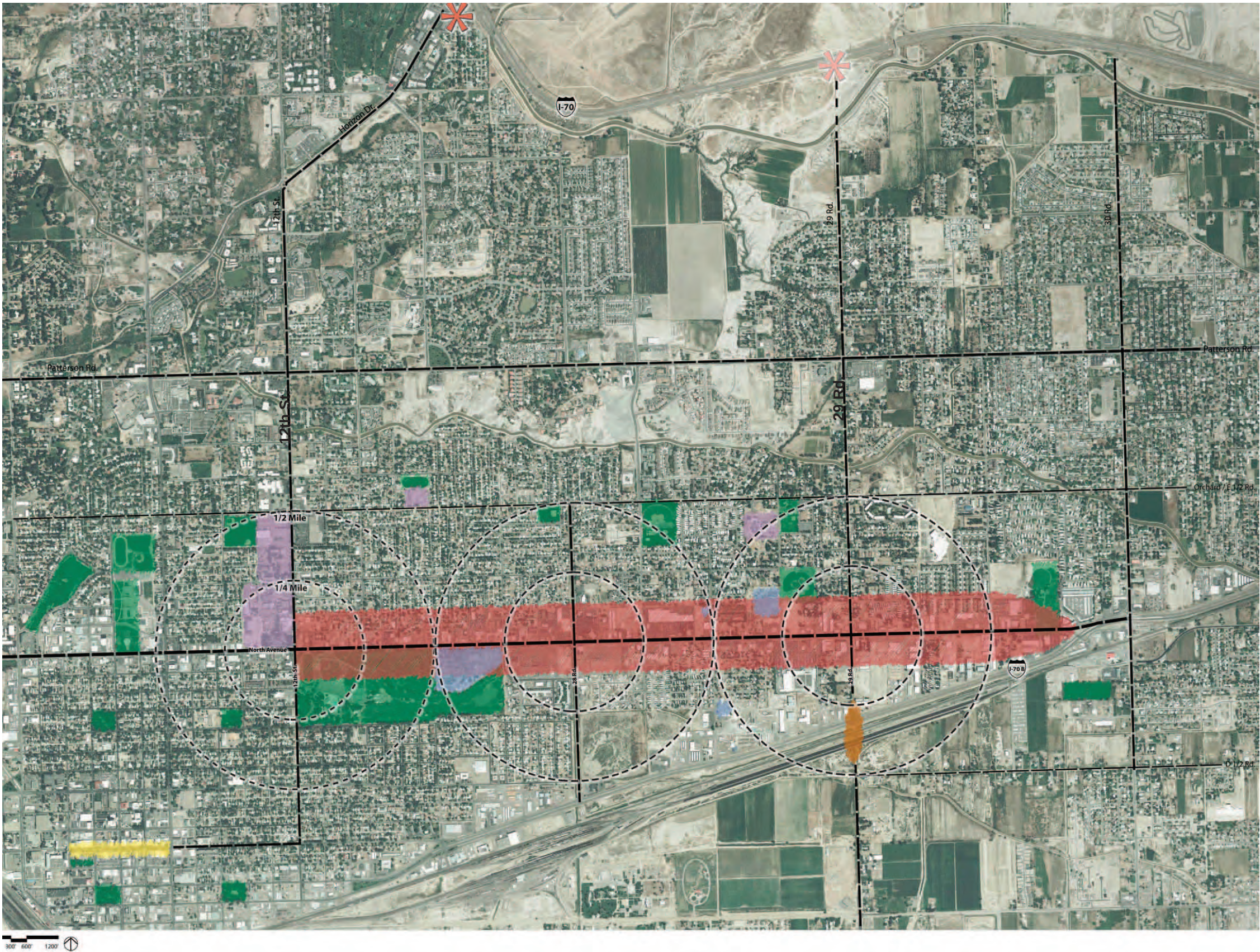
- Current data obtained and observed will be documented.
- Stakeholders will be identified by the City and contacted for the Open House on March 8th
- The Open House is expected to allow stakeholders to share ideas, issues and concerns.
- Opportunities and constraints will be identified for the Open House.
- EDAW team will begin to explore potential retail and other uses that would service the community.
- The market overview will serve to address potential gaps that can be addressed and fulfilled (housing, retail, commercial, service).

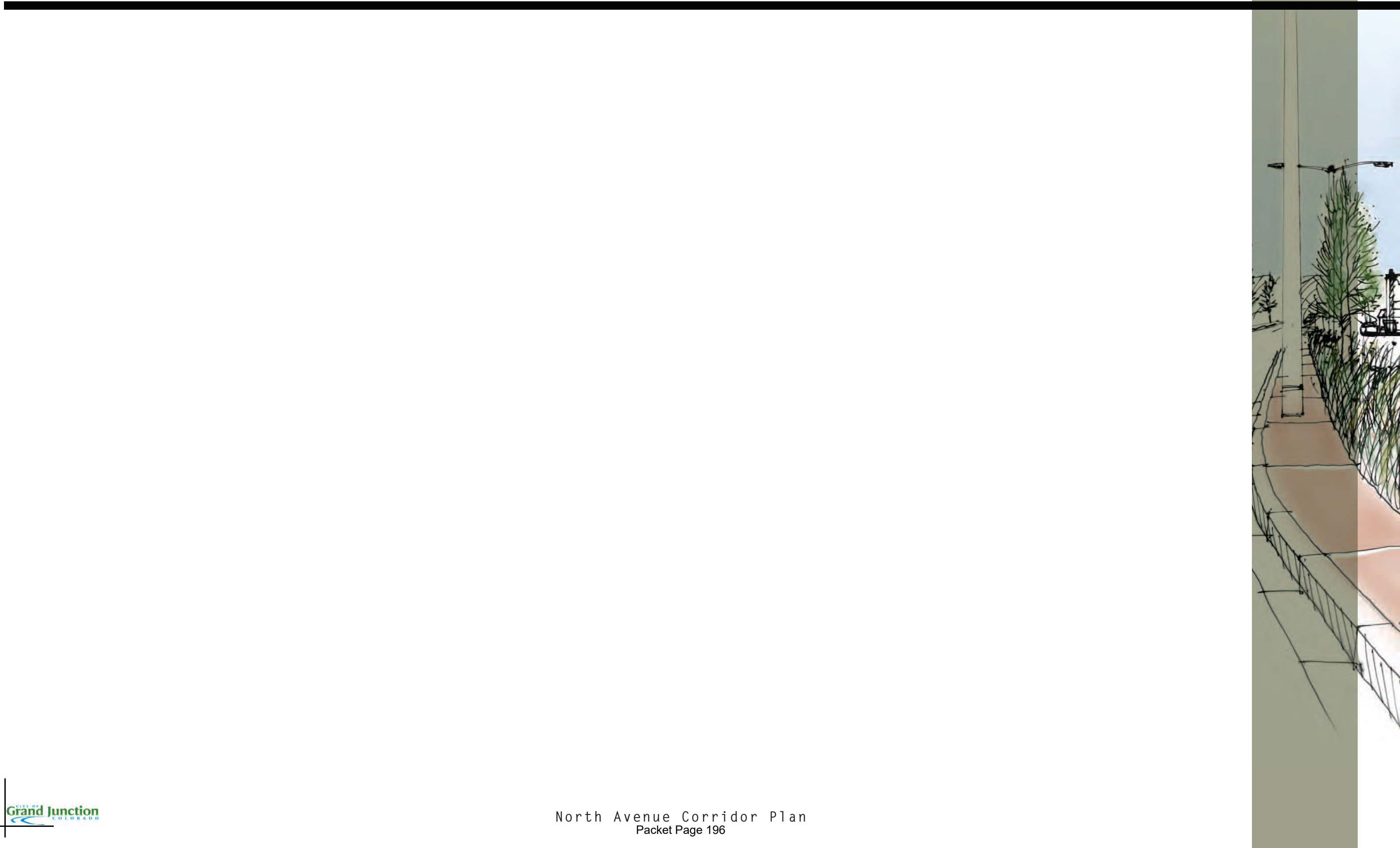


The North Avenue study area is nearly 3 miles in length and contains the key intersections of 12th Street, 28 and 29 Roads that create ideal 5 minute walking districts. While the corridor is in general proximity to the downtown area, it is outside of a typical walking distance. The proposed bridge at 29 Road is also a key factor to North Avenue and will increase traffic circulation through this retail area. Crucially important assets to North Avenue are the adjacent Mesa College, Lincoln Park and Stocker stadium, the multiple government office and job employment centers, community centers, and the direct and easy access to I-70 to the North and I-70B to the South.

Legend

- North Avenue Corridor Study Area
- Park / Open Space
- Schools
- Community Services
- Main Street Downtown
- Future Bridge / Business Loop
- Current / Future I-10 Connections
- Major Transportation Routes





EXISTING CONDITIONS ANALYSIS - Streetscape

An initial site visit included an inventory of the condition of sidewalks, streetscape amenities, streetscape character, building facades, types of uses, access, etc. Photo documentation and visual observation illustrated the ranging physical characteristics and conditions of North Avenue.

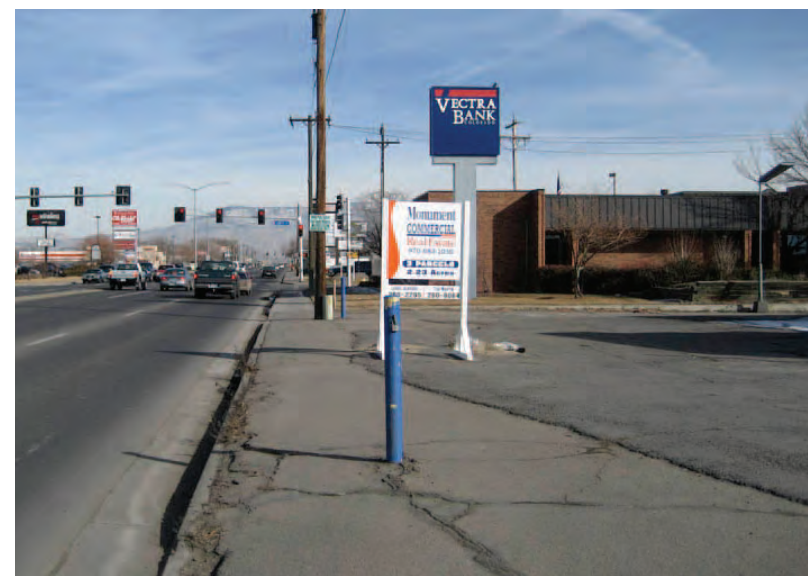
Sidewalks

The inventory of the existing conditions for the streetscape revealed that there is a significant discrepancy in consistent streetscape design or character.

On the western end of the corridor, sidewalks are in very poor condition. The sidewalks are irregular in dimensions, location, and character. There are many instances in which pedestrian are obligated to weave around and through curb-cuts in order to continue following the sidewalk. Accessibility is also a risk as many sidewalks have fallen to disrepair and pose great safety hazards with cracks, holes, and lack of ADA approved standards.

Progressing towards the eastern side, some sidewalks appear to be in better condition due to newer developments which have installed detached sidewalks with various buffers to the street and parking lots. In these situations the new sidewalks are more accessible to pedestrians, bicyclist and handicap individuals; however, there is still lacking continuation of such amenities from lot to lot. Unfortunately, the lack of accessible and continuous sidewalks creates difficulty in accessibility and an unusable streetscape environment.

On the eastern edge there are little to no sidewalks provided for the public and bus stop locations are haphazardly located over non accessible surfaces. There is simply no pedestrian right-of-way which one can access and pedestrians and bicyclists are forced to use the vehicular street lanes or private parking areas due to the lack of sidewalks or designated pedestrian areas in which to easily and safely traverse and access the corridor.



EXISTING CONDITIONS ANALYSIS - Streetscape

Bike Access

Although North Avenue is not designated as a bicycle access route, a fair number of bicyclists use the corridor. Access to the major corridor from surrounding neighborhoods and bike routes is fragmented due to the lack of cohesive sidewalks and designated bike routes.

Streetscape

The streetscape along the North Avenue Corridor study area lacks any cohesive character. Signage primarily consists of pole signs that dominate the visual environment. Along with overhead wires and billboards, the signage has become indistinguishable and illegible as it is lost in such consuming and excessive atmosphere.

Lighting and pedestrian amenities such as bus stops, seating, and bicycle racks are either completely lacking or lacking in character or consistency along the entire North Avenue corridor.

Building Facades

While a small percentage of the buildings along the North Avenue corridor have fallen to disrepair, many are simply outdated and in need of general building improvements and upgrades. Potential implementation tools can provide assistance and motivation for property owners to improve their buildings; however, the strongest influence will be the progression of new development and redevelopment in the surrounding area. For this reason it is important for the City to support larger new developments that implement the vision of this corridor.

Access



EXISTING CONDITIONS ANALYSIS - Streetscape

Studies using aerials and physical observations reveal a very high percentage of curb cuts through the entire corridor study area. These curb cuts presently serve the businesses along North Avenue and are creating an inefficient and unsafe access on and off from North Avenue. A strategic consolidation of such curb cuts would allow for the same access to businesses, greater safety by decreasing the areas in which traffic enters and exits the east-west movements and improved sidewalk amenities.

Street Designation

North Avenue is a four-lane roadway with a posted speed limit of 35 mph. Access to North Avenue is governed jointly by both the City of Grand Junction and the Colorado Department of Transportation (CDOT). CDOT is involved because North Avenue is designated as the US 6 By-pass. It should be noted CDOT's jurisdiction over this section of North Avenue ends in the Year 2009. At that time, the City will assume total control. Currently, North Avenue is classified as follows:

- Major Arterial (City) – These streets are intended to accommodate trips of shorter length and may also serve more access functions.
- Non-Rural Arterial (CDOT) – This category applies to North Avenue from 12th Street to Morning Glory Road (2.2 miles) It is intended to provide service to through traffic movements and also allow more direct access to occur.
- Non-Rural Principal Highway (CDOT) – This category applies to North Avenue from Morning Glory Road to the I-70 Business intersection (0.6 miles). This category is normally assigned to routes of regional significance. Direct access to abutting land is subordinate to providing service for through traffic movements.

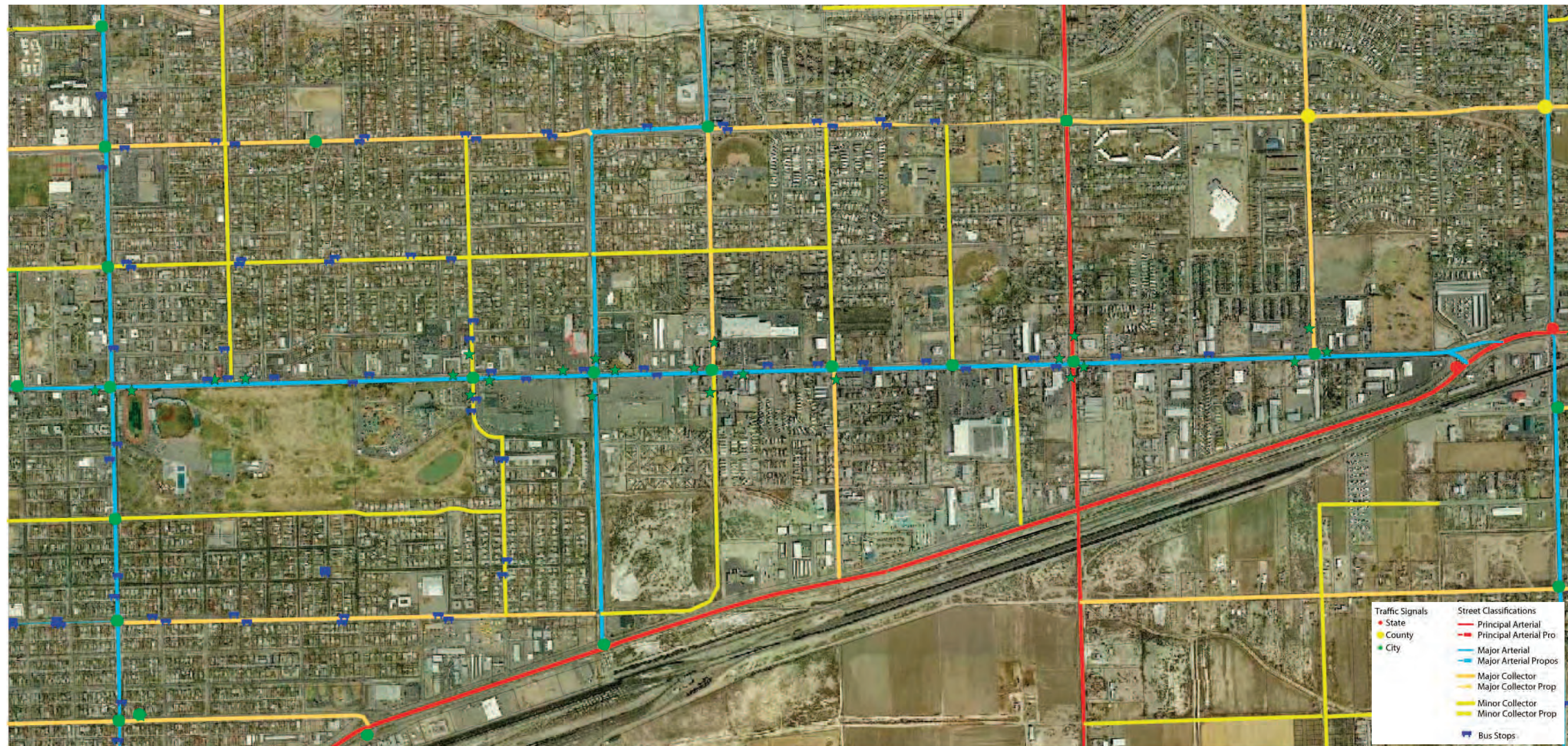
Many access points to abutting land within the Study Corridor are restricted to right in/right out driveways because of a raised median in the middle of North



Avenue. Median breaks are provided at all but one of the 25 intersecting streets to allow for full movement access. The lone exception is Pear Street. Nine of the full movement intersections are controlled with a traffic signal. The remaining intersections have stop signs to control the movements from the intersecting streets.

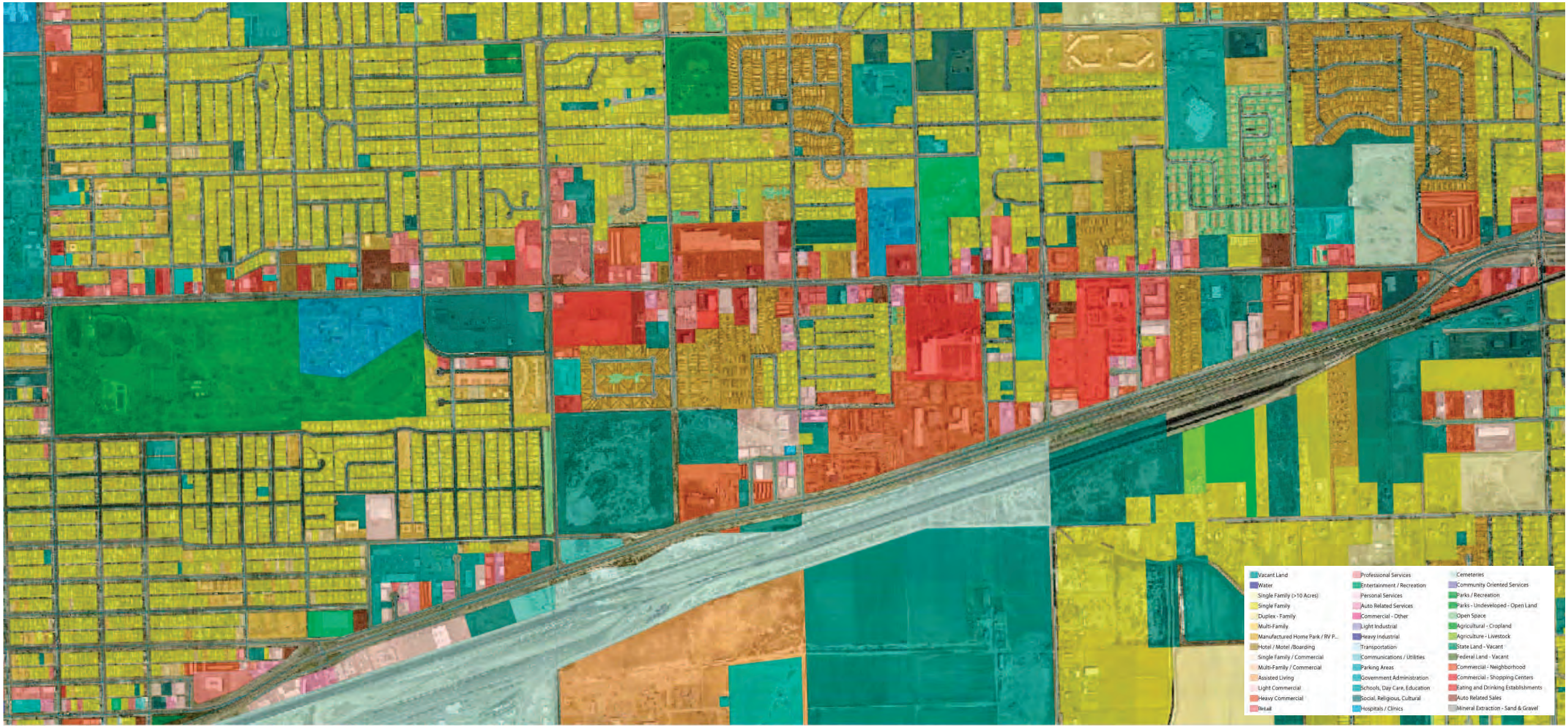
The existing access in the Study Corridor is consistent with both the City's Major Arterial and CDOT's Non-Rural Arterial classification. In some cases, however, the close proximity of curb cuts is creating an inefficient method of access. A strategic consolidation of these driveways would allow for the same level of business access, improved safety for traffic entering and exiting the abutting land uses, and better sidewalk continuity.

Primarily evident through the extent of the corridor are fast food restaurants, older and deteriorating strip commercial uses, automotive oriented retail, used car lots, light industrial and highway



oriented retailers. Building pads are scattered and lack any cohesive layout and design. The principle uses through the corridor appear to comply with the current and future land use code. Uses such as the mobile home parks may depend on older use reviews and may serve the community better if changed to higher quality, affordable multi-family homes. Such uses are further elaborated on in the recommendations.

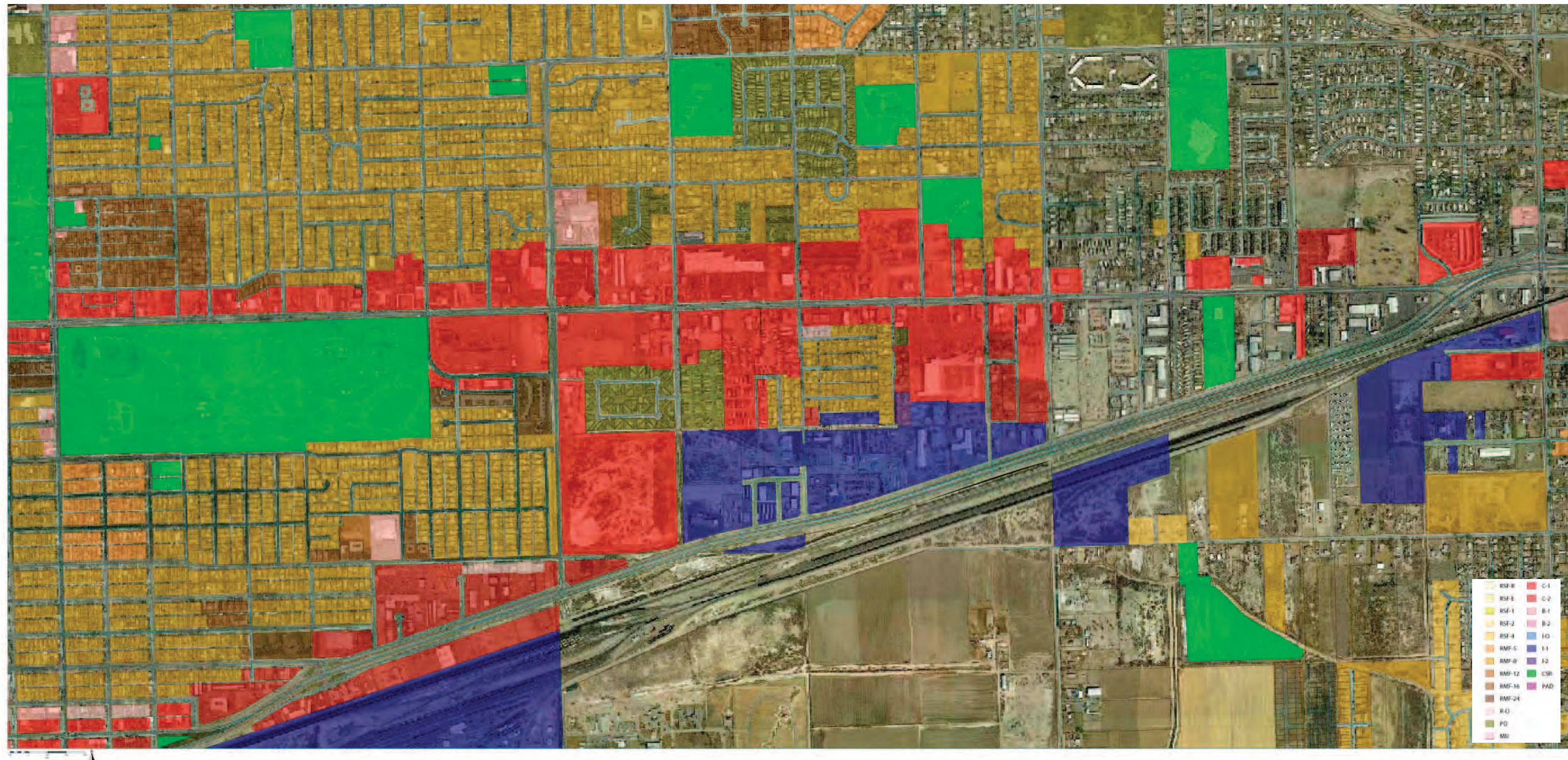
Non compatible uses observed in the corridor are primarily single family residential and trailer parks fronting directly North Avenue and surrounded commercial and retail uses as previously mentioned.



EXISTING CONDITIONS ANALYSIS - Zoning

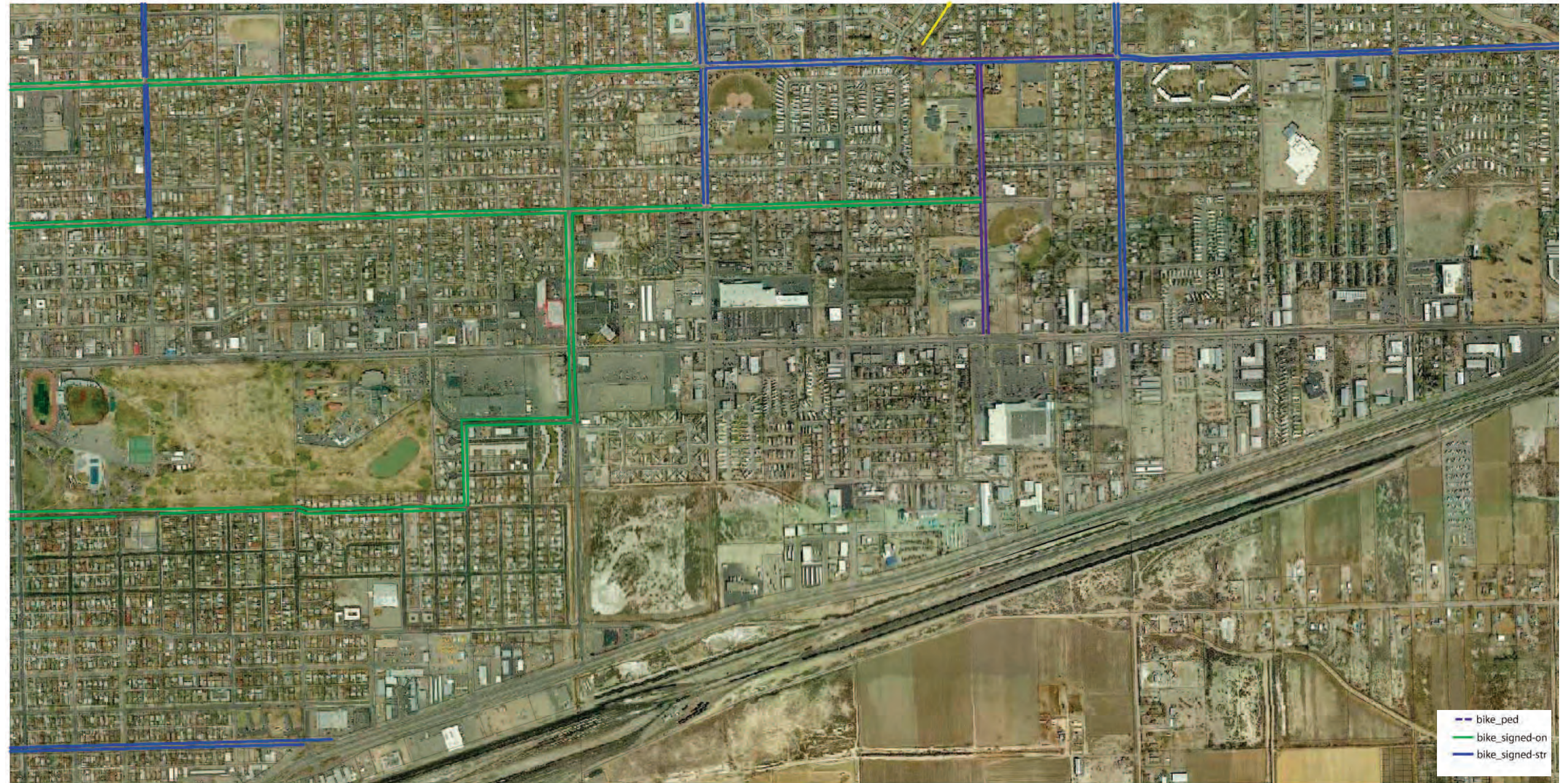
Current zoning fronting the North Avenue corridor is predominantly C-1: Light Commercial. Under this classification the primary uses allowed are retail, office and services, with a maximum building size of 80,000 square feet, and a maximum density of 24 dwelling units per acre. Under this zoning, outdoor storage and display are limited to the rear half of the lot, beside or behind principle structure, unless a CUP has been issued for such uses as auto dealers. The maximum building height is 40 feet with a minimum front setback of 15 to 25 feet. The C-1 zone district is consistent with the Growth Plan's future land use classification of commercial.

These standards and restrictions will be observed and reviewed for the optimal development and implementation strategy.



EXISTING CONDITIONS ANALYSIS - Bike Routes

The current bike routes designated in the study area appear to provide good access throughout the surrounding neighborhood, but are fragmented in relation to the North Avenue Corridor. Designated bike routes are lacking along North Avenue and the existing conditions of sidewalks also restrict the east - west access of this corridor. As the streetscape and north - south connections are improved, the designation of additional bike routes would enhance bicycle access and mobility along the corridor.





The first Open House was held March 8, 2007 and notification was sent out to the surrounding property owners and tenants of the corridor study area. The EDAW team presented the land use, districtization of the corridor area and character boards to assist the public in generating comments to guide the vision of the study area.

An overview analysis of traffic and circulation for the current conditions provided guidance as to the classification, peak hours, traffic volumes, and accident history. This data allowed the EDAW team to evaluate and understand the allowable increase of traffic that would potentially be produced from the redevelopment of commercial and residential uses to the corridor.

The following boards and information were presented to the public based on the initial site analysis:

- Barriers - photographic images of the current barrier conditions found throughout the North Avenue Corridor
- Opportunities - photographic images showing the potential vision of the corridor
- Transportation & Circulation
- Market Conditions



BARRIERS

Extensive Roadway Width



Multiple Curb Cuts



Regional Traffic



Lack of Physical Consistency



Streetscape Theme



Walkability



Safety (Pedestrian / Bike)



Tools to Solicit and Capture Private Investment

Lack of Central Attraction / Destination / Landmark

OPPORTUNITIES

Festivals / Events



Student Uses (after 5PM)
Functions and Uses



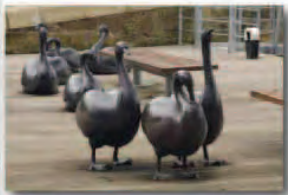
New Housing
- All Income Levels



Create Pedestrian / Bike Environment
- Connections

Scale
- Breakdown of Linear Corridor

Civic Spaces



Lifestyle Activities

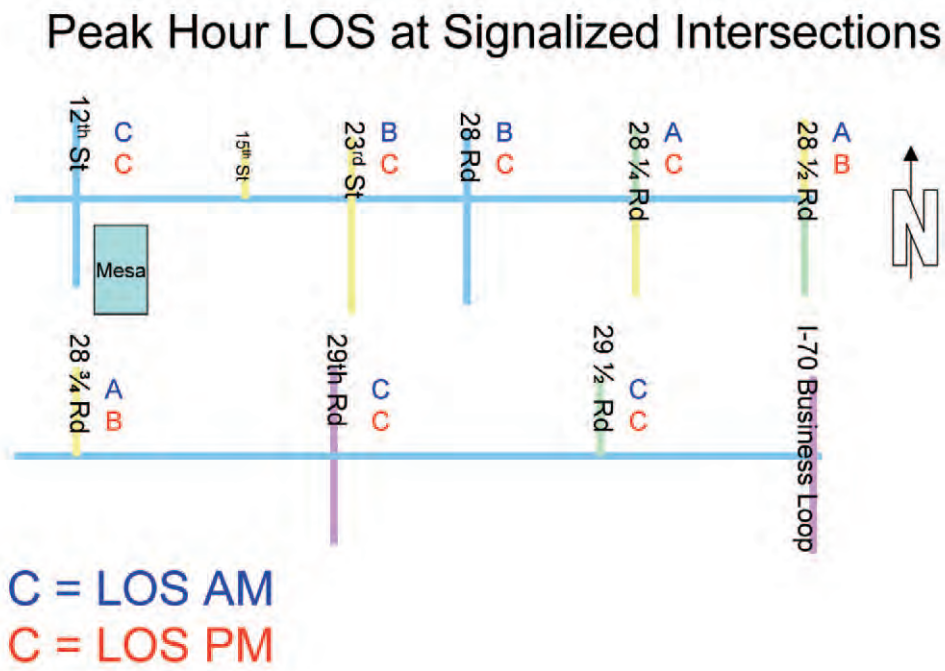
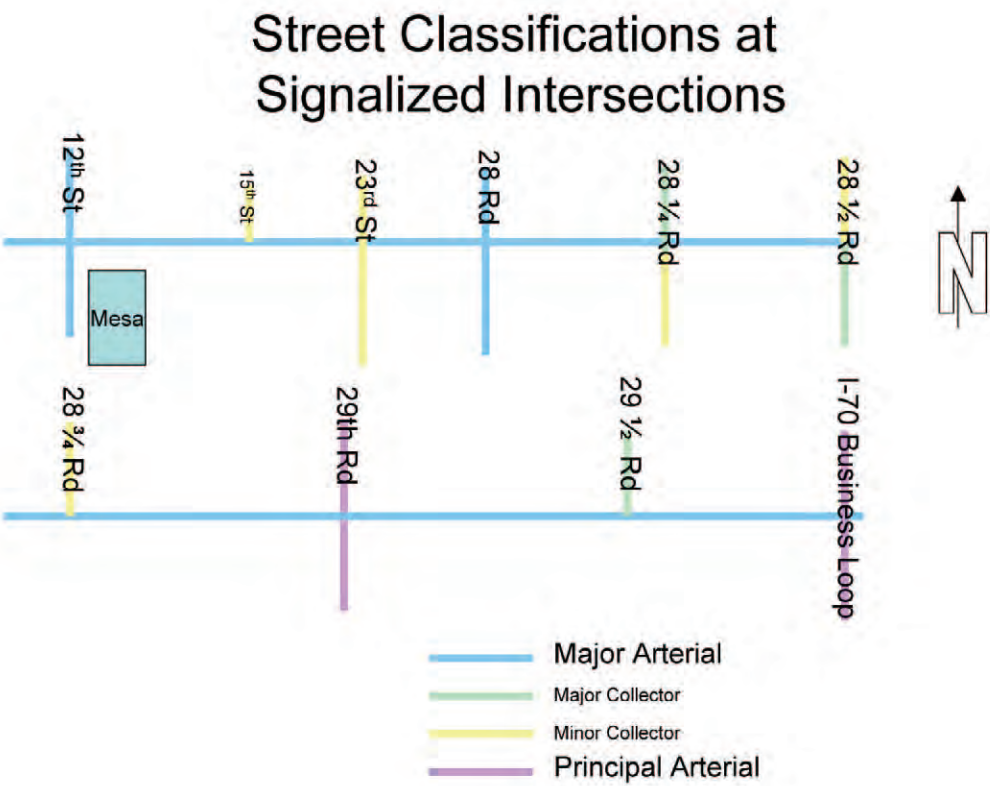


Infill
- Redevelopment to Meet Local Needs

Transportation Analysis of Conditions

Based on data collected by both the City and CDOT, average daily traffic volumes on North Avenue range from 33,400 in the vicinity of 15th Street to 21,200 in the vicinity of 29 ½ Street. On average, the peak hour of traffic represents approximately eight percent of the daily traffic. In the AM peak hour, 58 percent of the traffic is westbound and 42 percent is eastbound. In the PM peak hour, 46 percent of the traffic is westbound and 54 percent is eastbound.

To determine how efficiently and effectively the existing roadway network accommodates the existing traffic volumes, all of the signalized intersections were analyzed by City staff. The results are shown as Levels of Service (LOS). Letters designate each level, from A to F. LOS A, B and C represent the intersection status as under capacity, LOS D is near capacity, LOS E is at capacity, and LOS F is over capacity. LOS D or better is the desired operating performance at signalized intersections. In all cases, each signalized intersection is currently performing under capacity during each peak hour. In addition, an urban street LOS analysis was completed. This analysis is based on average travel speeds for through vehicles on North Avenue. The results indicate that traffic on North Avenue operates reasonably unimpeded at average travel speeds and delays at signalized intersections are not significant (LOS A/B).





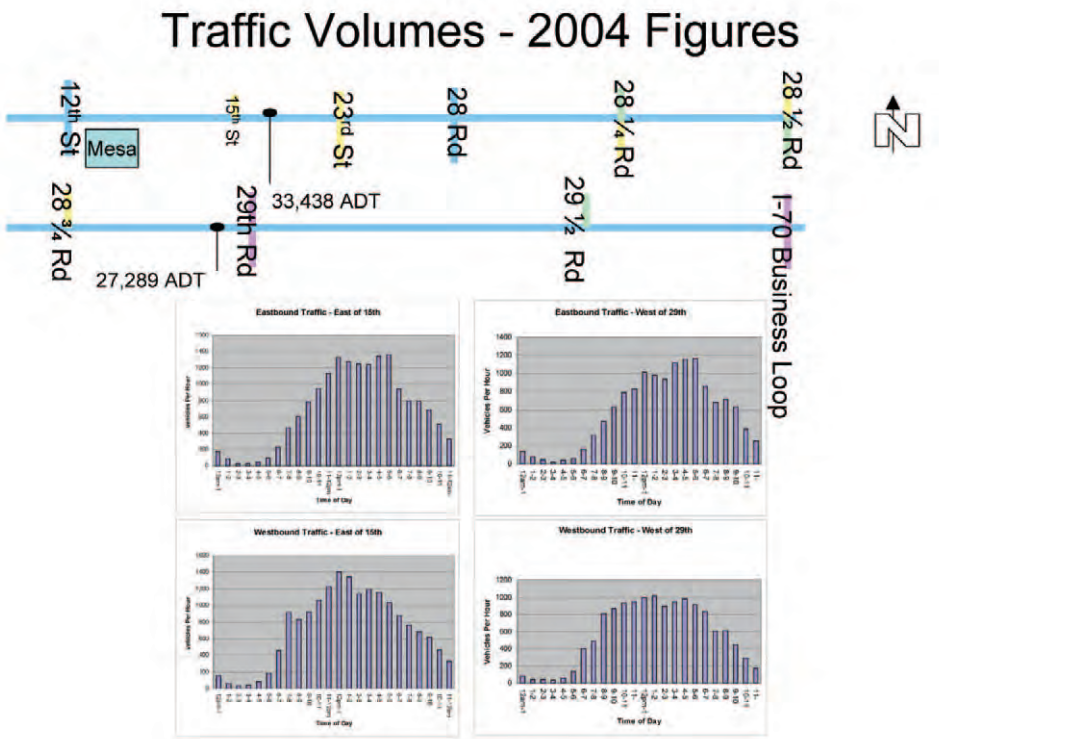
Over a three year period from 2004 to 2006, there was an average of 153 accidents per year on North Avenue. Seventy percent involved property damage only and the remaining 30 percent involved injury. There were no fatalities. Based on the daily usage of North Avenue, this number of accidents is relatively high when compared to comparable roadways throughout the state.

Approximately 70 percent of the accidents on North Avenue involve rear-end, broadside or approach-turn crashes. The rear-end crashes commonly indicate differences in vehicle speed or sudden starting and stopping. The numerous turning movement opportunities throughout the corridor provide the opportunity for broadside and approach-turn crashes.

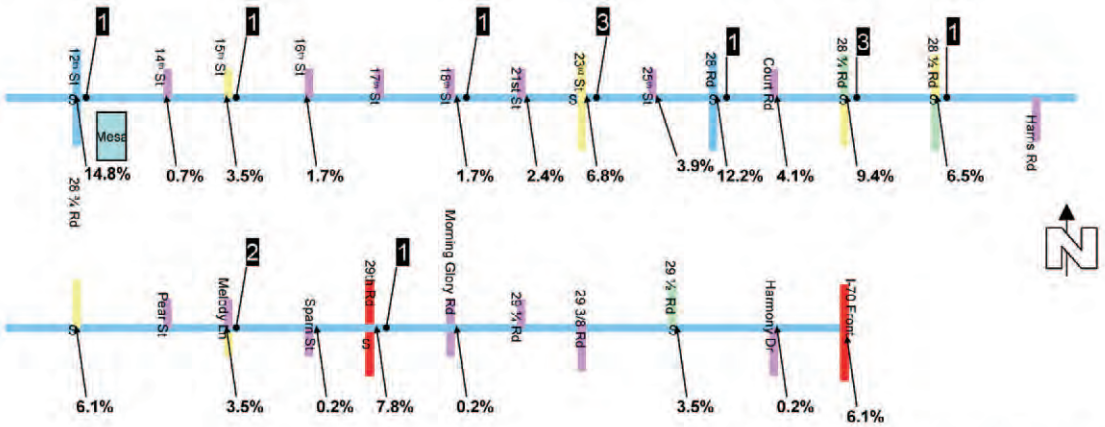
From 2004 to 2006, there also were 14 pedestrian and 11 bicycle related accidents.

Based on the above analysis, the following can be concluded:

- North Avenue has the capacity to accommodate additional demand that may be generated from new projects in the corridor.
- As the corridor redevelops, access points should be consolidated and properly spaced to minimize conflicts, especially in close proximity to the signalized intersections.
- Pedestrian and bicycle related improvements should be provided to facilitate safer passage both along and across North Avenue.



Accident History



Accident Frequency Summary

	2004	2005	2006	Total
Property Damage Only	123	103	98	324
Injury	46	50	39	135
Fatality	0	0	0	0
Total	169	153	137	459

6.5% Accidents in Study Area
1 Pedestrian Accident

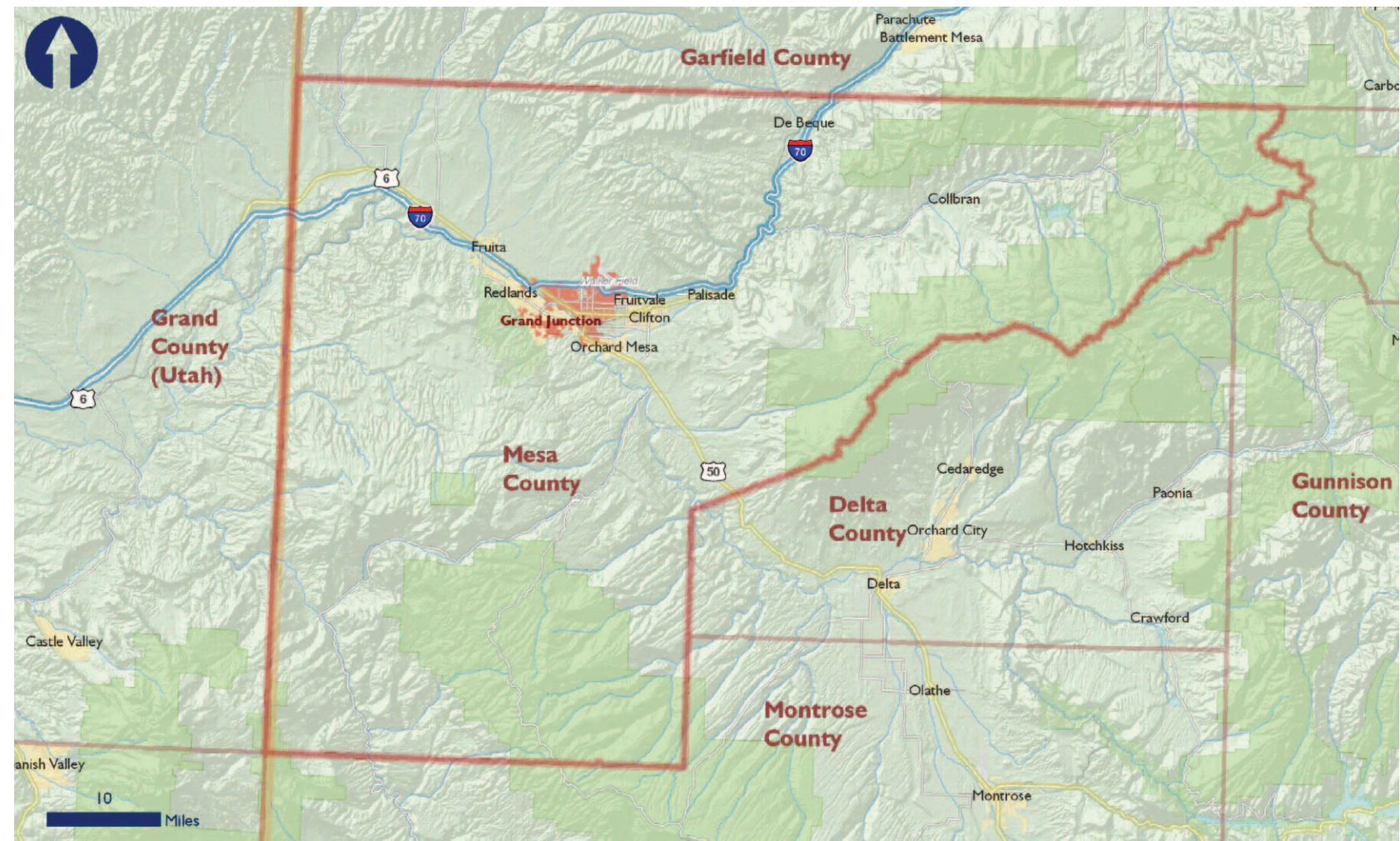
Market Analysis

Older commercial corridors are emerging as targets for revitalization efforts in cities throughout the nation. In virtually every story of success, these new redevelopments have been the result of a holistic approach which capitalizes on each segment of the project, yet positions the sum of the parts as a “place” in and for the community. Experience has proven that forming and advancing the development agenda within these corridors requires a keen understanding of the goals and aspirations of the community, the realities of the marketplace, peculiarities of the political landscape and constraints of local public / private resources. With this understanding, project advocates are then positioned to establish priorities for action that implement the vision.

Methodology

Work completed focused on investigating physical conditions related to the North Avenue Corridor area and its environment, contiguous uses, and access and visibility from the remainder of the community and the region; as well as, economic, financial, and market conditions in the influence area (trade area) of Grand Junction and Mesa County. This was accomplished through visual inspections of the North Avenue Corridor, competitive development areas within Grand Junction, and analyses of primary and secondary data sources.

The analysis that follows has several critical components. The first includes an overview of economic and demographic characteristics that will influence the type of development and/or redevelopment that occurs in the market and specifically within North Avenue Corridor. The second presents a review of those market indicators and trends that provide an indication of the health of the market and economy, including quantified demand by land use type. The third offers a discussion about corridor-wide and node-specific redevelopment elements that present a market opportunity for the study area.



Trade Area (Mesa County and Grand Junction)

The purpose of the market analysis is fourfold:

- Provides a reality check for the land use planning component
- Ensures that recommendations are grounded in market and economic reality
- Sets stage for implementation and policy reform
- Provides an accurate and independent story to tell potential developer / investor audiences

The market analysis attempts to answer the following questions:**For each land use, we ask...****What is the market and how will it evolve?**

- What is the environment today
- Trade area size & shape (should include most likely customers & competitors)
- Who's in the market (describe customer base demographics/economics)
- How will market be affected by "events" which occur over time

What is and will be the competition?

- Types of competition
- Size & performance of competitors
- Potential to leverage on-going investment and existing assets

How much demand is and will be in the market?

- Annual "absorption" (in units or square feet), projected forward

How much total market demand can the area "capture" and how?

- Given the market, the competition, & the nature of the project

How can market demand and capture be influenced over time?

- Impact of public and private events and actions



Planning city core redevelopment requires an understanding of the built environment and the people within it. The market analysis, conducted by Leland Consulting Group (LCG) and summarized herein, focused on identifying market opportunities within the region and representative influence or trade area. What the analysis showed was that ongoing and projected trade area growth provides healthy levels of market support for a range of different land use types. Characteristics of the North Avenue Corridor, in particular offer unique opportunities for targeted redevelopment. There is market demand and, with strategic public and private investment and continued policy support, North Avenue Corridor can be positioned to capitalize on niche and destination opportunities that can serve the community and region.

The information below presents an overview of current and future market conditions in Grand Junction and Mesa County. Since North Avenue Corridor represents a sub-market within the overall Grand Junction region (Mesa County), and, as such, will likely compete with projects from a broader influence (trade) area, indicators and conditions for both the City of Grand Junction (the City) and Mesa County (the County) were analyzed. A map of the Grand Junction Trade Area is presented on the following page.

The trade area is that area from which a project (s) or area will draw the majority of its patrons (retail), residents (housing) and employees (office) – that area which will likely be a source of competition and demand. Trade area boundaries for individual store types and specific residential uses will vary from one another and may have irregular shapes as they are influenced by the following conditions:

- Physical barriers
- Location of possible competition
- Proximity to population/employment concentrations
- Zoning
- Market factors
- Drive times, spending

Experience has proven that effective place-making (including revitalization of a key arterial corridor) can increase market shares and draw from larger than traditional trade areas, such as the greater Grand Junction region. For this reason, as well as for simplicity of interpretation and presentation, all market demand in this analysis is shown for either the City of Grand Junction or for Mesa County overall, with North Avenue's attainable market share or "capture" shown as a percentage of this total demand.



Economic & Demographic Indicators

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following tables and exhibits highlight those trends expected to affect development demand within the Grand Junction area over the next ten years.

Household & Employment Growth

Grand Junction is the only major metropolitan area on Colorado's Western Slope and as such is a regional trade and service center for much of western Colorado and eastern Utah. Over half of the area's employment base is concentrated in four industries – Retail Trade, Health Care, Leisure & Hospitality, and Government. The share of Mesa County jobs in the manufacturing sector is about equal to the state average but the local economy also draws substantial support from tourism and spending from relocated retirees. The mining sector's influence on the local economy has rebounded in recent years with renewed exploration for natural gas in the Piceance Basin. While mining now represents just 2.9 percent of local workers, it has accounted for 30 percent of the jobs added since 2002 in Mesa, Garfield and Rio Blanco counties.

Strong economic activity, led by the energy sector, together with climate, scenery and other quality of life advantages, is driving robust population and household growth in the Grand Junction region. ESRI (a census-based demographic data provider) projects 2.25 percent annual growth in households for Grand Junction and 2.47 percent growth for Mesa County over the next 5 years. The state demographer projects a 2.25 percent annual growth rate for the county from 2006 to 2016. Real growth in the area has exceeded these rates in recent years due to regional energy-related expansion. To reflect enhanced near term growth, leveling off somewhat in the longer-term, LCG forecasts a blended household growth rate of 2.5 percent annually over the next 10 years. This household growth is slightly higher than the projected population growth rate due to an assumption of gradually decreasing household sizes.

Western Colorado and the Grand Junction area in particular are experiencing robust employment growth driven by a strong energy sector. Statewide unemployment in May of 2007 was 3.3 percent, versus just 2.7 percent in Mesa County. In the past 12 months ending in May 2007, Mesa County's employment base grew by 4.0 percent to 74,393 jobs – almost double the healthy 2.1 percent growth rate statewide over the same period. The Colorado Department of Labor and Employment forecasts statewide annual job growth of calls for from 2004 to 2014 calls for just over 2.1 percent, versus just almost 2.8 percent for Mesa County. Based on these sources, LCG projected 2.8 percent annual employment growth through 2016 for the Grand Junction Trade Area.

Household & Population Characteristics

Demographic characteristics for Grand Junction Trade Area households are summarized in the tables below. Note that for this comparison, the "North Avenue Area" is defined as Grand Ave. to Orchard Ave, 7th Street to 30 Road.

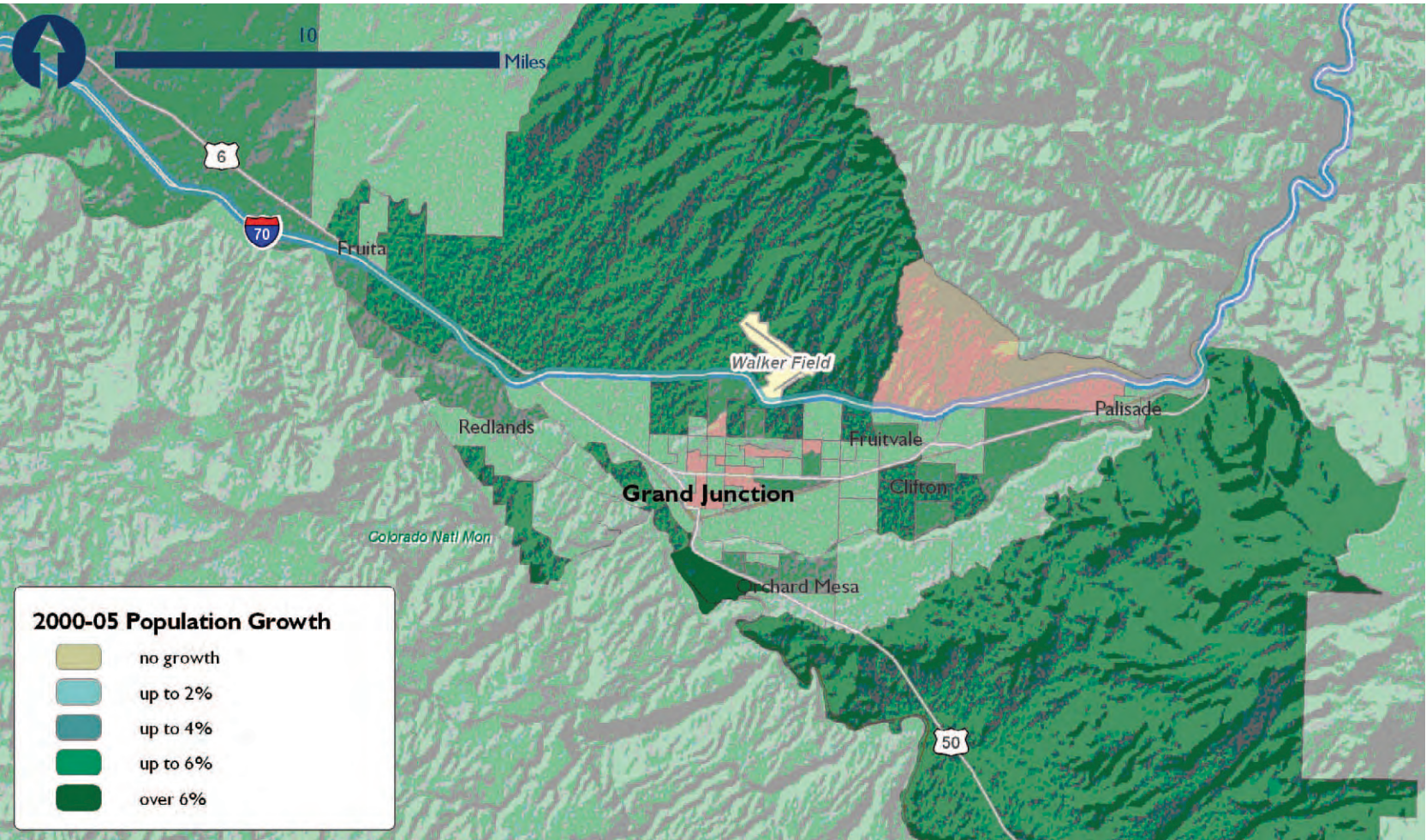


Household Growth

	North Ave Area	Grand Junction	Mesa County
2000 Households	5,405	17,865	45,823
2006 Households	5,548	19,999	53,065
2011 Households	6,082	22,538	60,161
2006 - 2011 CAGR	1.85%	2.42%	2.54%

While the North Avenue vicinity is growing more slowly than the City of Grand Junction and Mesa County – a phenomenon common to older central urban areas – it is still growing at a healthy rate. Grand Junction has 37 percent of Mesa County households, and the North Avenue area has just less than one-third of Grand Junctions households.

The map illustrates the distribution of recent household growth in the Grand Junction area, showing, as in many comparably sized cities, clusters of growth towards the fringe and relatively slow growth in the central city.





Household Characteristics

	North Ave Area	Grand Junction	Mesa County
Pct. Non-family	47%	41%	31%
Household size (2006)	2.20	2.25	2.47
% 1 & 2 Person Households (2000)	44%	31%	23%
2006 - 2011 CAGR	69%	70%	63%

Like the immediate North Avenue vicinity, the city of Grand Junction has households that are smaller, more likely to rent, and more likely to be non-family in nature, versus households in the county overall.

Ethnicity (2006)

	North Ave Area	Grand Junction	Mesa County
White Alone	87%	91%	91%
Black Alone	1%	1%	1%
Asian/Pacific Alone	1%	1%	1%
Other/Multiple	10%	8%	7%
Hispanic Origin	16%	13%	12%

The North Avenue area is slightly more ethnically diverse than the city and county as a whole, with 16 percent of the population of Hispanic origin, up from 14 percent in 2000.

Population by Age (2006)

	North Ave Area	Grand Junction	Mesa County
0 to 24	39%	31%	33%
25 to 34	17%	13%	12%
35 to 44	11%	12%	12%
45 to 54	12%	15%	16%
55 to 64	8%	11%	12%
65+	13	18%	15%
median	30.4	40.8	39.8

Grand Junction has a significant senior population, drawn to the area primarily for its climate. While the city and county have similar age distributions, the North Avenue vicinity has a significantly younger profile. This is due in part to the influence of Mesa State College and somewhat younger-skewing Hispanic households in the surrounding neighborhoods.

Educational Attainment (2000)

(age 25+)	North Ave Area	Grand Junction	Mesa County
Graduate Degree	5%	9%	7%
Bachelor's	14%	17%	15%
Some College	32%	32%	33%
High School Grad.	32%	27%	30%
No H.S. diploma	18%	15%	15%

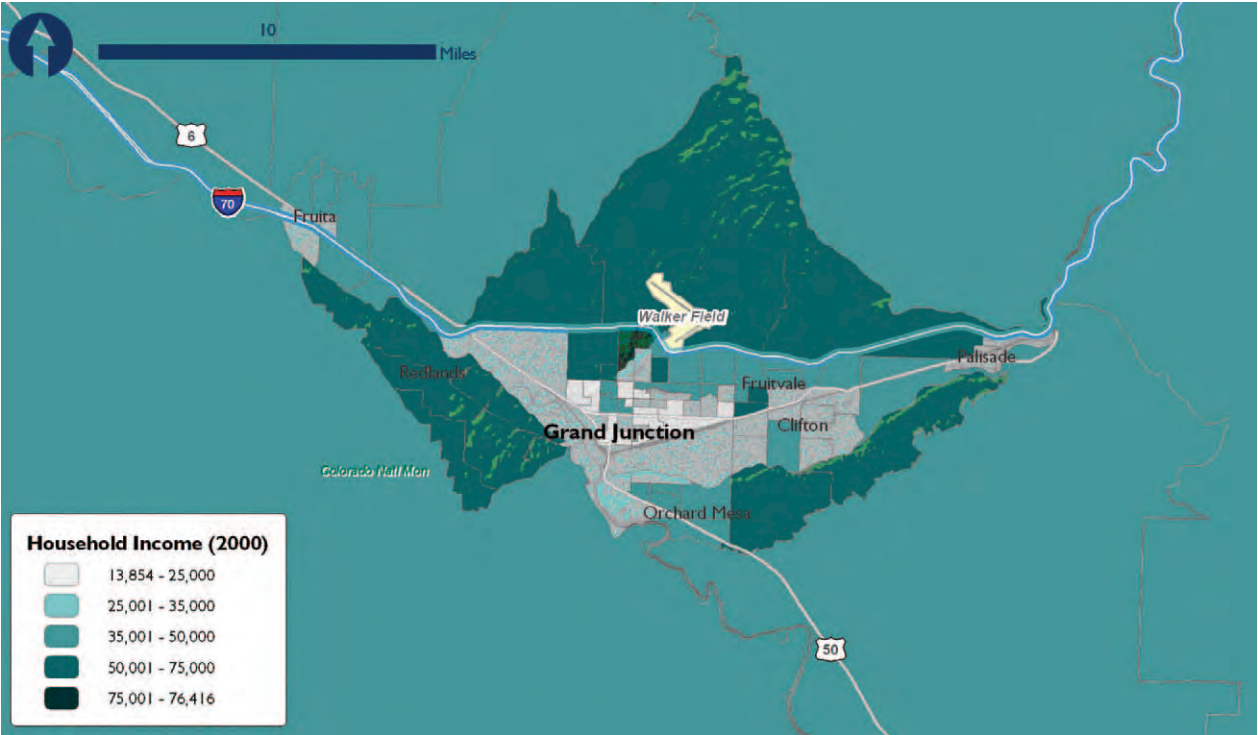
Education attainment in the North Avenue vicinity is somewhat lower than in the city overall, but more similar to the county-wide profile. Most (58 percent) of Grand Junction adult residents have attended at least some college, versus 64 percent statewide.

Household Income (2006)

Ann. Household Income	North Ave Area	Grand Junction	Mesa County
\$0-25K	40%	32%	27%
\$25-35K	16%	13%	13%
\$35-50K	19%	19%	19%
\$50-75K	17%	18%	21%
\$75-100K	5%	7%	9%
\$100-150K	2	8	8
\$150K+	1	4	4
Per Capita	\$17,500	\$23,959	\$22,761
Med. Household	\$35,316	\$44,111	\$49,249

Household incomes in the county are higher than those in the City of Grand Junction, which in turn are higher than those for the North Avenue immediate vicinity. Because household sizes are smaller in Grand Junction than the county overall, the city has slightly higher per capita incomes, however.

The map illustrates the geographical distribution of households by income in the area. Note that higher incomes are generally found toward the outer edges of the city, especially towards the north side.





Psychographics

Psychographics is a term used to describe characteristics of people and neighborhoods which, instead of being purely demographic, which measure their attitudes, interests, opinions, and lifestyles. These more qualitative descriptions are increasingly used by marketers and planners to help tailor product offerings to suit the tastes of target market segments. Residential homebuilders and commercial retail developers, in particular, are interested in understanding a community’s psychographic profile, as this is an indication of its residents’ propensity to spend across select retail categories. Residential developers are also interested in understanding this profile as it tends to suggest preferences for certain housing product types. The most widely used source of psychographic profiling is the Tapestry - segmentation system offered by ESRI. In the Tapestry system, each neighborhood (census block group) in the United States is assigned to one of 64 distinct lifestyle/psychographic segments.

The top Tapestry segments in Grand Junction are shown in the table below, along with a count of households represented by each segment and an index indicating how prevalent that segment locally as compared to nationally (an index of 100 would be expected given the population, while an index of 400 would be four times the national level). The segments are described in the paragraphs that follow.

Segment	Trade Area Households	Index to U.S.
Midlife Junction	3,655	731%
Prosperous Empty Nesters	2,912	791%
Great Expectations	2,341	660%
Retirement Communities	1,663	557%
Simple Living	1,575	543%
Exurbanites	1,148	235%

Midlife Junction communities are found in suburbs across the country. Residents are phasing out of their child rearing years. Nearly half of the households are comprised of married-couple families and 31 percent are singles, living alone. The median age is 40.5 years and the median household income is \$43,600. A third of households receive Social Security benefits. Nearly two-thirds of households are single-family structures, and the remaining dwellings are mainly apartments in multiunit buildings. These residents live quiet, settled lives. They spend their money prudently and do not succumb to fads. They prefer to shop by mail or phone, from catalogs such as J.C. Penney, L.L. Bean, and Lands' End. They enjoy yoga, attending country music concerts and auto races, refinishing furniture, and reading romance novels.

Prosperous Empty Nesters neighborhoods are well established, located throughout the United States; approximately one-third are on the eastern seaboard. The median age is 47.2 years. More than half of the householders are aged 55 or older. Forty percent of household types are married couples with no children living at home. Educated and experienced, residents are enjoying the life stage transition from child rearing to retirement. The median household income is \$66,200.

Residents place a high value on their physical and financial well-being and take an active interest in their homes and communities. They travel extensively, both at home and abroad. Leisure activities include refinishing furniture, playing golf, attending sports events, and reading mysteries. Civic participation includes joining civic clubs, engaging in fund-raising, and working as volunteers.

Great Expectations neighborhoods are located throughout the country, with higher proportions in the Midwest and South. Young singles and married-couple families dominate. The median age is 33.0 years. Labor force participation is high. Manufacturing, retail, and service industries are the primary employers. About half of the households are occupied by owners in single-family dwellings, with a median value of \$100,600, and the other half are occupied by renters, mainly living in apartments in low-rise or mid-rise buildings. Most of the housing units in these older suburban neighborhoods were built before 1960. Residents enjoy a young and active lifestyle. They go out to dinner, to the movies, to bars, and to night clubs. They enjoy roller skating, roller blading, playing Frisbee, chess, and pool, and attending auto races. They read music magazines and listen to rock music on the radio.

Retirement Communities neighborhoods are found mostly in cities scattered across the United States. The majority of households are multiunit dwellings. Congregate housing, which commonly includes meals and other services in the rent, is a trait of this segment dominated by singles who live alone. This educated, older market has a median age of 50.7 years. One-third of residents are aged 65 years or older. Although the median household income is a modest \$45,100, the median net worth is \$172,000.

Good health is a priority; residents visit their doctors regularly, diet and exercise, purchase lowsodium food, and take vitamins. They spend their leisure time working crossword puzzles, playing bingo, gardening indoors, canoeing, gambling, and traveling overseas. They like to spend time with their grandchildren and spoil them with toys. Home remodeling projects are usually in the works.



Simple Living neighborhoods are found in urban outskirts or suburban areas throughout the United States. Half of the households are singles who live alone or share housing, and 32 percent consist of married-couple families. The median age is 40.1 years. Approximately one-third of householders are aged 65 years or older; 19 percent are aged 75 years or older. Housing is a mix of single-family dwellings and multiunit buildings of varying stories. Some seniors live in congregate housing (assisted living). Fifty-five percent of households are occupied by renters. Approximately 40 percent of households receive Social Security benefits.

Younger residents enjoy going out dancing, whereas seniors prefer going to bingo night. To stay fit, residents play softball and volleyball. Many households do not own a computer, cell phone, or DVD player. Residents watch hours of TV per day, especially sitcoms and science fiction shows.

Open areas with affluence define these neighborhoods. Empty nesters comprise 40 percent of these households; married couples with children occupy 32 percent. Half of the householders are between the ages of 45 and 64 years. The median age is 43.6 years. Approximately half of those who work hold professional or managerial positions. The median home value is approximately \$255,900; the median household income is \$83,200.

Financial health is a priority for the **Exurbanites** market; they consult with financial planners and track their investments online. They own a diverse investment portfolio and hold long-term care and substantial life insurance policies. Residents work on their homes, lawns, and gardens. Leisure activities include boating, hiking, kayaking, playing Frisbee, photography, and bird-watching. Many are members of fraternal orders and participate in civic activities.

For North Avenue:

Of the segments described above, Prosperous Empty Nesters and Retirement Communities indicate a particular opportunity for senior-oriented residential development along the North Avenue Corridor. Such development would not need to be age-restricted, but could capitalize on pedestrian-friendly amenities, opportunities for outdoor activities and proximity to convenience-good shopping and medical facilities. The Great Expectations segment, with its relatively high proportion of renters and young couples, would be a promising target for more dense mixed-use residential and retail development along the corridor, particularly in the vicinity of Mesa State College.

Market Demand Estimates

Critical to interpreting The North Avenue Corridor’s competitive position within the region is an understanding of the characteristics of land uses within a defined trade area. In order to identify potential development opportunities among these uses (given the area's competitive position and prevailing market conditions) demand estimates were prepared.

As stated earlier, because The North Avenue Corridor may have the ability to draw from a larger trade area, demand estimates by land use type were prepared for the broader region. Because of the urban nature of the corridor, residential demand is assumed to be a function of household growth in the City of Grand Junction itself, while retail and office demand is a function of growth in the county as a whole (and beyond, in the case of certain retail types). What follows is a discussion of recent and projected demand conditions for residential, retail, and office uses, along with estimates of attainable capture for redevelopment parcels within the corridor itself.

Residential

With strong residential growth over the past several years Mesa County is permitting an average of 1,430 units per year since 1999 and saw record construction of 1,589 units in 2005. There has been relatively little variation in level of construction in general, with the low point in 2001 seeing 1,253 permits issued. In part because of lower than average interest rates, multifamily construction has accounted for less than 10 percent of this total. Given that increases in energy-sector employment tends to be led by relatively itinerant single males, and that interest rates have been trending upwards, the share of rental units, especially in Grand Junction itself, should increase over time to closer to the existing overall rate of just over 30 percent.

Residential vacancy rates in Grand Junction and Mesa County are among the lowest in the state. Jim Coil Research & Consulting estimates January 2007 vacancy rates of 0.8 percent for ownership units and 2.5 percent for rental units – both well below equilibrium rates and indicative of housing shortages, especially at lower income points.

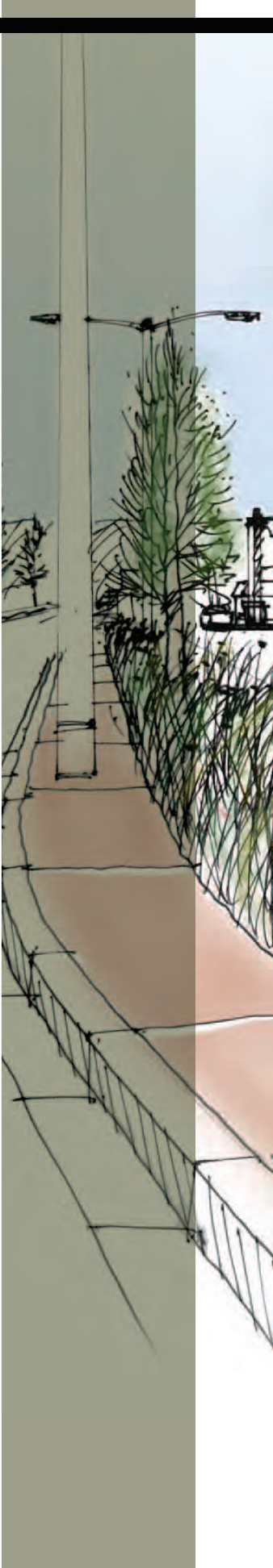
Demand for new residential units is primarily a factor of the growth in income-qualified households within a trade area. For parcels along North Avenue, this trade area is realistically restricted to growth within the municipal limits of Grand Junction. Projected trade area household growth was analyzed along with historical patterns of single- and multi-family development to arrive at an estimated average annual demand for housing in the City of Grand Junction of approximately 600 units per year over the next 10 years.

Residential Demand Analysis
Primary Residential Trade Area
Ten Year Demand Estimates

Households	2006	19,999		
	2011	22,627	Annual Growth Rate	2.50%
	2016	25,600		
	Household Growth (06-16)	5,601	Adjust for 2nd homes, demolition, vacancy	7.0%
	Adjusted Unit Requirement	5,994	Pct. Renters	31%

Annual Income Range (2006 dollars)	Approx. Rent Range	Approx. Home Price Range	Current HHs in Income Bracket	New HHs by Income Bracket	Trade Area Demand from New Households (10-yr)			
					Total Units	Est. Pct. Renters	Total Rental Units	Total Ownership Units
up to \$15K	up to \$375	up to \$75K	17%	15%	899	75%	674	225
\$15-25K	\$375 - \$625	\$75 to \$100K	15%	14%	839	65%	545	294
\$25-35K	\$625 - \$875	\$100 to \$150K	13%	13%	797	35%	279	518
\$35-50K	\$875 - \$1,000	\$150 to \$200K	18%	18%	1,049	20%	210	839
\$50-75K	\$1,000+	\$200 to \$250K	18%	19%	1,139	10%	114	1,025
\$75-100K	\$1,000+	\$250 to \$350K	7%	8%	479	5%	24	456
\$100-150K	\$1,000+	\$350 to \$500K	8%	9%	539	2%	11	529
\$150K and up	\$1,000+	\$500K and up	4%	4%	246	2%	5	241
Totals			100%	100%	5,994	31%	1,862	4,126

Residential Demand – Grand Junction Trade Area





Approximately 1,862 units (or approximately 30 percent) of the Trade Area’s 10-year demand could be in the form of rental units. Attached ownership housing (condominiums and townhomes) appears to be underrepresented in Grand Junction compared to other cities of its size. Of the 3,350 units of ownership demand for those making \$15,000 and above, up to 20% could be delivered in the form of an attached product (assuming appropriate marketing) based on demographic and consumer preferences.

Assuming quality design effort, support from the city in assemblage, regulatory improvements and development incentives, the North Avenue corridor could realistically absorb approximately 200 apartment units and 140 single family attached (condo, loft, townhome, rowhome) units over the next 10 years, as shown in the following tables. Note that this represents a capture rate of roughly 17 percent of market rate (income \$15,000 and up) units in the city as a whole.

Single Family Ownership Attached (townhome, condo, etc.) 10-yr. Demand and North Avenue Capture						
Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand	Est. Pct. Townhome/Condo	Townhome / Condo Demand	Attainable Capture Rate (within attached)	Attainable Subject Capture (units)
\$15-25K	\$75 to \$100K	294	65%	191	15%	29
\$25-35K	\$100 to \$150K	518	50%	259	20%	52
\$35-50K	\$150 to \$200K	839	20%	168	20%	34
\$50-75K	\$200 to \$250K	1,025	10%	102	15%	15
\$75-100K	\$250 to \$350K	456	10%	46	15%	7
\$100-150K	\$350 to \$500K	529	5%	26	10%	3
\$150K and up	\$500K and up	241	5%	12	0%	0
Totals		3,901	20.6%	804	17.3%	139

Multifamily Apartments 10-yr. Demand and North Avenue Capture				
Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Attainable Capture Rate (within apartments)	Attainable Subject Capture (units.)
\$15-25K	\$375 - \$625	545	15%	82
\$25-35K	\$625 - \$875	279	20%	56
\$35-50K	\$875 - \$1,000	210	20%	42
\$50-75K	\$1,000+	114	15%	17
\$75-100K	\$1,000+	24	15%	4
\$100-150K	\$1,000+	11	10%	1
\$150K and up	\$1,000+	5	0%	0
Totals		1,188	17.0%	201

Retail

Demand for new retail space is determined by future retail expenditures by new households. This demand was determined by multiplying growth in households with that portion of household income spent on general retail purchases. An additional adjustment was made to allow for demand from space turnover and obsolescence. Because of Grand Junction’s role as a regional hub, its retail inventory is supported by rooftops well beyond Mesa County itself. We estimate that for 100 square feet of store space supported by Mesa County residents, an additional 80 square feet are supported by residents outside the county. As shown in the following table, Mesa County household growth alone would support approximately 900,000 square feet of new retail demand over ten years. Adding in demand from outside the county (at varying rates depending on the category) and replacement of obsolete space (at a rate of 1 percent annually), Mesa County could see demand for a total of 1.6 million square feet of new retail space by 2017.

Assuming a 15% to 20% capture rate of Trade Area retail demand, The North Avenue Corridor could be expected to add approximately 240,000 to 325,000 square feet of new retail space (again, assuming quality design, marketing, and city support). This demand would likely take the form of neighborhood serving dining and specialty retail in the key nodes around the college and hospital, but could have a significant region-serving component in the area around the improved 29 Road intersection.

Retail Trade Area (Mesa County) Ten Year Demand Estimates					
Category	Demand from Trade Area Household Growth (s.f.)	Regional Draw Factor (Existing Surplus Pct.)	Additional Regional Demand (s.f.)	Turnover/ Obsolescence Demand (s.f.)	Total New Trade Area Demand (s.f.)
Auto Parts, Accessories, and Tire Stores	26,126	55%	14,369	11,164	51,659
Furniture & Home Furnishings Stores	52,694	50%	26,347	18,337	97,378
Electronics & Appliance Stores	22,463	20%	4,493	4,931	31,887
Bldg Mater., Garden Equip. & Supply	43,601	55%	23,981	18,434	86,016
Food & Beverage Stores					
Grocery Stores	181,671	30%	54,501	47,431	283,603
Specialty Food Stores	4,579	25%	1,145	1,100	6,824
Beer, Wine, and Liquor Stores	18,090	65%	11,758	9,686	39,534
Health & Personal Care Stores	25,431	55%	13,987	10,611	50,030
Clothing and Clothing Accessories Stores	54,871	50%	27,435	21,119	103,424
Sporting Goods, Hobby, Book, & Music	31,726	75%	23,794	23,239	78,759
General Merchandise Stores	144,546	45%	65,046	48,184	257,777
Miscellaneous Store Retailers	32,328	75%	24,246	22,891	79,465
Food Services & Drinking Places					
Full-Service Restaurants	55,470	15%	8,321	11,760	75,551
Limited-Service Eating Places	56,506	5%	2,825	11,002	70,334
Special Food Services	4,598	10%	460	955	6,012
Drinking Places	3,521	65%	2,289	1,890	7,700
New Demand in Selected Categories	758,223		304,998	262,733	1,325,954
Demand From Excluded Categories* (20%)	151,645	50%	75,822	52,547	280,013
Total New Locally Supported Demand	909,868		380,820	315,280	1,605,967

*e.g. entertainment, banking, prof./medical office, etc.





Office

Demand for new office space is derived from two primary sources: expansion of existing industry and the relocation of new companies into the market. Employment projections by industry classification for the Trade Area were used to estimate demand over the next ten years. Assuming a 2.7 percent annual growth rate in overall employment, the analysis revealed demand for almost 1,000,000 square feet of new office space over this period. Assuming a 10 percent capture rate, the North Avenue corridor could absorb approximately 95,000 square feet of new office space over the next 10 years.

This demand could take the form of medical, educational and other primarily professional office space at key nodes along the western portions of the corridor, and could be in the form of flex office basic employment space nearer to the 29 Road junction.

Office Demand – Grand Junction Trade Area

Summary of Office Space Demand from Employment Growth							
Trade Area							
Ten Year Demand							
	Est. 2006 Jobs	Annual Job Growth Rate	10-yr. Job Growth	Est. Pct. Office	10-yr. Office Demand from Job Growth (s.f.)	Est. Office Demand From Turnover (10- year)	Total New 10- yr. Office Demand (s.f.)
Agriculture & Mining	733	5.0%	461	35%	36,312	3,208	39,520
Construction	2,377	1.0%	249	5%	2,798	1,486	4,284
Manufacturing	2,701	1.0%	283	5%	3,179	1,688	4,868
Transportation	1,584	2.5%	444	15%	14,973	2,970	17,943
Communication	505	2.5%	141	25%	7,959	1,579	9,538
Electric, Gas, Water, Sanitary	198	2.5%	55	20%	2,496	495	2,991
Wholesale Trade	1,928	1.0%	202	5%	2,270	1,205	3,475
Retail Trade	12,218	3.0%	4,202	5%	47,274	7,637	54,910
Finance, Insurance, Real Estate	3,839	2.5%	1,075	95%	229,822	45,586	275,407
Services (Non-Retail)							
Hotels & Lodging	862	3.0%	296	5%	3,334	539	3,872
Automotive Services	666	3.0%	229	5%	2,577	416	2,993
Entertainment & Recreation	664	3.0%	228	5%	2,568	415	2,982
Health Services	10,962	3.0%	3,770	25%	212,063	34,256	246,319
Legal Services	498	3.0%	171	95%	36,609	5,914	42,523
Educ. Institutions	1,894	3.0%	651	15%	21,979	3,551	25,530
Other Services	7,391	3.0%	2,542	20%	114,382	18,477	132,859
Government	3,774	3.0%	1,298	25%	73,009	11,794	84,803
Other	13	3.0%	5	30%	306	50	356
Totals	52,807	2.7%	16,302		813,909	141,263	955,173

Absorption Summary

The table below summarizes potential North Avenue Corridor absorption of land uses over the next 10 years.

Summary of Potential Absorption – North Avenue Corridor

10 Year Demand Summary for North Avenue Corridor			
	Level of Public Sector Support/Investment		
	none	moderate	high
Residential (units)			
Single Family Attached	?	140	200
Multifamily Apartments	?	200	300
Retail (s.f.)	100,000	240,000	325,000
Office (s.f.)	25,000	95,000	150,000

Strategy Considerations

As market opportunities for residential, retail and office space in The North Avenue Corridor occur over the next 10 years, the following strategic implications should be considered:

Residential

- Trend towards town home / condo products in downtown neighborhoods
- Appeals to buyers seeking amenities without maintenance hassles
- Targets empty nesters, young professionals and single parents – the majority of downtown housing residents
- Some more affluent students (and recent students) may have interest in ownership housing near the college
- As interest rates climb, the trend may shift towards apartments -- less investment appeal, but greater flexibility and less commitment
- Conversion of vacant downtown office space into apartment and condominium residential units has been very successful in many urbanizing markets
- Open question as to whether Grand Junction has critical mass of residents with urban tastes to succeed with certain attached residential products
- Will depend heavily on design quality, experience of developer and education of community to overcome any negative attitudes about downtown living
- Investment in infrastructure, streetscape, and other pedestrian amenities also key – including investment in “soft spaces”
- College area near N. 12th Street represents a strong opportunity for vertical mixed use including both ownership and rental residential
- Veterans hospital area near 23rd Street has opportunity (with relocation of some big box retail) for mixed use including senior-oriented housing and even extended stay lodging targeting hospital patients and their families
- Workforce housing price points should be in strong demand throughout the corridor





Retail

- Levels of retail demand suggest support for a range retail product types
- Greatly enhanced connectivity around 29 Road will lend support to some regional retail – not mall scale, but two to three medium to large box tenants with pads and in-line complements
- Neighborhood-supporting services, dining (both limited and full-service) and specialty retail -- in a mixed-use urban environment – could make sense over time around nodes to the west
- Ground-floor retail with office and attached residential above would add overall pedestrian appeal and be mutually supporting

Office

- Major office development anywhere in Grand Junction carries the boom-bust risk
- Professional, medical, education and other small floor-plate office tenants could be attracted to coordinated developments on the west side of the corridor
- Sites further east along the corridor are more amenable to flex office and other employment-generating uses

Mixed-Use

- For new construction, three to four-story densities (in appropriate locations), at a human scale, with streetscaping and a mix of uses, would create a more user-friendly experience for:
 - Employees
 - Prospective residents
 - Visitors
 - Shoppers

1ST OPEN HOUSE - Public Comment Summary

In order to obtain the most information from the public during the open house, the following board and questionnaire were used. The EDAW team along with City staff collected commentary on the boards and concepts presented. The public was able to comment directly and were asked to also fill out the questionnaire in order to obtain the best guidance and direction for the project.

Community Goals / Vision

North Avenue Corridor

8 March 2007



What uses are lacking in North Avenue corridor ?

What are the best / worst qualities of the corridor ?

What is (or should be) the character(s) of North Avenue ?

What words best describe this area ?

What is (or should be) the theme of the corridor ?

What would you like the city to implement and invest in ?

How do you use the corridor ?

- Shopping
- Entertainment
- Access

EDAW / AECOM • LELAND CONSULTING GROUP • MATRIX DESIGN GROUP

Grand Junction

NORTH AVENUE CORRIDOR QUESTIONNAIRE

Please take a moment and fill out this survey regarding the North Avenue Corridor from 12th Street to I-70-BI.

Your valued thoughts and ideas will help shape the vision for this corridor.

8 March 2007

What is your biggest concern regarding this section of North Avenue?

Are there currently any safety issues you would like see addressed?

What would you like to see improved or changed?

What uses are lacking in the corridor that you would use (retail, commercial, services, housing)?

Why and how frequently do you come to this corridor?

What type of activities are missing in the corridor that you would like to see?

How do you access the corridor area?



CITY OF
Grand Junction
COLORADO



The Open House served as a workshop where the public was able to discuss with the EDAW team and City Staff items of concern as well as their desires for the improvement of the North Avenue corridor. The following list presents the primary items expressed by the public.

NEIGHBORHOOD CONCERNS:

- Aesthetics
- Safety
- Impact of Development on Neighborhood
- Homeless Shelter
- Current Lack of Identity
- Financial Impact to Business
- Incentives
- Loss of Neighborhood Identity
- Illicit Activity
- Dark Sky / Environmental Practices

ISSUES:

- Homeless Shelter
- Trailer Parks
- Undesirable Residential Homes / Lots
- Cruising of Large Empty Parking Lots
- Fence Height of Golf Park
- Bus Stop Locations
- North Access to Patterson
- Right Turns
- New Medians
- ADA Accessibility

DESIRED IMPROVEMENTS / CHANGES:

- Sidewalks
- Landscaping
- Traffic / Crossing at 12th Street
- Signage
- Ditches
- Overhead Utilities
- Access to Business (Vehicular and Pedestrian)
- Bike Paths
- Senior Affordable Housing
- Consolidate Curb Cuts

USES LACKING:

- Retail Anchor
- Neighborhood Serving Retail
- Quality Sit-Down Restaurants
- Affordable Quality Housing
- Mixed Housing Opportunities
- Quality Senior Housing Near Amenities
- Quality Grocer
- Quality Hotel
- Entertainment (After 5) Opportunities



The following document reflects the summary information attained at the first open house workshop. It includes the summary information from all of the public commentary received verbally and written. All of this information will help guide the approach scenarios of the potential districts and implementation strategies that the North Avenue corridor could take.



OPEN HOUSE

Initial Open Session at City Offices: Greg Palmer (Council Member), Kathy Portner, Scott Peterson, David Thornton, (City of Grand Junction), Ted Kamp (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)

Date: March 8, 2007 Time: 1:00 PM
Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01
Subject: Open House

Council Session Comments

- Consistency in theme to consider for entire corridor.
- Maintain viable east – west traffic corridor use.
- Linkage of bike paths and sidewalks to the surrounding neighborhood to create a more walkable and bike friendly community.
- How is development initiated, what are the catalyst projects?
- Cultural aspect should be maintained along the corridor, ie: art, history of area, 1st – 12th original square mile.
- Identification of neighborhoods to the corridor and their presence and representation on the corridor needs to be strengthened.
- The 29th Street connection will change and affect the districts with a retail focus.
- Current zoning could lead to further heavy commercial uses unless identified and changed.
- Indian wash canal could potentially be a significant identity.

Public Open House 4:30pm - Compiled Comments

Public Attendance 44

Concern Regarding North Avenue

- 23 Aesthetics
- 20 Safety
- 16 Impact to Neighborhood (primarily related to the homeless shelter)
- 12 Lack of Identity
- 5 Financial Impact to Business (drive thru only – corridor not used for destination to local businesses)
- 5 Incentives
- 4 Illicit Activity
- 2 Loss of Identity
- 1 Dark Sky Compliance

Current Safety Issues to be addressed

- 15 Homeless Shelter
- 5 Trailer Parks
- 5 Infill
- 3 Large Assembly of Lots
- 3 Golf Fence Height (errant balls to R.O.W)
- 1 Undesirable Residential (mobile homes)
- 1 North Access to Patterson
- 1 Bus Stops
- 1 Right Turns
- 1 Pedestrian Crossings (primary concern at 12th intersection with students)
- 1 New Medians
- 1 ADA Access

Items to Improve or Change

- 30 Sidewalks (landscaping)
- 10 Traffic Congestion (specific to students crossing at 12th)
- 9 Signage
- 9 Bus Stops / Transportation
- 8 Traffic Lights
- 7 Ditch – Visual / Physical Hazard
- 6 Overhead Utilities
- 5 Violence
- 4 Access
- 4 Include Bike Paths
- 2 Remove Vacant Buildings
- 2 Drag / Cruise Street
- 1 Install Round-About
- 1 No Round-About
- 1 Senior Affordable Housing
- 1 Consolidate Curb Cuts
- Landscape
- Medians Improvements / Trees
- Remove Trailers / Mobile Homes

Uses Lacking

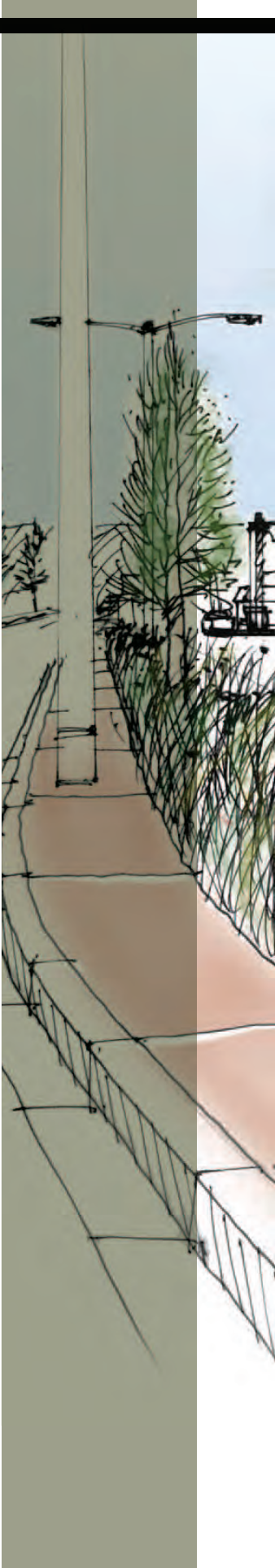
- 10 Retail Anchors
- 2 Commercial
- 10 Quality Sit-down Restaurants
- 2 Services
- 9 Affordable housing
- 2 Housing
- 1 Mixed Housing
- 5 Quality Hotels
- 4 Medical Office
- 4 Open Space / Civic Space
- 2 Car Wash
- 2 Entertainment
- 2 Quality Grocery
- 1 Human Services
- 1 Festivals
- 1 Water Feature
- 1 Parking

Current Use of Corridor by Open House Attendees

- 16 Shopping
- 14 Work
- 12 Services
- 5 Avoid Corridor
- 3 Transportation Only

Individual Access of Corridor by Open House Attendees

- 29 Private Vehicle
- 3 Walk
- 2 Bike
- 0 Bus



APPROACH

The first Open House provided the team with insight on the public priority goals and expectations for the project. (See Open House Notes) The Team proceeded with preparation of three alternative plans.

Common features carried through the alternative plans:

- Senior Housing
- Residential Multi-Family
- Grocer
- Big Box Retail
- Hotel
- Civic

The unique features within each alternative include:

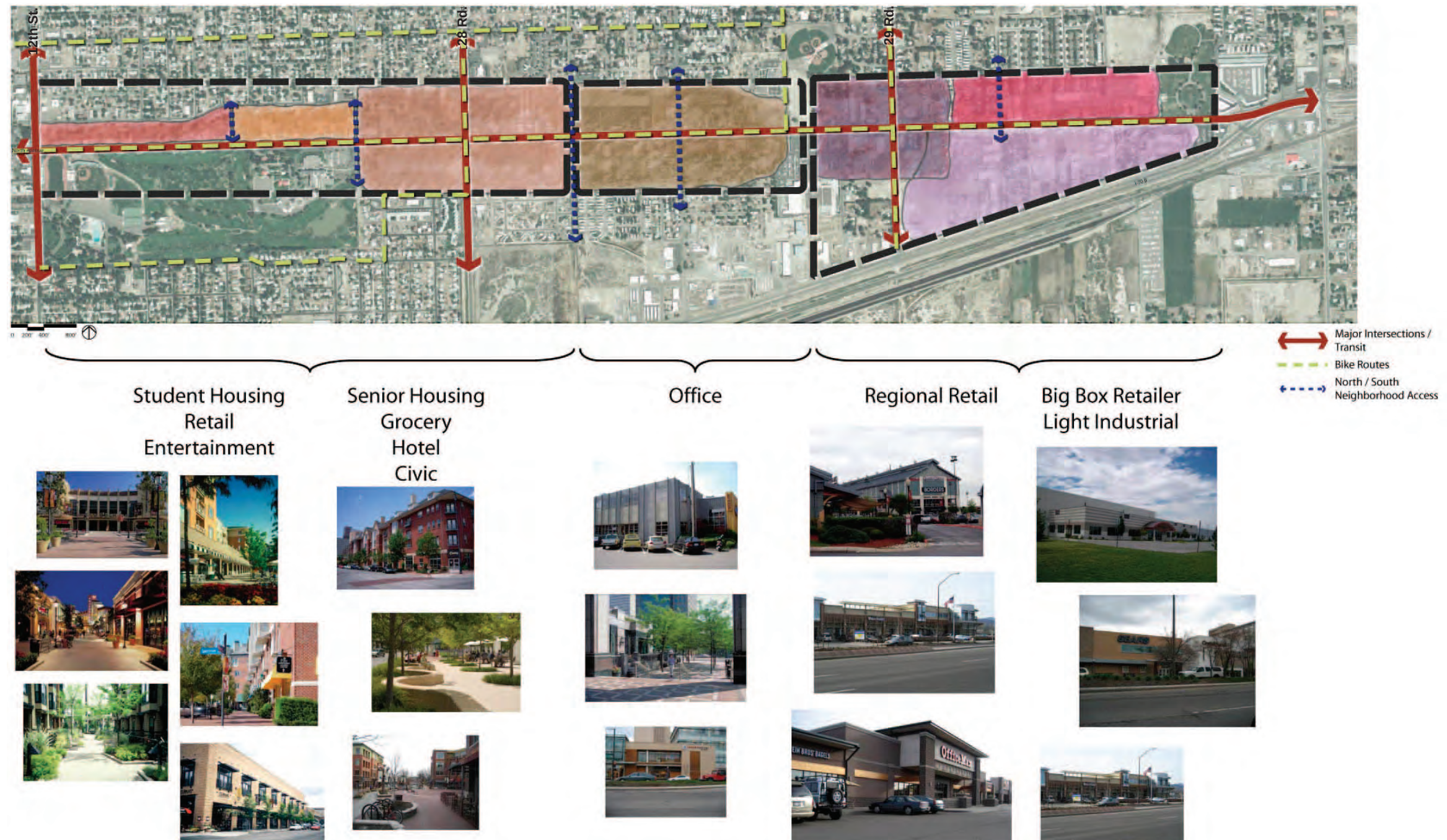
- Student District
- Entertainment District
- Residential Apartments
- Regional Retail
- Neighborhood Retail
- Lifestyle Center
- Light Industrial

Following are three alternatives presented illustrating the proposed districts and their connections to the surrounding neighborhood. These boards depict potential uses (commercial, residential, office, etc.) in three alternative layouts along with character images to depict that portrayed potential building mass and architectural character style.



The predominant elements of this alternative are:

- An Entertainment District in proximity to the students at Mesa College
- A Public Civic Open Space in correlation with Senior Housing, Grocer and a Hotel to create a focus at the intersection of 28th Rd.
- A high concentration of Office acts as a transition to the Regional Retail uses
- The Regional Retail would be a focus for the intersection of 29 Rd. serving as a retail gateway for higher intensity Big Box Retailer on the north and a Light Industrial Park to the south.



APPROACH - District Alternative 2

The predominant elements of alternative two are:

- A Neighborhood Retail Use in proximity to the students at Mesa College mixed with Residential as it continues to the east
- The 28 Rd. intersection focuses on combining Senior Housing with Retail and Grocer along with a Civic component
- Office and Residential transition the neighborhood services to the primary focus of Office and Hotel with some lighter retail uses along the 29 Rd. intersection
- The far eastern edge of the corridor places Residential uses to continue from the neighborhood on the north side and a Big Box retailer to take advantage of the southern large property area



The predominant elements of alternative three are:

- A Residential District near the Mesa College to transition to Neighborhood Retail uses
- The Neighborhood Retail uses would then be combined with Senior Housing, a Grocer and Hotel and minimal Office at the 29 Rd. intersection
- A Residential district would include a greater Regional Lifestyle Center component transitioning to Retail and Civic uses to establish the 29 Rd. intersection
- From the 29 Rd. intersection eastward a large Big Box district would transition to the bypass connection





During the 2nd Open House, the attending public was asked to place preferencing dots on those images which where preferred (green) and not preferred (red). These preferencing boards will help further guide the direction of one preferred alternative of districts to North Avenue.

Alternative 1 appeared to have greater preference of student housing, retail and entertainment district, as well as the senior housing and grocer. District not preferred in this alternative were the greater regional retail, big box and light industrial concepts.

Alternative 2 obtained greater preference for the more residential neighborhood and apartments rather than the larger big box and higher density apartments.

Alternative 3 again reiterates the desire from the public to have more neighborhood scale apartments rather than the larger scale apartment buildings. Again the desire for a retail and civic component that speaks to a neighborhood scale instead of a large retail component that is more regional in nature was evident.

Based on this information obtained a preferred district alternative plan was created to further guide the appropriate revitalization on the North Avenue Corridor. This preferred alternative is presented in the Summary and Recommendations portion of this report.

Additional Public Comment

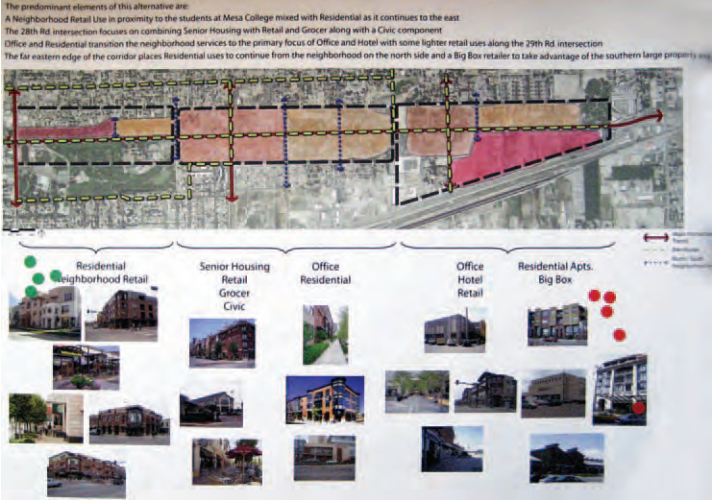
Public comment received during the open house was consistent with that heard at the first Open House. Additional comments received included; the need and desire for more high quality restaurants, the need for quality senior housing in proximity to grocery amenities, improved streetscape and pedestrian realm. Additionally the proposed student housing and entertainment district was well received along with greater mixed use development that would promote a neighborhood and community district where amenities and services are in proximity to housing.

Public Comments regarding the realization of improvements and redevelopment to North Avenue spoke of the need for the City to actively be involved in land assembly and incentives to propel any development. Incentives as corridor-wide enterprise zone, tax rebates and mixed use zoning, where voiced, The investigation of current disincentives that prohibit residential on commercial properties was also noted.

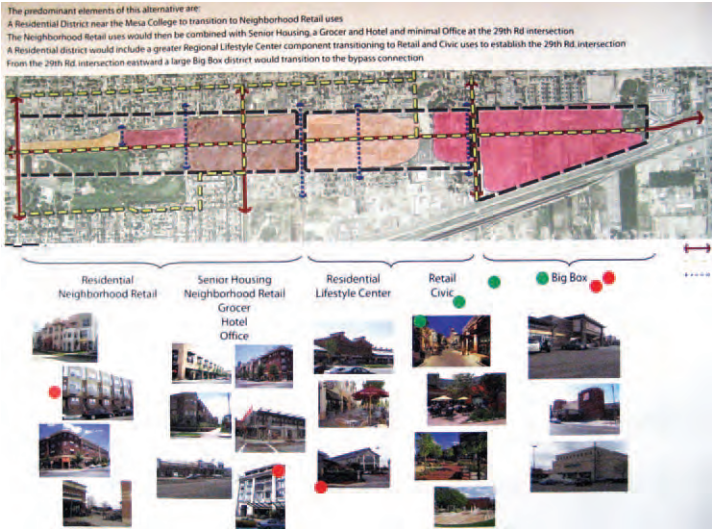
Alternative 1

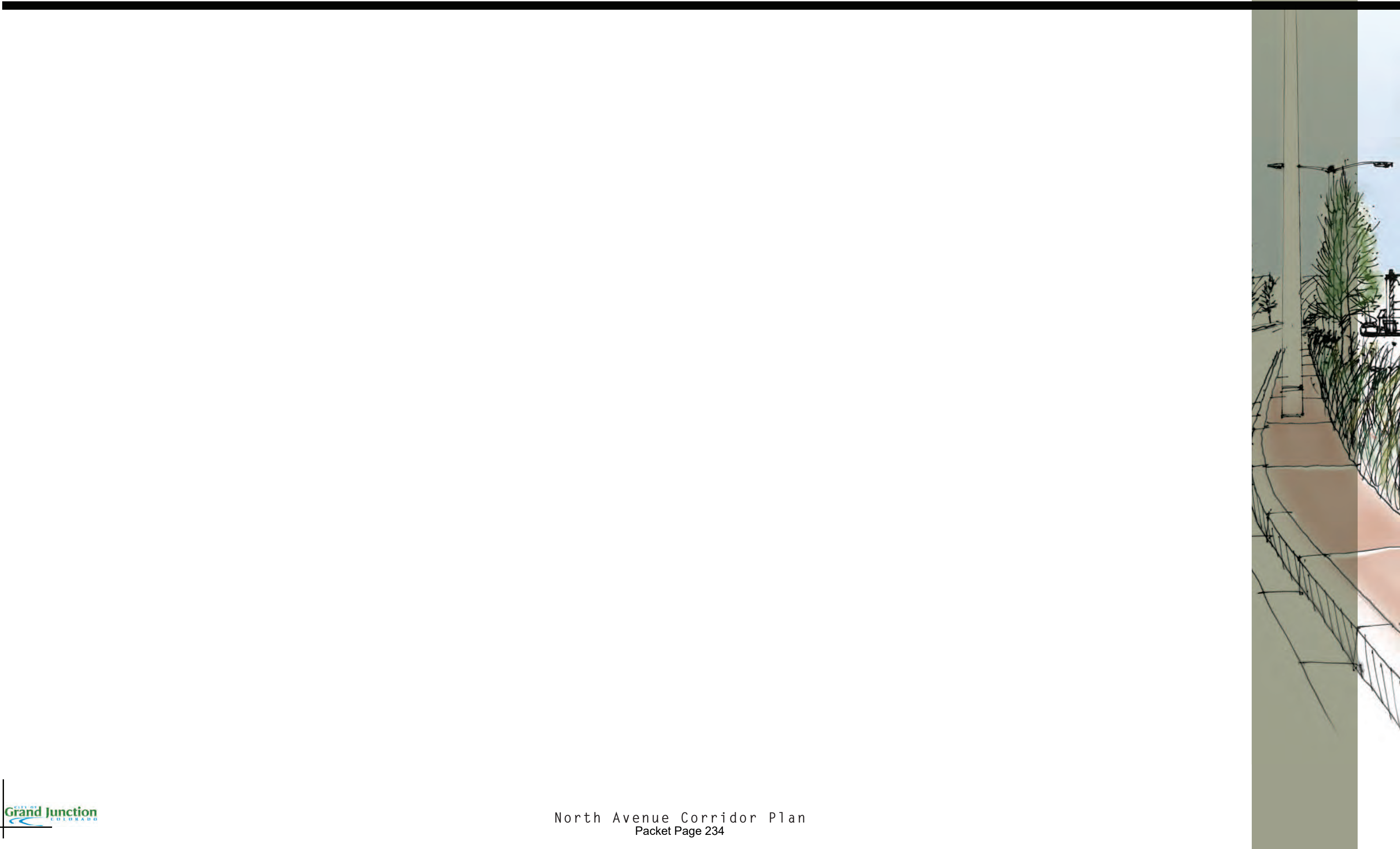


Alternative 2



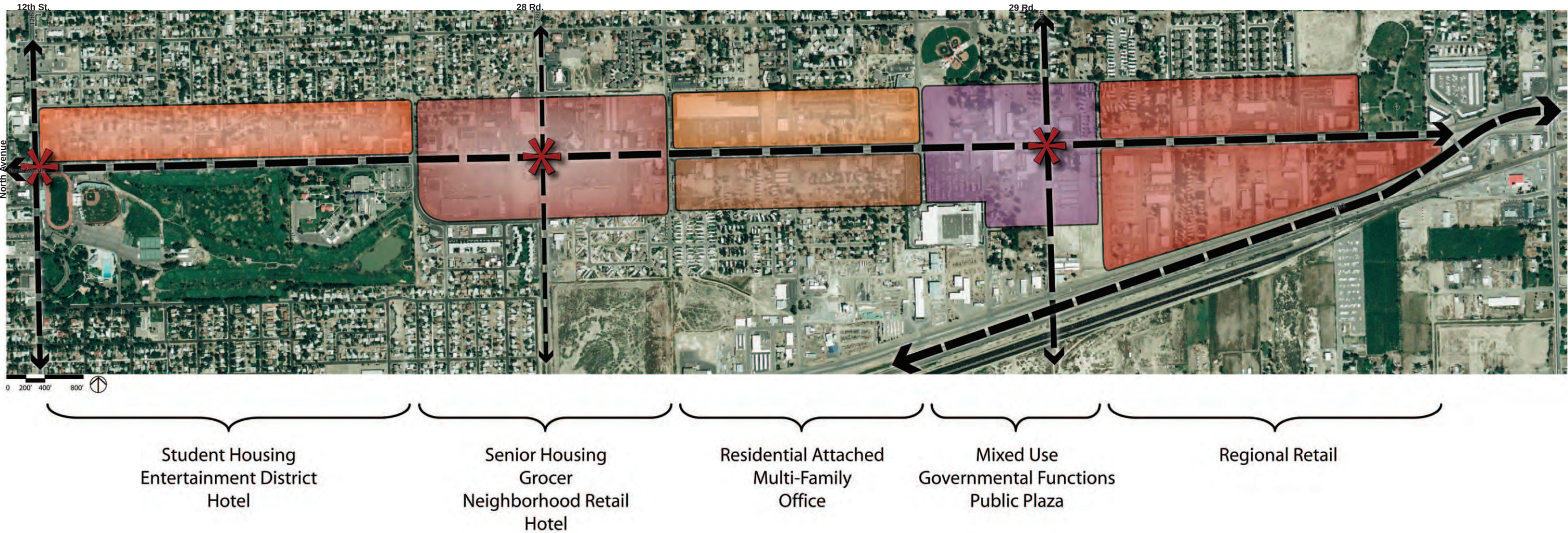
Alternative 3





The predominant elements of the preferred alternative are:

- A Student and Entertainment District in proximity to Mesa College would also provide student housing, after 5 activities and the opportunity for a quality Hotel to serve the area
- A Neighborhood Center where Senior Housing located in proximity to a quality Grocer, Neighborhood Retail, and the potential for a Hotel to serve the hospital and surrounding neighborhood
- A Multi-Family and Attached Residential district connecting to the neighborhoods to the north, and potential for Office space to the south
- A Mixed Use area with residential over retail incorporated with the Governmental Functions and Public Plazas to create a gateway for the 29 Rd. intersection
- Regional retail to anchor the east end of the corridor



Key Projects

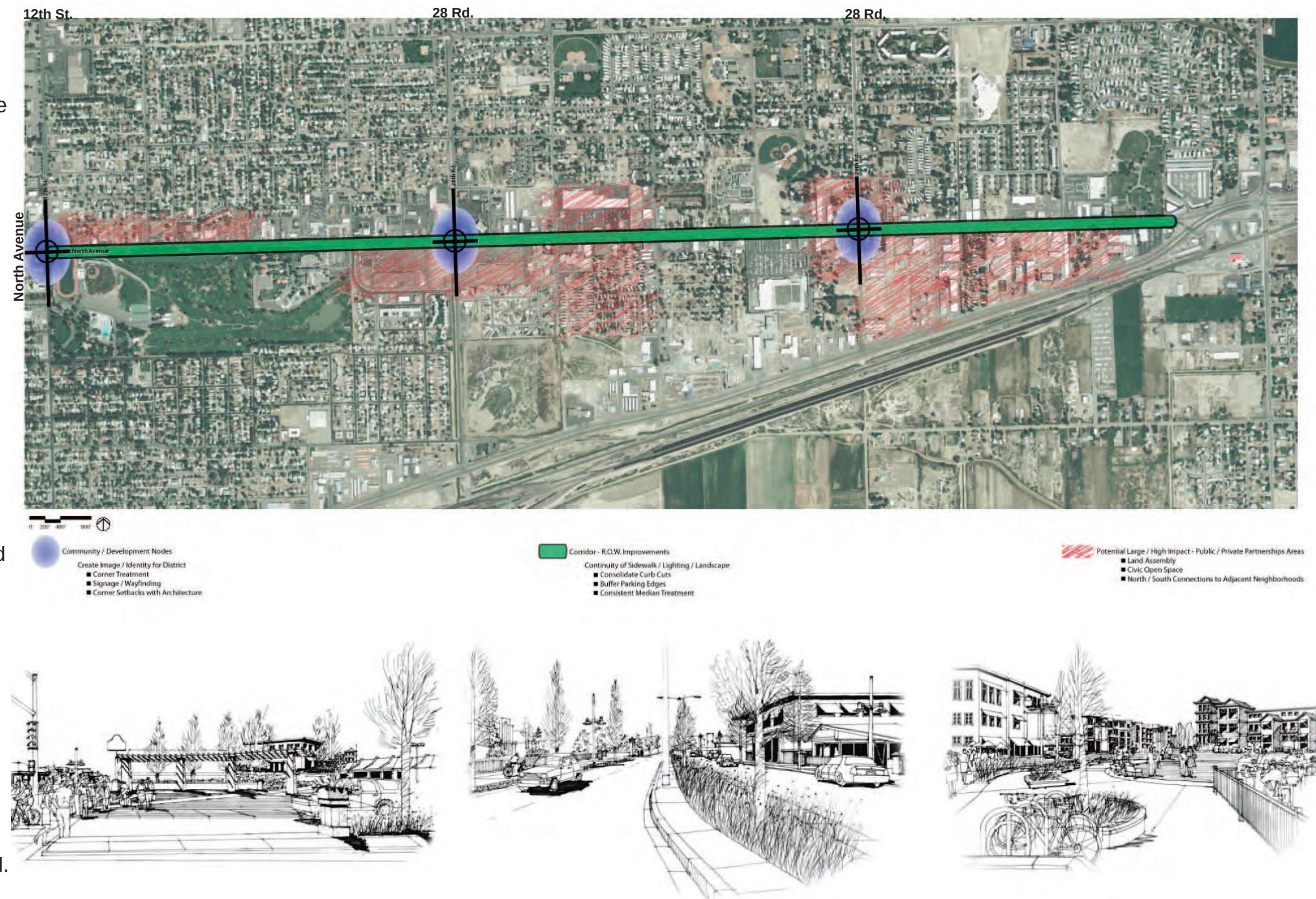
The Key Projects board presented the three catalytic areas identified that would provide the greatest results for improvement and attraction of the North Avenue corridor. These Key Projects are the primary areas in which investment can best empower the revitalization of North Avenue.

Concentrated efforts in streetscape treatment, community identity, way finding, signage and architecture at the key intersections of 12th Street, 28 and 29 Roads would launch the future development of the corridor area.

The overall improvements of the streetscape, primarily around the community / development nodes would set a foundation that is enticing for new development and improves the reputation and use of North Avenue.

Areas surrounding the Key Development Nodes provide the greatest opportunity for land consolidation and large development projects that would create the greatest impact and results.

Artist renderings provide a visual character and feel for these key development concepts proposed.





The illustration above presents a vision of a civic plaza where the intersection treatments would provide for clear and safe pedestrian traffic movement. The civic space would serve as a gathering space and as an entry marker giving the North Avenue Corridor an identity. Existing restaurant spaces could be maintained while new residential development would be tucked around existing building pads.

Such projects could be realized at the intersection of North Avenue and 12th Street, where a student and entertainment district would create a marker and gathering space for students as well as the surrounding community. This potential project could serve the needs for higher quality restaurants, entertainment, and a student housing district.

This key project ultimately could serve as the catalyst to entice development and the further revitalization of the greater North Avenue Corridor.



Improvements to the streetscape are another key project that would further promote the revitalization of this corridor. A pedestrian friendly environment using native, xeric plant materials that are easily maintained while yet providing an appealing and beautiful streetscape are important to attract pedestrian traffic.

Median cuts and numerous parkinglot accesses will be consolidated. Traffic level of service and access will not be impacted.

Intersections and medians would be improved while a cohesive kit-of parts would bring character to the corridor. Improved sidewalks, lighting, street furniture and signage will improve the pedestrian, bike and vehicular access allowing for retail and commercial to thrive in a safe environment.



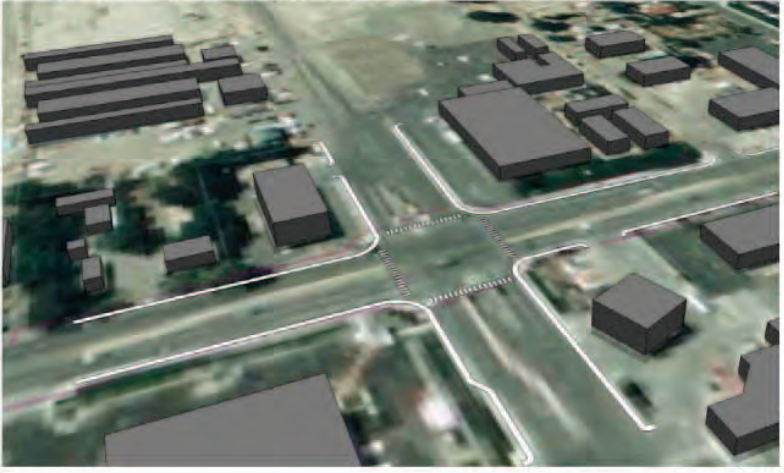
Finally, the assembly of parcels of land where a large development can build momentum and entice greater investment would bring the vitality back to North Avenue. The illustration presents retail and commercial uses with residential above combined with a plaza and patios. Senior housing, a grocer and neighborhood retail provide an environment to attract individuals interested in living within a vibrant community. Surrounding neighborhoods would further sustain the community node.

Infill development as this, will assist in a neighborhood center as well as a regional destination promoting activity beyond 5:00 pm and on weekends.

The phasing of development would allow for existing buildings and uses to slowly become integrated into the larger vision of the North Avenue Corridor. Illustrated below is an example of how such phasing could occur:

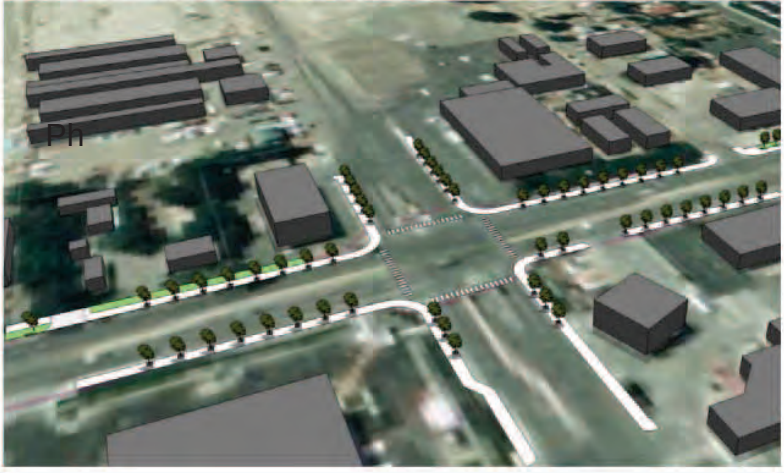
1

Existing Condition: Lacking a consistent streetscape and character to create a sense of place for pedestrians and vehicles.



2

Streetscape Improvements: Sidewalk and landscaping with greater emphasis along the intersections of 28th and 29th roads.



3

Phase 1: Corner developments that bring focus and attention to areas of higher impact. Potential for Civic spaces to activate the public realm.



4

Phase 2: Further continuation of development of vacant land with residential uses for added activity and support the commercial area.



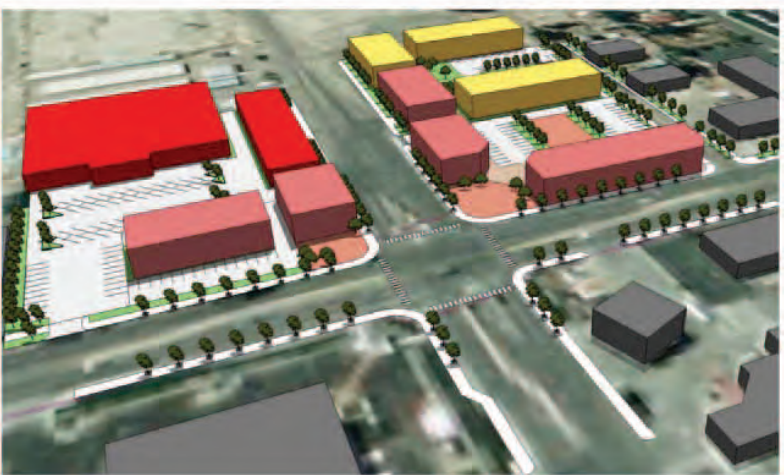
5

Phase 3: Additional supporting commercial and mixed use development brought forward with civic space to create a gateway and sense of place.

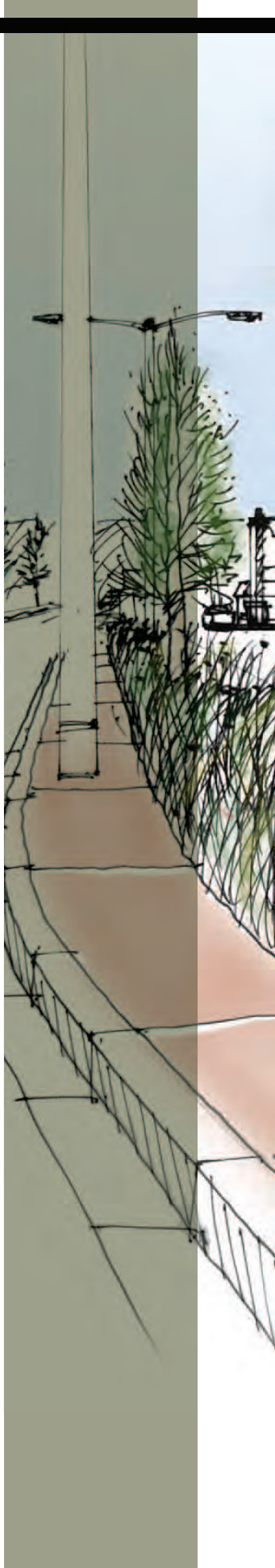


6

Phase 4: With further consolidation of parcels can provide opportunity for larger retail anchors (potential grocer).



- Mixed Use (Residential or Office Over Retail)
- Single Family Attached / Multi Family Residential
- Mid Box / Anchor Retail



There are 25 intersections within the North Avenue study area, not including driveways to abutting property. Sixty percent are T-intersections (a three-leg intersection) and 40 percent are cross-intersections (a four-leg intersection). Intersections, by their very nature, create numerous conflicts between vehicles, bicycles, and pedestrians. For instance, there are 32 vehicle/vehicle conflict points and 16 vehicle/pedestrian conflict points at every four-leg intersection.

The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO'S Guide for the Planning, Design and Operation of Pedestrian Facilities (2004).

- Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability – Drivers know where to expect pedestrians;
- Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;
- Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;
- Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street;
- Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and
- Clear Crossing – Eliminating barriers and ensuring accessibility for all users.

Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these signals are located at one quarter mile intervals. The most notable exception is between 12th Street and 23rd Street, where there is no signalized intersection for approximately three quarters of a mile. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at mid-block crossings.



Recommendation For Streetscape Kit-Of-Parts

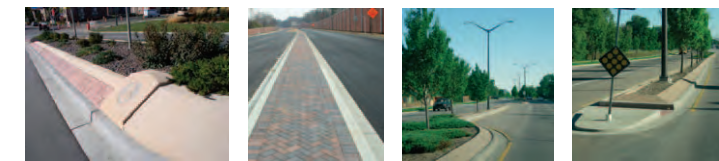
The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.



① Benches



② Trash



③ Median



④ Plantings



⑤ Lighting



⑥ Bus Shelter



⑦ Crosswalks

The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or bike along the corridor. Most of these improvements can be made within the existing street ROW. Suggested improvements outside of the ROW can be made without the removal of existing structures.

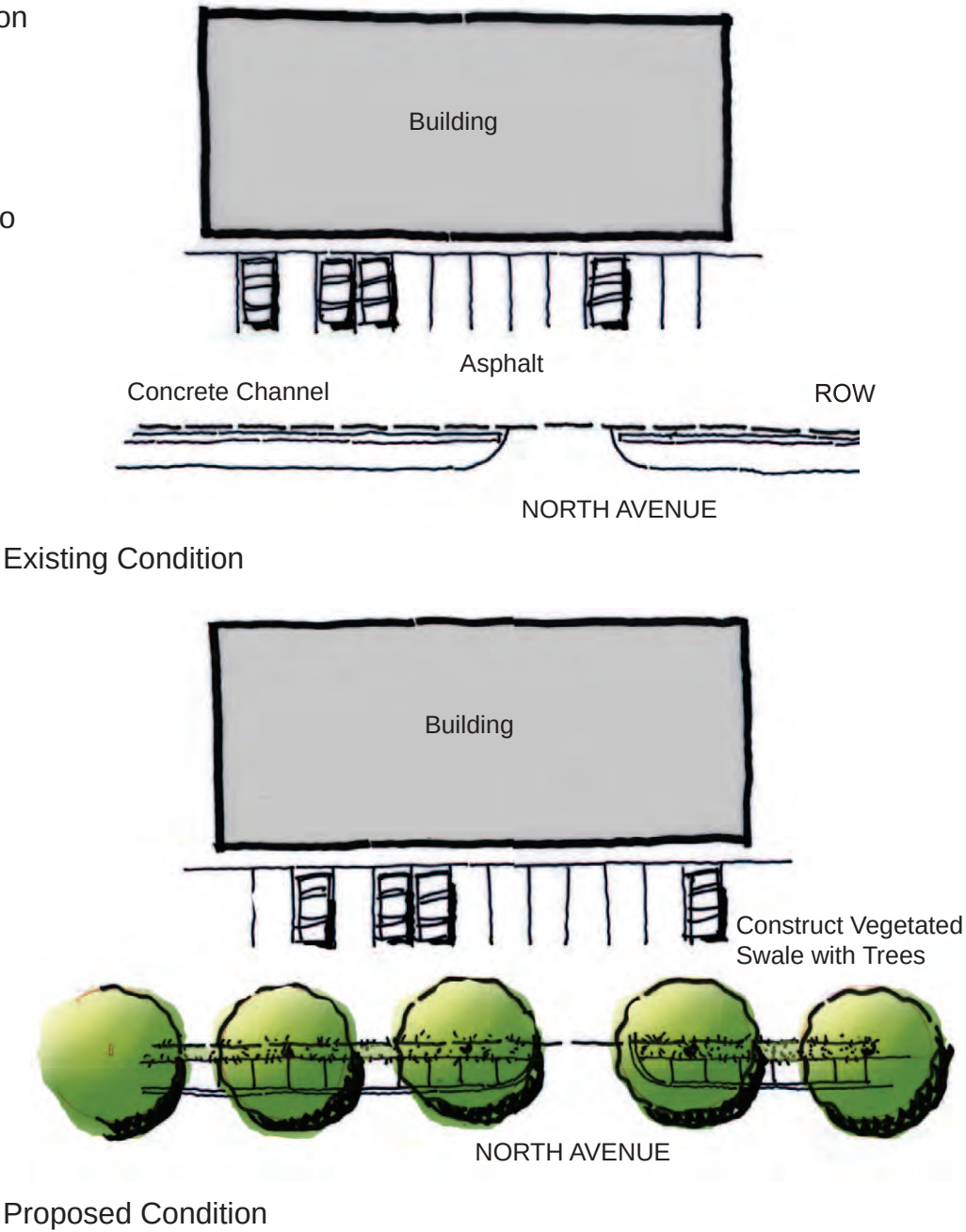
Drainage Way Adjacent To Street

In areas where there are open concrete channels adjacent to the street, suggested improvements include the creation of a generous vegetated swale to collect, filter, and distribute stormwater, as well as provide an irrigation source for planted trees. The addition of an attached walk , defined curb cut entrances, and pedestrian light fixtures will also enhance and define the street edge.

An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this run off for future plantings.

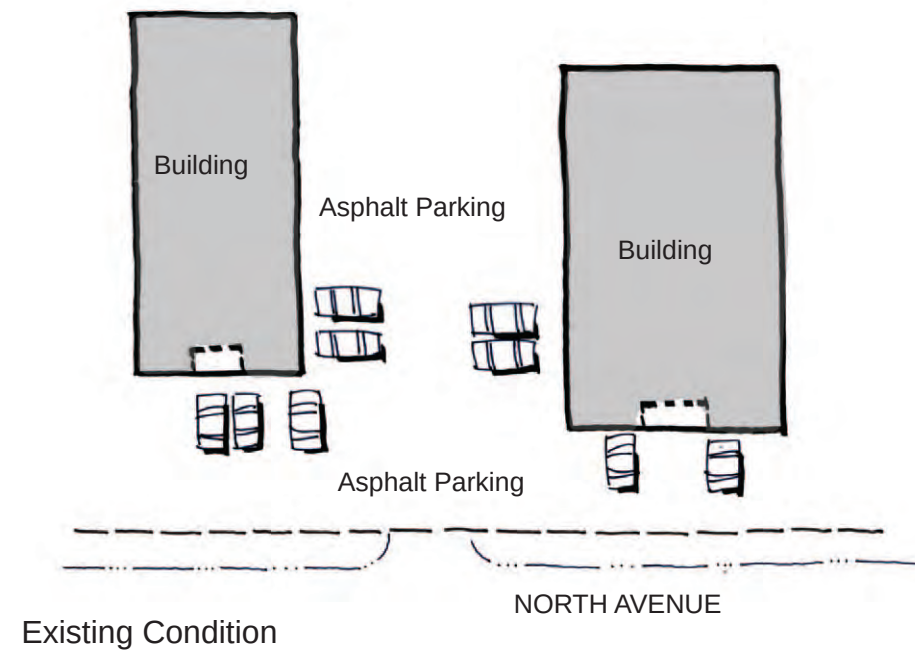


Existing Condition

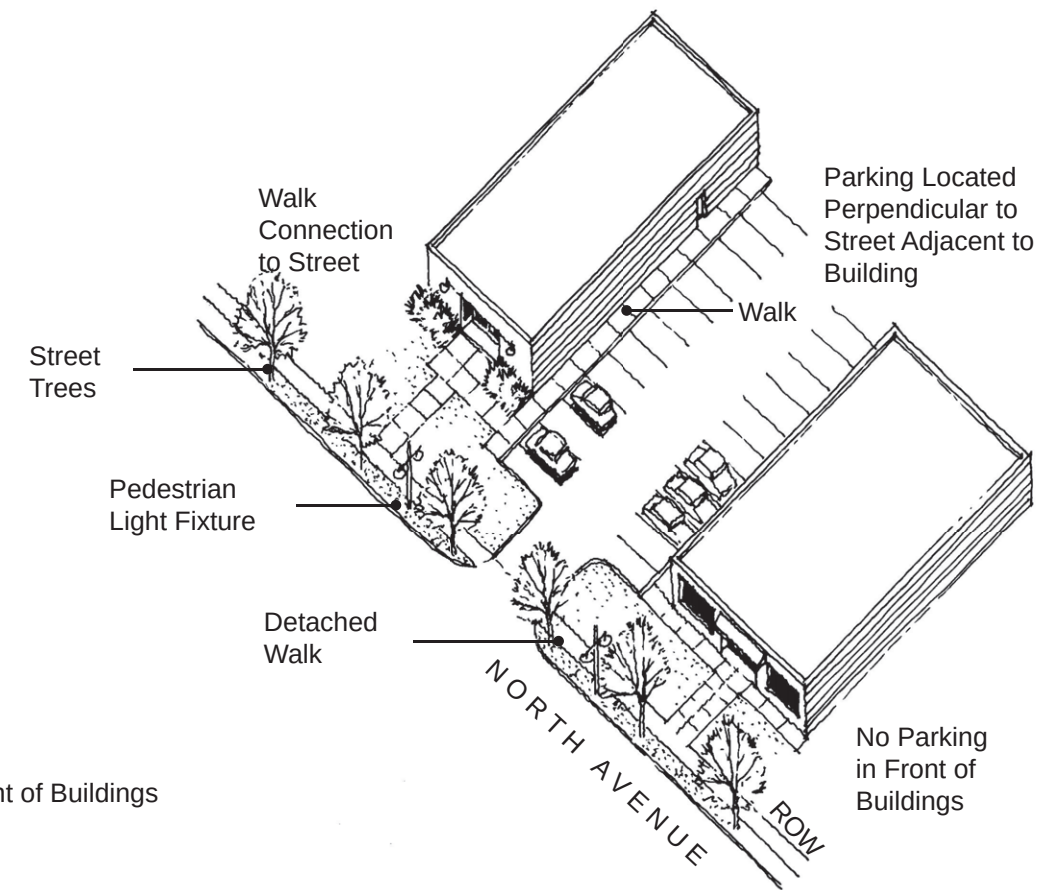
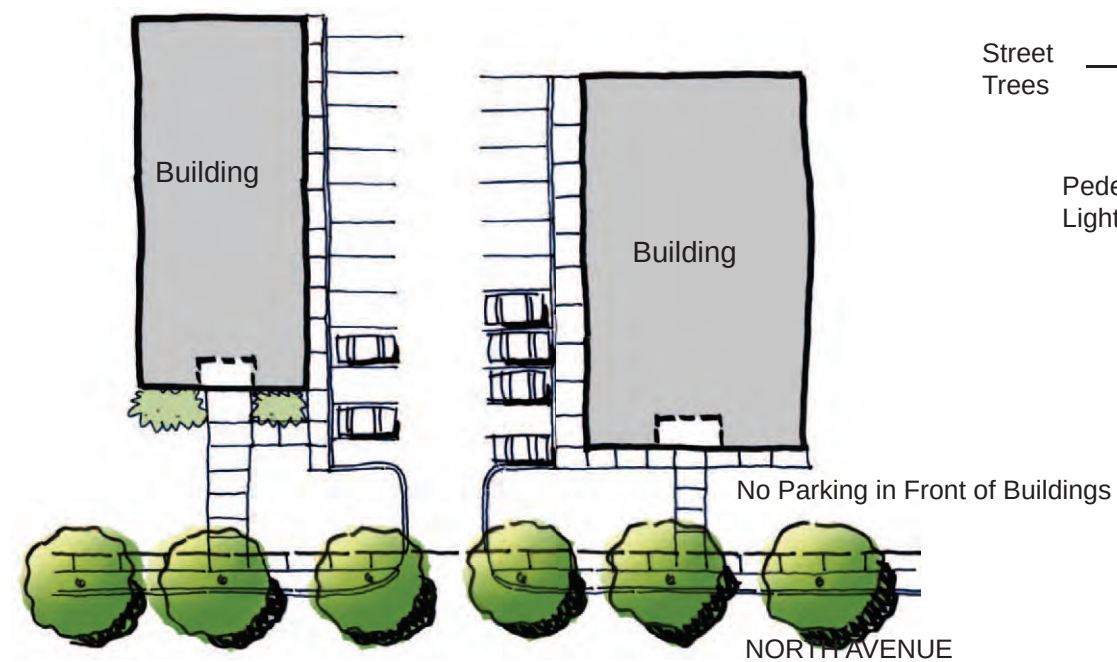


Building Adjacent To Street

In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to walks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. This makes the buildings easier to see and identify from North Avenue. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.



Existing Condition

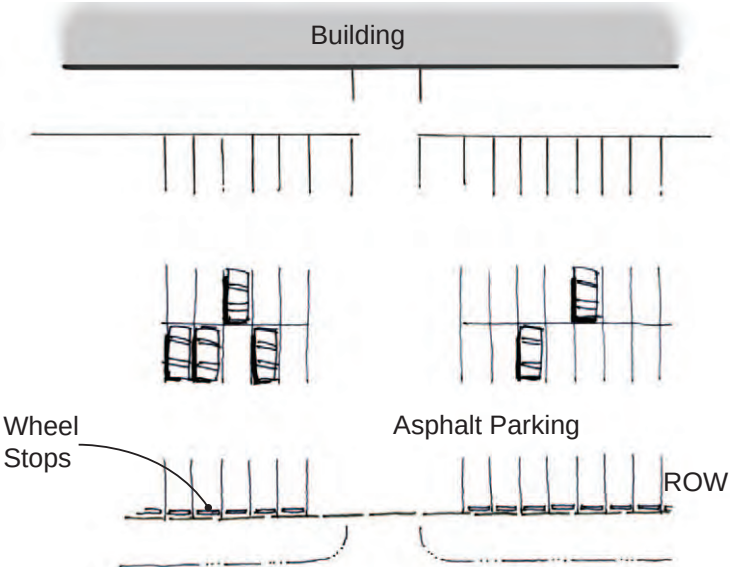


Parking Lot Adjacent To Street

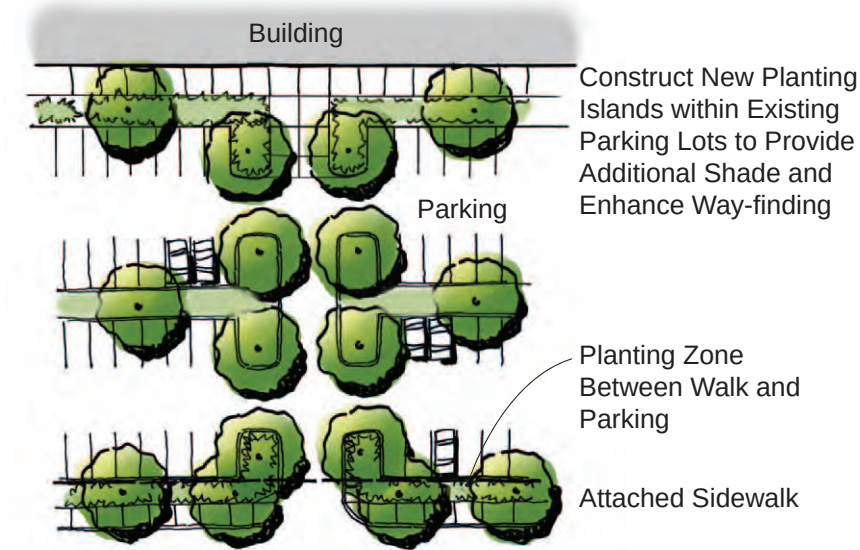
In areas where parking lots front the street, suggested improvements include defined curb cut entrances, added sidewalks, and additional plantings to define parking lot circulation and enhance way finding. Tree plantings can be added to existing parking lots by removing asphalt at the end of the parking bays, defining an entrance into the lot (Option B). Another option is to include planted islands between parking bays, which is especially effective in reducing the expanse of paved areas and urban heat islands often found in large parking lots (Option A). Attached or detached sidewalks can be added adjacent to North Avenue, depending on the specific condition and width of the ROW. Fencing, 42" tall, can also add positive streetscape character. The fencing should be steel and open, and may be an opportunity to incorporate art, static or kinetic and color.



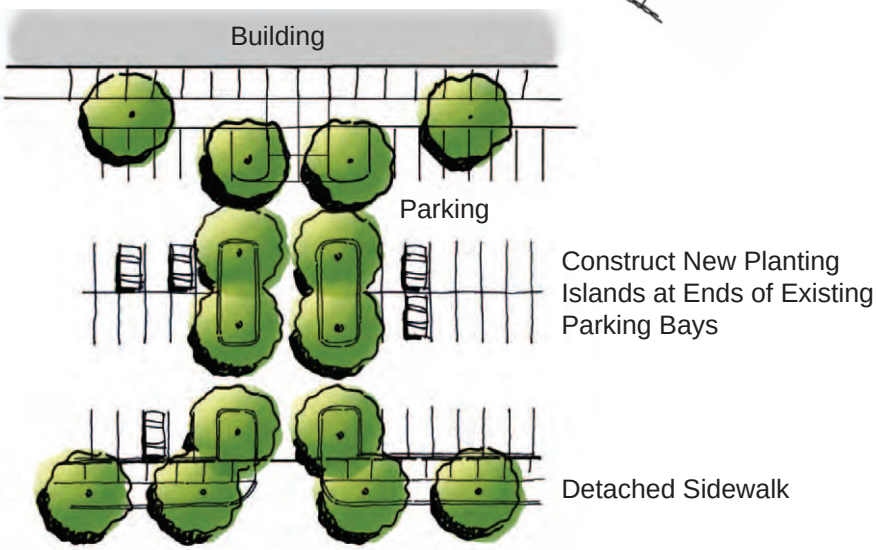
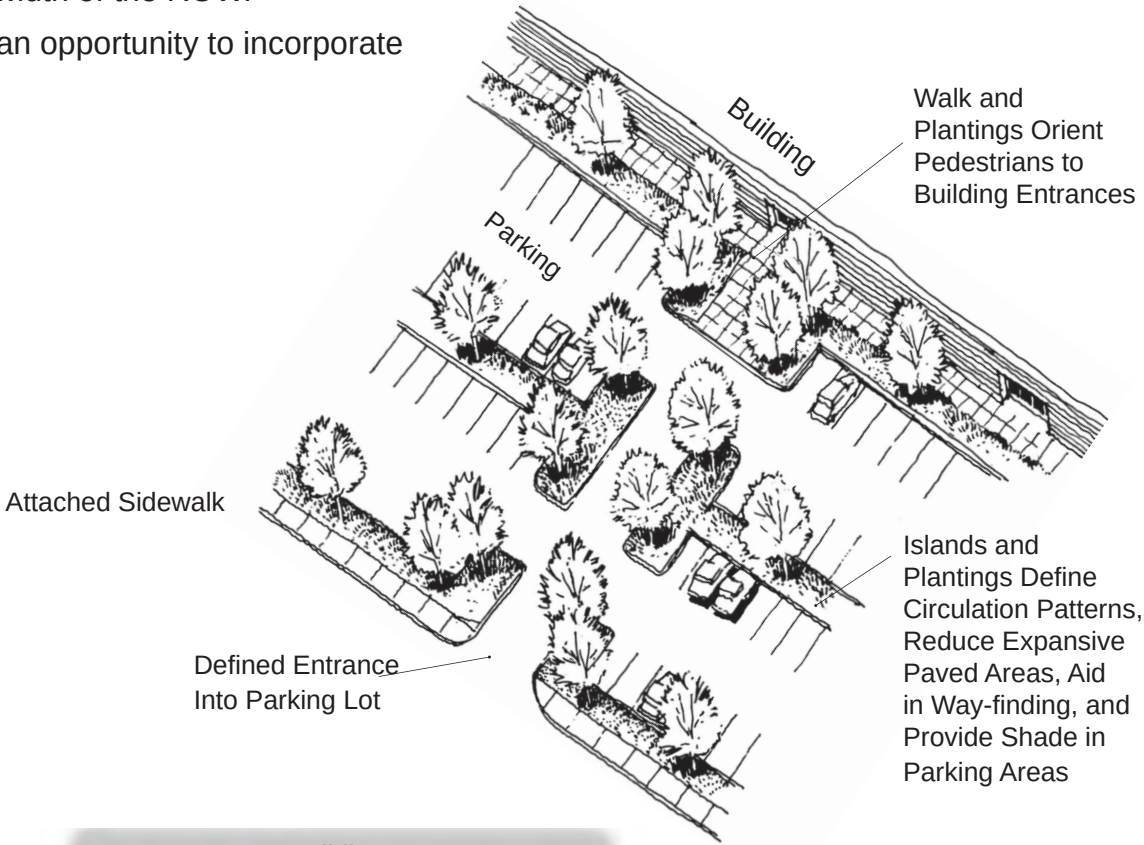
Existing Condition



Existing Condition



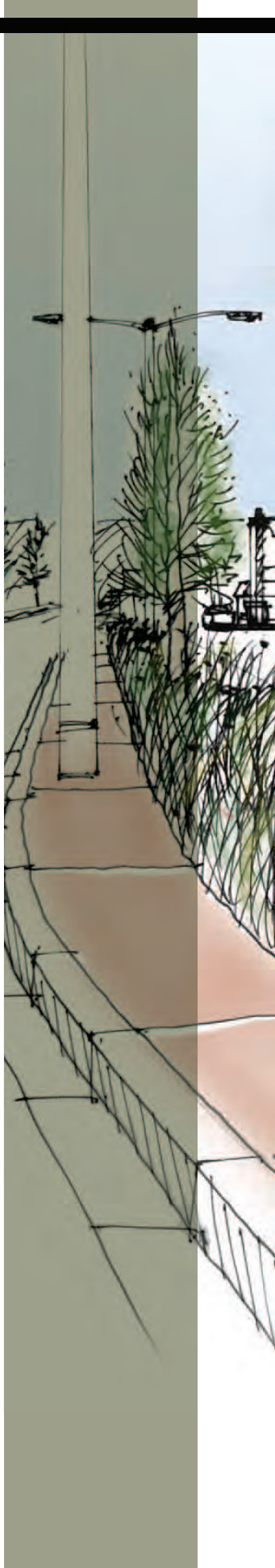
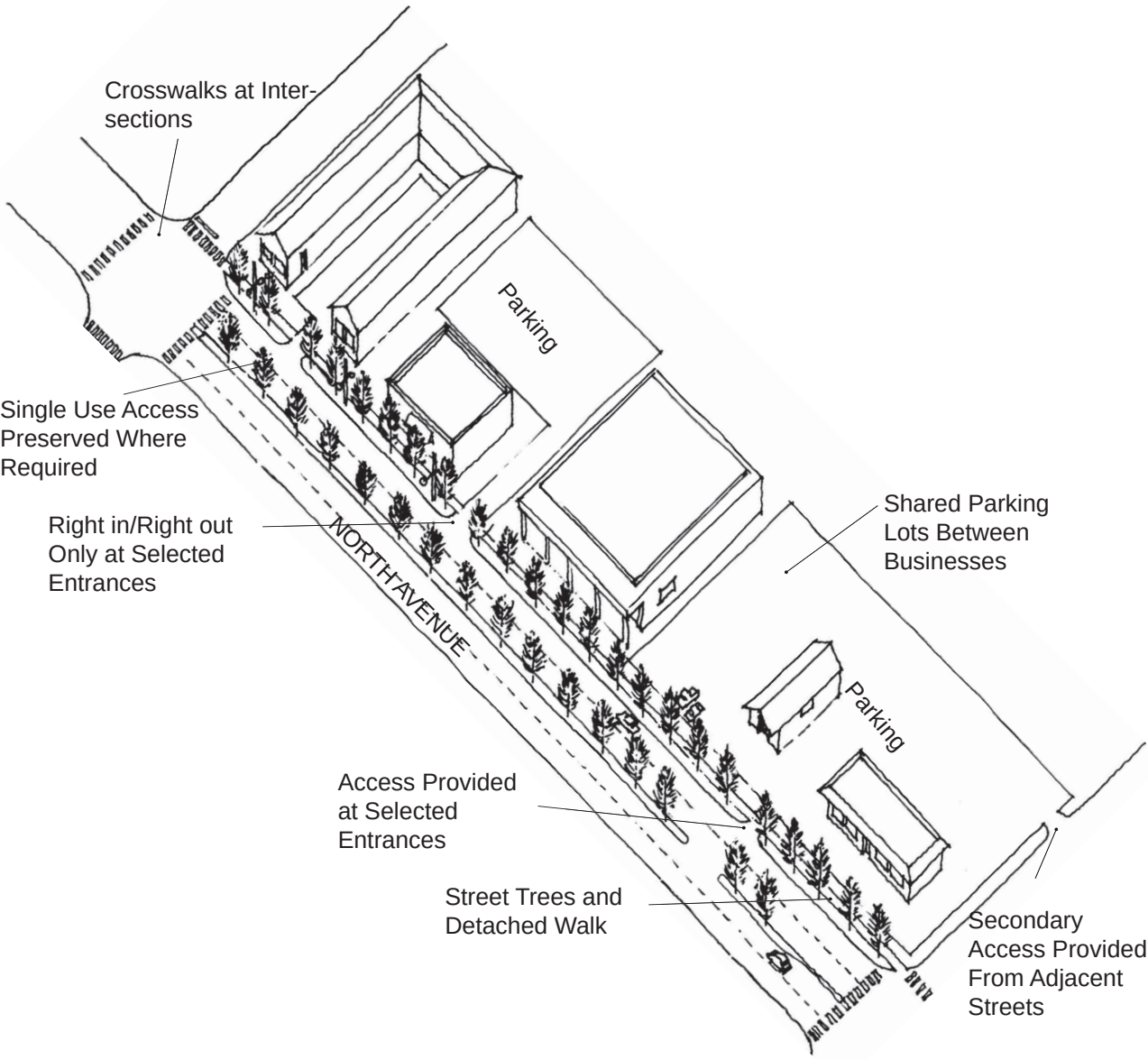
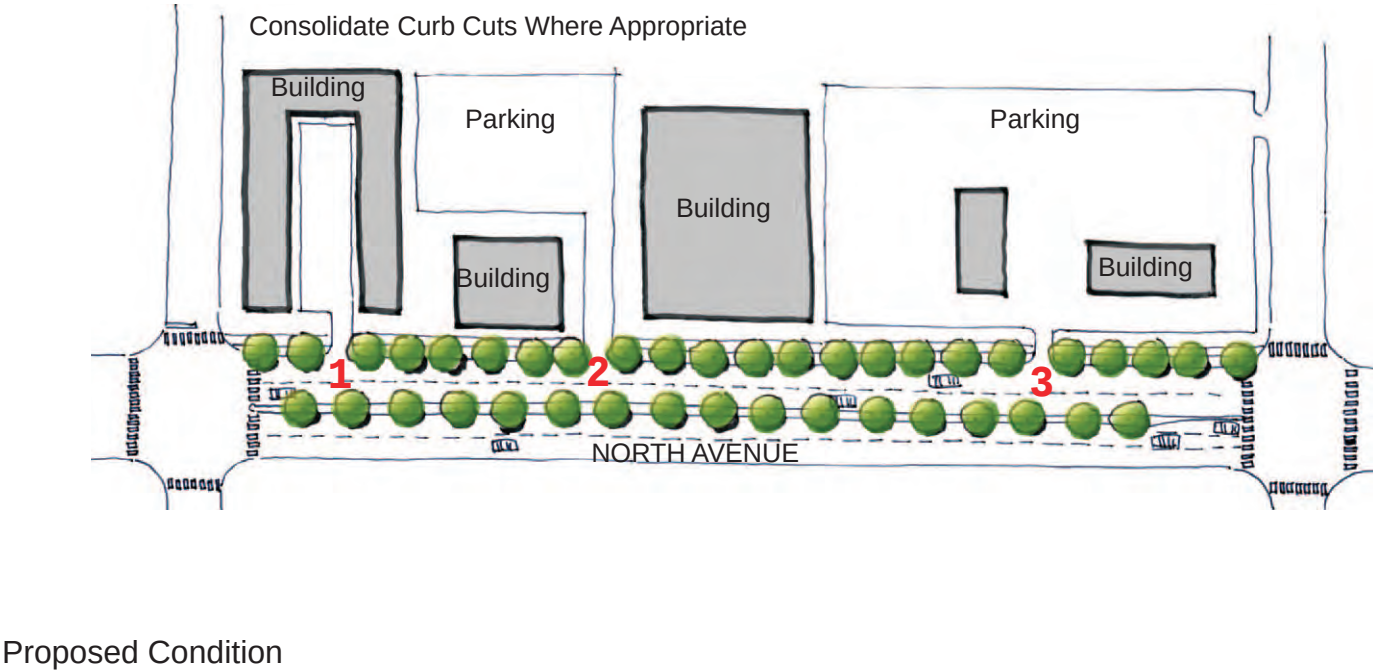
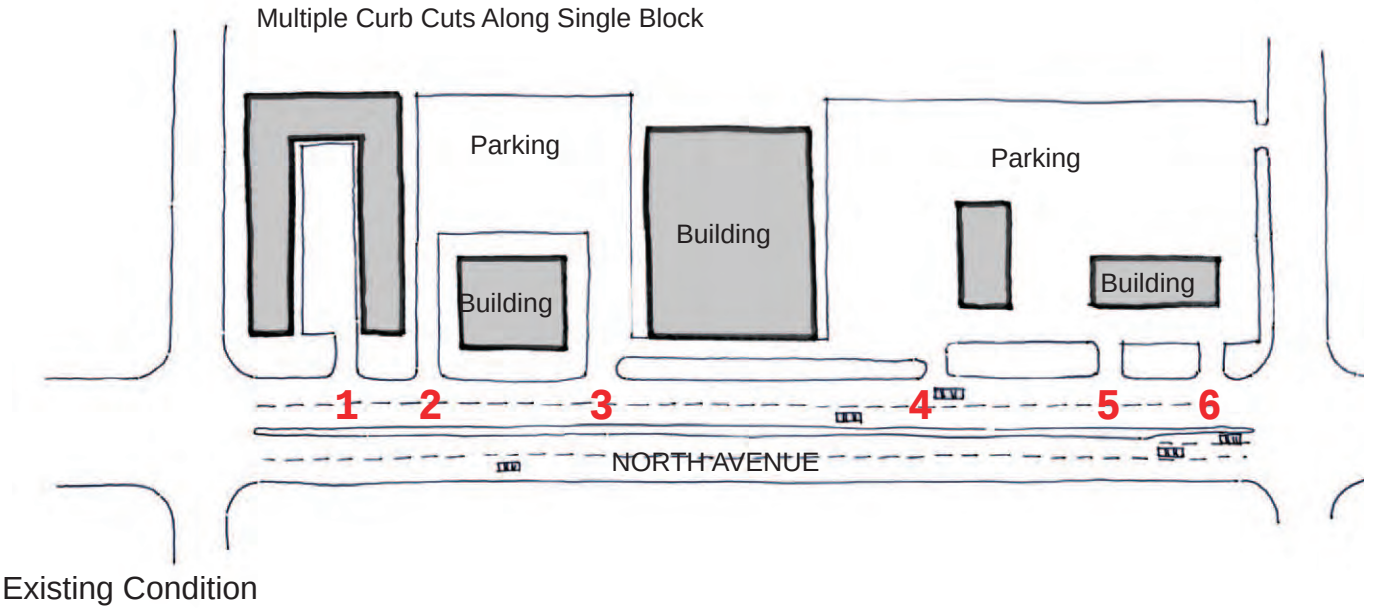
Proposed Condition - Option A



Proposed Condition - Option B

Curb Cut Consolidation

Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular & pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the ROW and less discontinuity of the sidewalk.



Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. As shown on the land use plans, these areas of redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new regional store developments.

In all cases, each undertaken project should provide connectivity to the pedestrian network and include public open space.

Residential

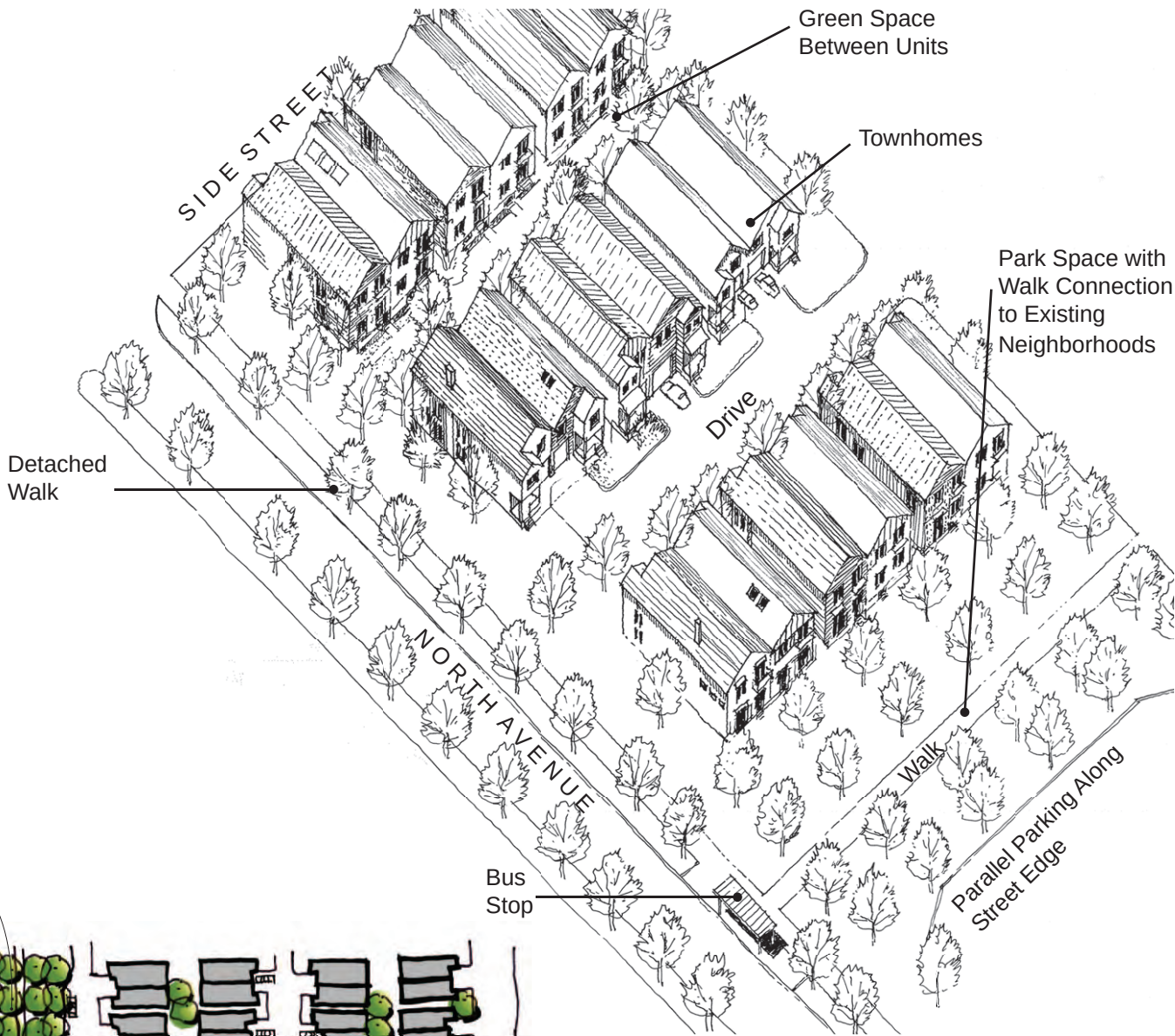
Clustered townhome developments adjacent to North Avenue, will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.



Florence Square - Aurora, CO



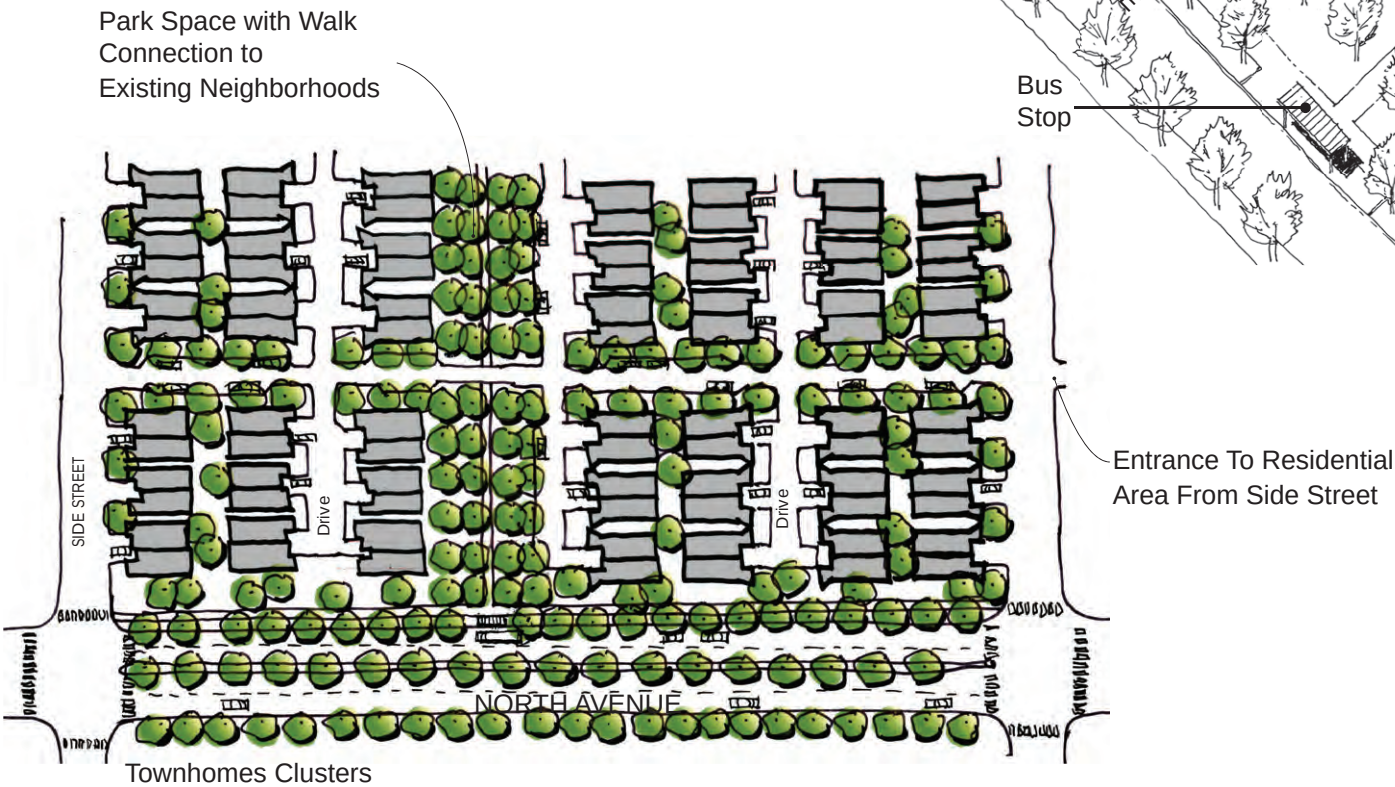
Stapleton - Denver, CO



Florence Square - Aurora, CO

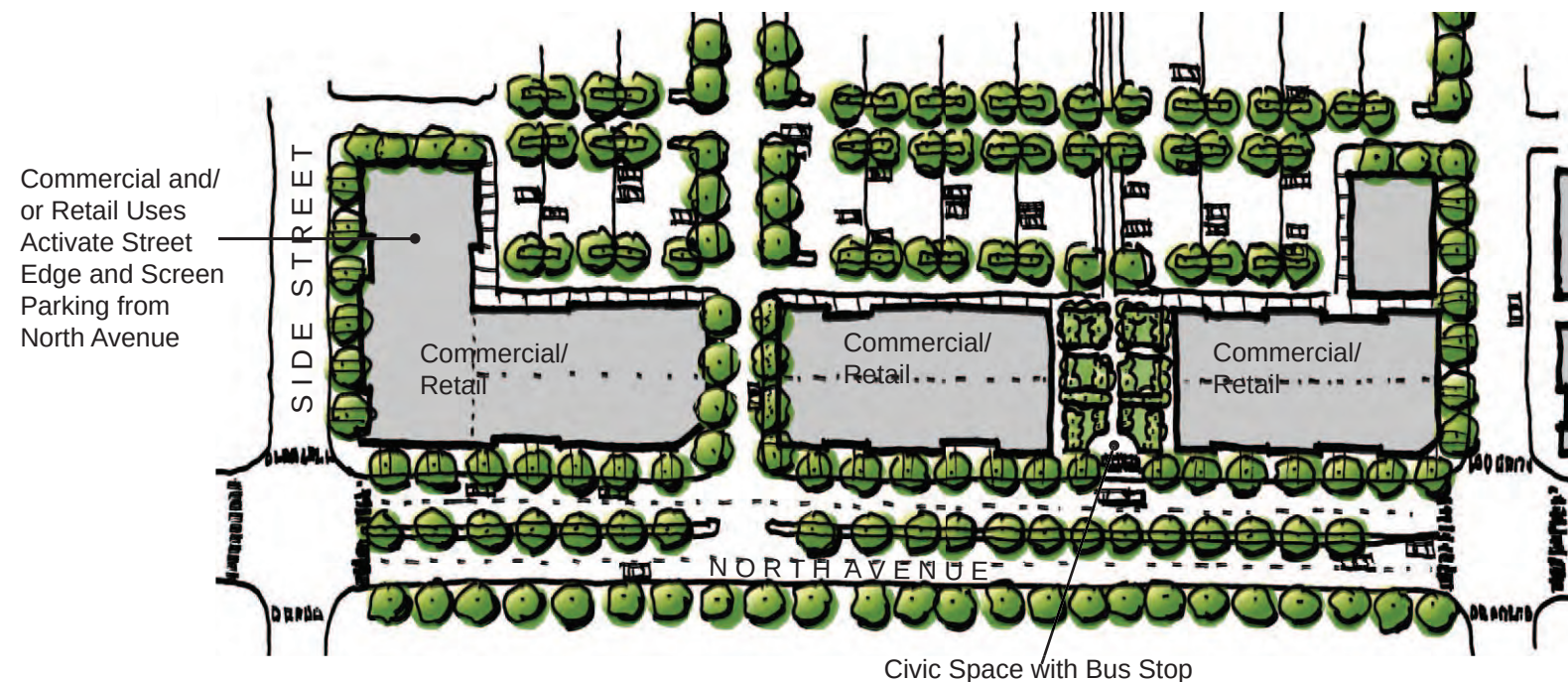


Florence Square - Aurora, CO



Commercial / Retail

New commercial/retail uses along North Avenue are located close to the street, which helps to activate the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses is provided on the interior side, providing easy access from nearby parking, with back door service access provide along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.



Stapleton - Denver, CO



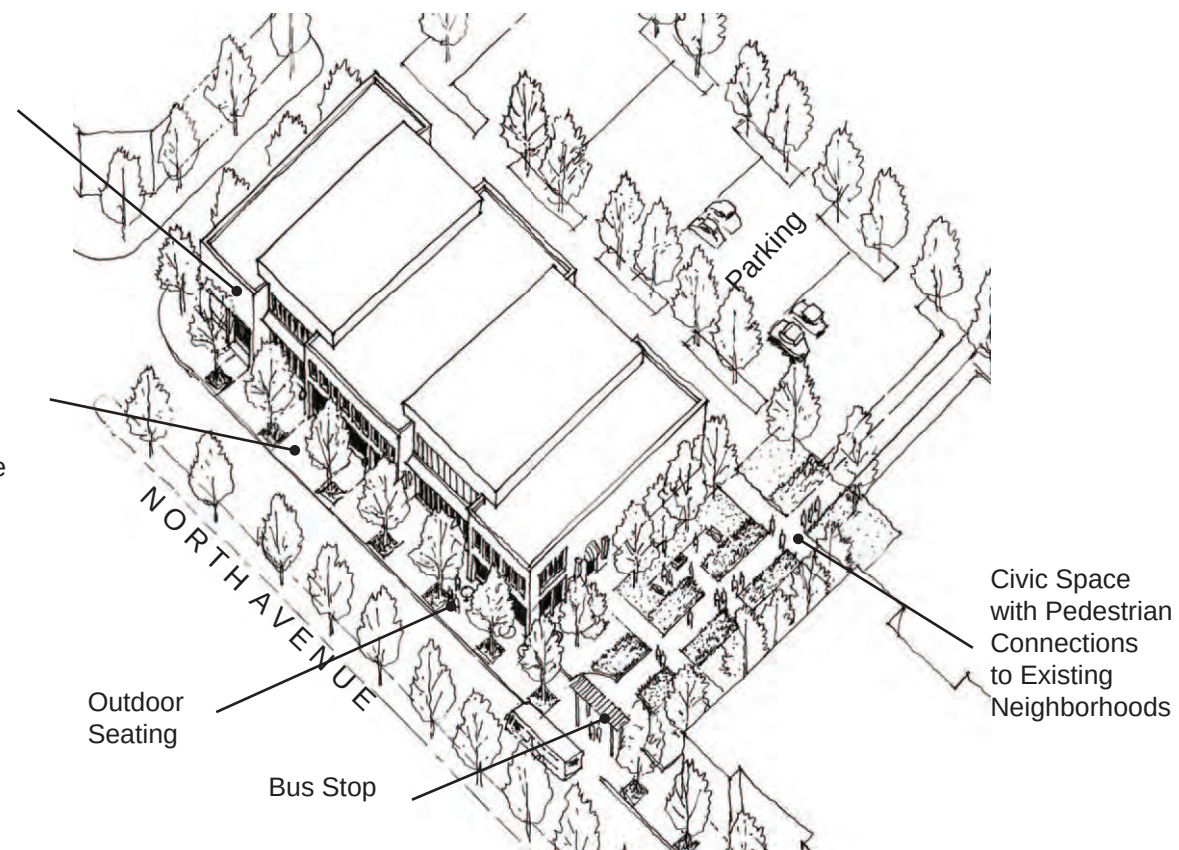
Charlottesville, VA



Longmont, CO

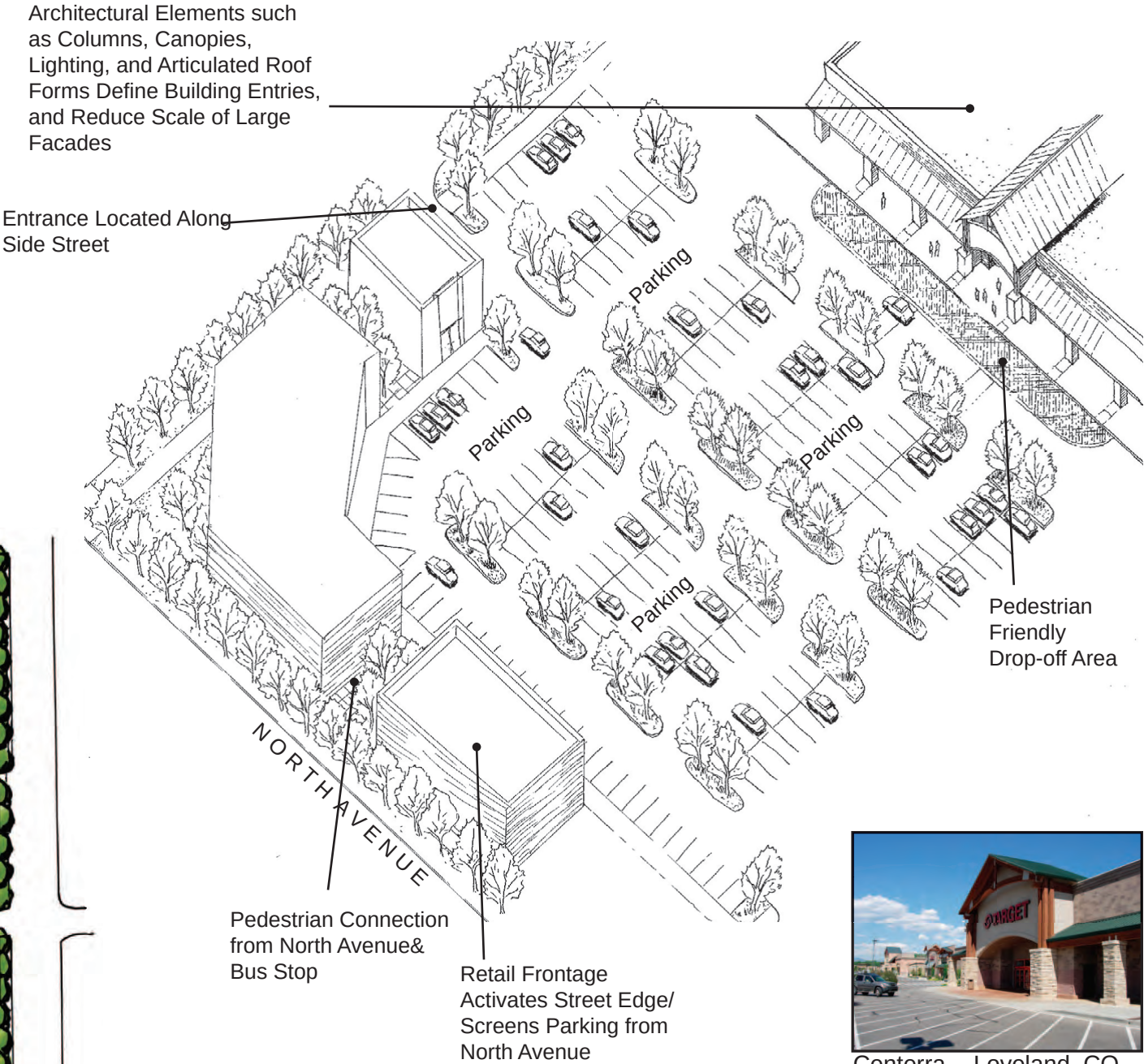
Commercial /Retail Uses with Address Along North Avenue

Generous Walk with Trees, Benches, and Pedestrian Light Fixtures Articulate Street Edge



Regional Store

New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior Parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.



Centerra - Loveland, CO



Mulberry Crossing - Fort Collins, CO

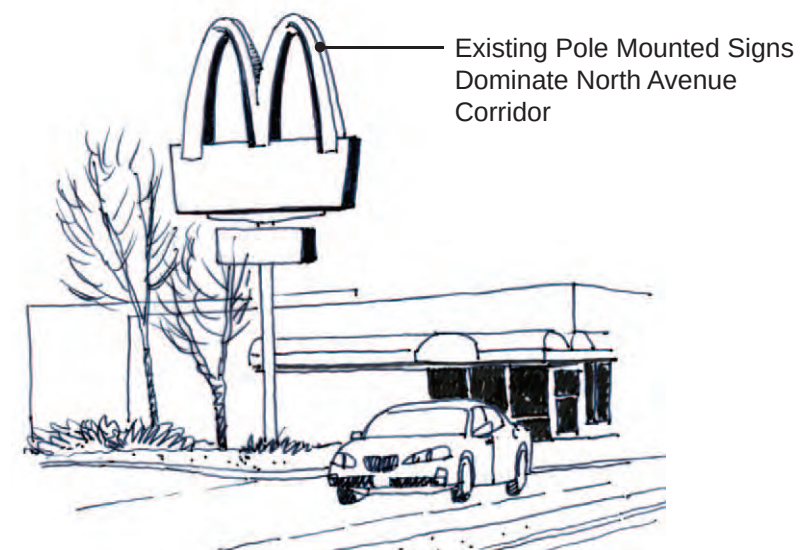


Centerra - Loveland, CO

Signage

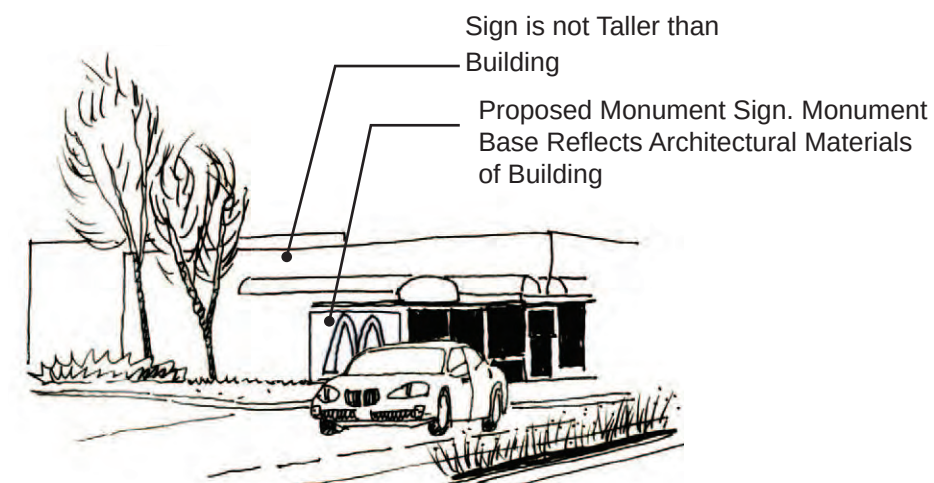
Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole mounted signs, and replacing them with monument signs. This will aid in reducing the visual clutter of the pole mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. Further detail on signage and recommended adjustments to the Grand Junction Sign Code are provided.

This philosophy supports the neighborhood or district concept, in that distinctions are to areas and not individual pad development. This encourages the walking environment and provides for a group of retailers to engage the property as a whole.

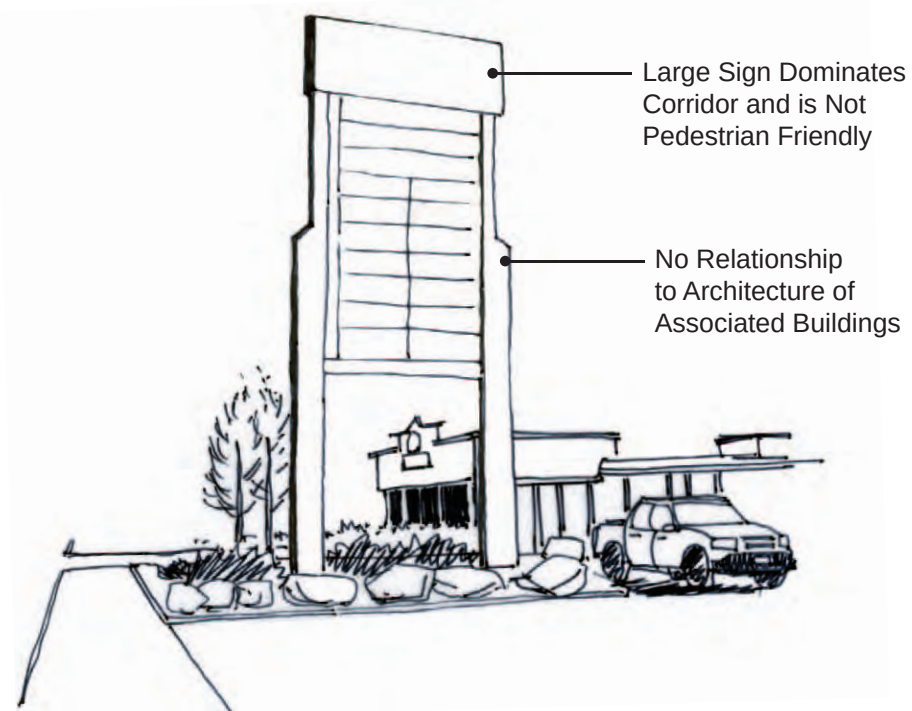


Existing Pole Sign

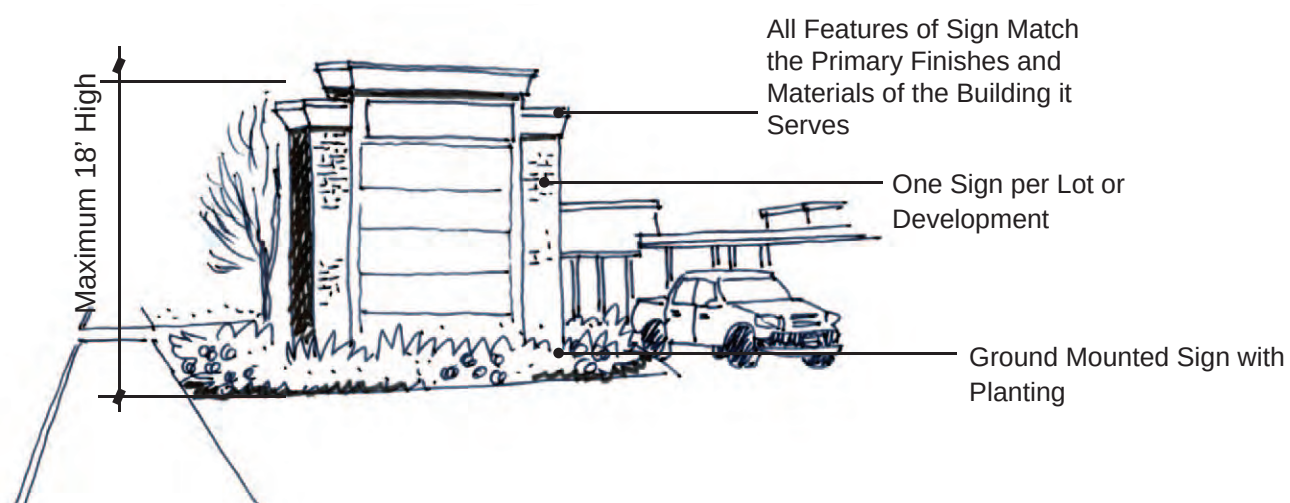
Low Monument Signs Reduce Visual Clutter Along Street Edge, and Allow Street Tree Plantings While Maintaining Sign Visibility



Proposed Monument Sign



Existing Pole Sign



Proposed Monument Sign





Summary of Grand Junction Sign Code Strategies and Recommended Improvements

Summaries of particular sections from the Grand Junction Sign Code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:

Sign Location 4.2G1e(3)

Code Summary:

Grand Junction’s current sign regulation allows signs most anywhere on the property being advertised, and the total square footage allowed for a single sign is not to exceed 300 sf.

Recommended Improvements:

- No signs permitted at the right-of-way
- Establish setbacks from the right-of-way
- Limit square footage of signs based upon to-be-established criteria

Building Mounted Signage 4.2G1e(5)

Code Summary:

There is no overall maximum square footage for wall mounted signs, although the formula is similar to other sign code regulations. Each building will have its own maximum square footage, rather than a universal not-to-exceed size.

The language also allows for wall mounted signs on any side of the building facing a street, thus a corner lot could have two signs, each with a different sign allowance.

The regulation allows for roof signs, up to 40 feet above grade in height. In addition, the regulation permits more than one building mounted sign (wall mounted, roof sign, or projecting) per structure as long as the maximum square footage is not exceeded.

Recommended Improvement:

- Limit square footage for building mounted signs based upon to-be-established criteria.
- Limit number of signs to 1 per building or tenant.
- Prohibit roof signs.

Projecting Signage 4.2G1e(6)*Code Summary:*

A minimum size (12 sf.) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.

Recommended Improvement:

- Limit square footage of projecting signs based upon to-be-established criteria.

Freestanding Signage 4.2G1e(7)*Code Summary:*

The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25' for 2 traffic lanes and 40' for 4 traffic lanes) and maximum square footage than other regulations. The sign square footage is also calculated based upon property frontage rather than building face frontage.

Signs are allowed to be installed at the right-of-way, with no setback requirements.

Recommended Improvement:

- Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.
- Lower heights of signs from what is now permitted.
- No signs permitted at the right-of-way.
- Sign design reflects the associated building architecture.
- Signs shall be attached to the ground or with minimal space between the sign and the ground.

Off-Premise Signage 4.2G1e(8)*Code Summary:*

Off-premise signage (building mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 sf. and 300 sf. Some municipalities are not allowing any off-premise signs within the City limits.

Recommended Improvement:

- Prohibit off-premise signage.





Recommended Sign Implementation Measures from other Municipal Sign Codes:

The following are representative regulations found within the Sign Codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated; often based on a formula determined by the setback distance from the face of curb or edge of pavement and/or the linear feet of building facing the street. This summary does not provide that level of detail, but rather an overview of suggested strategies.

General

- Existing on-premise signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.
- All features of the sign, including illumination, sign cabinet, base, color, lettering, and materials shall match the primary finishes and colors of the associated building(s) which it serves.
- All signs which are greater than 4 SF in area, except ground signs or signs that replicate a business logo must be comprised only of individual letters or cabinets where only the letters are illuminated.
- Signs shall be professionally designed and fabricated from quality, durable materials.
- No roof signs.
- Lighting shall be indirect.

Maximum size of letters:

Use	MAXIMUM LETTER HEIGHT	MAXIMUM LOGO HEIGHT	MAXIMUM BACINET HEIGHT
Auto-related, roadside, and business services	12"	18"	18"
Convenience shopping center	18"	24"	24"
Neighborhood services center, neighborhood commercial district	24"	30"	30"

Sign Location

- Signs will be set back from the right-of-way based upon the sight distance triangle requirements, zoning district, or size of sign.
- No signs allowed within the right-of-way, with the exception of projecting signs which meet all requirements set forth in the regulations.
- No off premises signs.
- All freestanding signs shall be located to be compatible with required landscaping, including street trees at maturity, so that the public views of the sign will not be obstructed.

Freestanding / Ground Signage

- Freestanding or ground signs comply with the following requirements:

USE	MAXIMUM AREA PER SIGN FACE	MAXIMUM NUMBER OF SIGNS PER STREET FRONTAGE	MAXIMUM HEIGHT
Auto-related, roadside commercial, and business services	Primary – 32 SF	Primary – 1	Primary – 5 ft.
Convenience shopping center	Primary – 40 SF	Primary – 1	Primary – 8ft.
Neighborhood services center, neighborhood commercial district	Primary – 55 SF	Primary – 1	Primary – 10 ft.
	Secondary – 32 SF	Secondary – 1	Secondary – 6 ft.

- Freestanding signs only permitted with a supporting sign structure, the width of which exceeds 70% of the width of the sign face.
- Freestanding or ground signs shall have no more than 2 faces.
- Maximum height for freestanding signs shall be 18 feet above grade; and for ground signs shall be 12 feet above grade. (Another code said max. 6’ height for freestanding.)
- All freestanding signs shall be of a monument design including a monument base attached to the ground with no or minimal space between the sign cabinet and the monument base. (no pole signs)
- Monument bases shall be equal or greater (up to 20% greater) in width and length than the sign cabinet. Sign cabinets for freestanding signs shall not exceed 24 inches in width.
- Multi-tenant buildings or developments are allowed one sign per lot or development parcel (no individual freestanding or ground signs).





Projecting Signage

- Not allowed to be located on the same street frontage as a freestanding sign
- Shall not exceed 30 sf. for all faces
- Shall not extend more than 5 feet from the building face nor extend beyond the curbline of any street or parking area
- Minimum of 8 feet of clearance from the ground, and a maximum of 25 feet, and shall not extend beyond the roofline or parapet wall
- Only 1 per building or tenant
- Not allowed on a wall that already has a wall mounted sign

Building Mounted Signage

- No building mounted sign shall exceed 100 sf.
- Multi-tenant buildings allowed one wall sign per street frontage of business
- Only one building mounted sign per building (single tenant). Shall not project above the roofline

Awning Signage

- Signs on canopies or awnings are limited to the name of the building, business and /or address of the premises
- Shall not exceed 50 sf. per face in area
- Only allowed on first story of a building
- Minimum clearance shall be 8 feet

Suggested Steps to Implementing New Signage Approach Along North Avenue:

The following steps are suggestions for implementing a new signage strategy along the North Avenue corridor. This strategy will require amending the existing sign code to incorporate the appropriate level of restrictions within the corridor.

1. Determine Desired Signage Aesthetic

Determine the appropriate level of regulations for signage based upon other similar Colorado communities, as well as the desired aesthetic and scale of the signs within the corridor

2. Determine How to Approach Existing Non-conforming signs

Decide whether to require existing non-conforming signs to be improved within an appropriate time frame, and/or require compliance to new sign code amendments at time of business transition or sale. For example, Fort Collins requires all existing signs to be in compliance with the updated sign code within 15 years.

3. Amend the Sign Code Appropriately

Determine if this is a City-wide amendment, or limited to a special zoning district for North Avenue. Amend the City Sign Code with the desired adjustments, and begin transitioning out the old signs.





Market			
	West	Central	East
Barriers	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out -- lacking critical mass	• Central GJ losing ground to fringe for commercial development • Veterans hospital may not generate enough demand for spin-off med. Office development • Retail and commercial uses too spread out -- lacking critical mass	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out -- lacking critical mass
Strategies	• Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning • Educate Council about this market reality and prepare them for “filling the gap” of catalyst projects resulting from inflated land prices and other factors • Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements	• Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity) • Encourage hospital, or unrelated clinics, to explore partnership opportunities • Encourage mixed uses including affordable residential and multi-family	• Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity

Financial			
	West	Central	East
Barriers	- Fragmented Ownership/difficulty in assembly - Unsupportable Land Costs		
Strategies	- Work with private and non-profit interests to assemble and hold opportunity sites; - Share market opportunities with various audiences to encourage investment - Use range of mechanisms – land swaps, low-interest loans, acquisition / write-down - Consider establishing appropriate districts as holding entities		Problem is less severe near logical development node – probably can use traditionally land assembly





Physical			
	West	Central	East
Barriers	• Inadequate size and shape of lots for redevelopment • Building relationship to the street (inconsistent setbacks) • Balancing the role of the street (cars vs. peds)		
Strategies	• Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations • Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope • For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines • Establish street standards – define the street’s role by district based on the vision and desired character • Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops • Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible • Redesign intersections and access points within the nodes to simplify and coordinate signal sequences		

Regulatory			
	West	Central	East
Barriers	Over-zoned for commercial – limiting development of housing		
Strategies	- Consider overlay district that is more supportive/encouraging of mixed-use - Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses) - Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners) - Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.) - Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.) - Work with private and non-profit interests to provide opportunity sites for residential development		





Political			
	West	Central	East
Barriers	• Lack of committed “cheerleader” • Limited Examples of Creative Financing Strategies (lack of catalyst / demonstration projects) • Homeless shelter is a deterrent to redevelopment		
Strategies	• Request Council support for participation in at least two demonstration projects – enlisting the participation of existing property owners (if feasible), identifying partners, soliciting lender support, and committing a range of tools to assist with filling the gap • Once a “tool box” of incentives have been assembled, publish a request for development, non-parcel specific to encourage investment • Through this corridor plan process, identify individuals and organizations which have the desire and resources to continue this effort and ensure the implementation strategy is implemented • Develop a range of “stories” which speak to the interests of different audiences – physical, fiscal, market, financial, etc. – educating about the opportunities and commitment to overcome barriers • Encourage transitional programs (e.g. job-training, adult education) that provide positive daytime activities for homeless shelter population		

Roles and Responsibilities

City Leadership

New Initiatives

Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)

Investors / Private Sector

Community

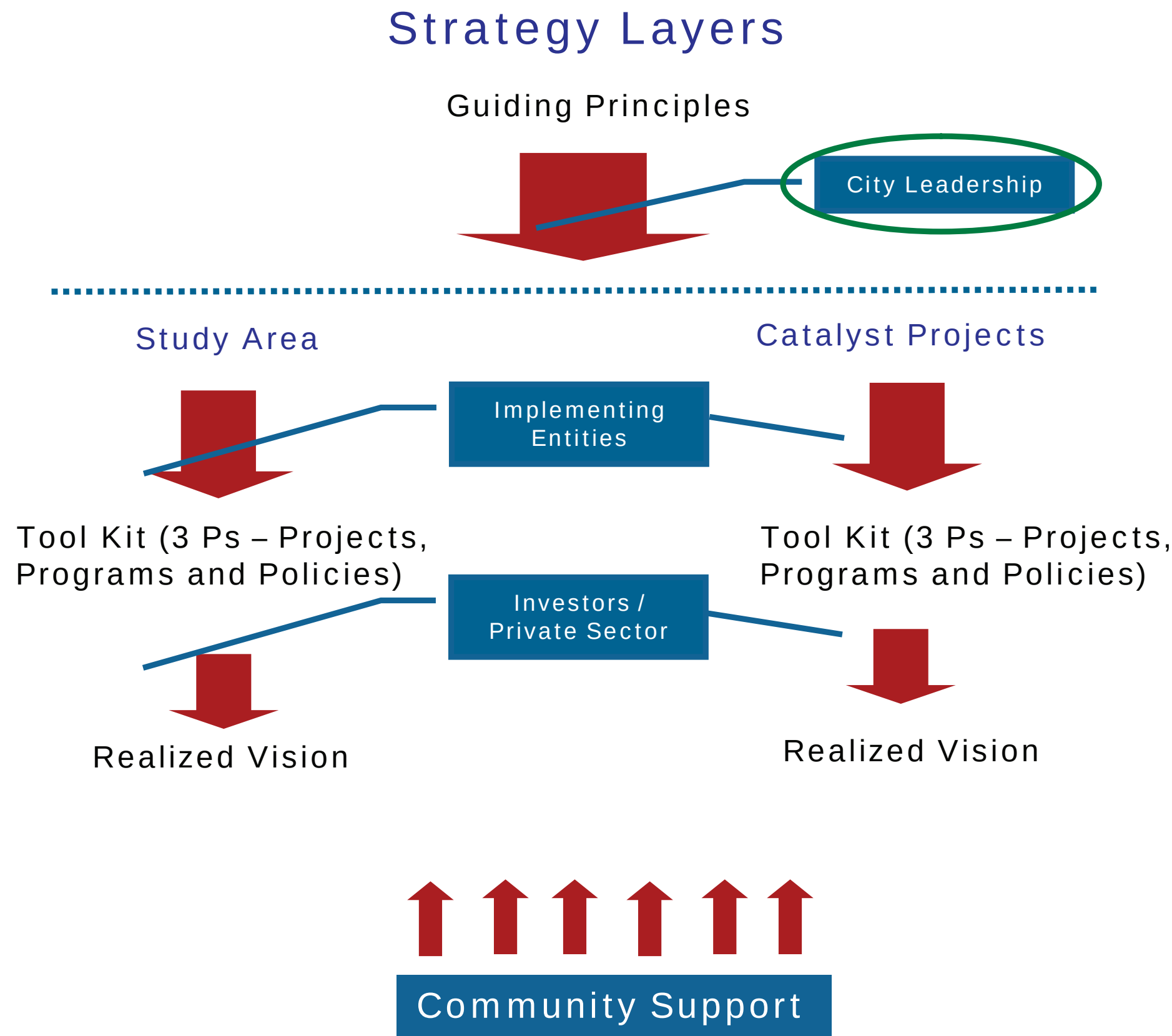
- Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of “gap filling” tools
- Once potential incentives are identified – publish a request for development
- Consider the range of district mechanisms which could potentially fund improvements in the corridor

- Continue to monitor the market and development climate – establish benchmark database
- Develop targeted marketing materials – solicit regional retail opportunity
- Establish street standards
- Link parking lots, minimize curb cuts and consolidate driveways – within nodes
- Complete regulatory review – eliminate “gaps and barriers”

- Host developer / lender (“delivery system”) information meetings – progress updates
- Share development challenges – open book and open dialogue

- Continue to participate – get educated
- Support leadership decisions which advance the vision





CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4486

**AN ORDINANCE ADOPTING THE GRAND JUNCTION NORTH AVENUE WEST
CORRIDOR PLAN**

**AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE AREA GENERALLY
LOCATED ALONG NORTH AVENUE WEST OF 12TH STREET**

Recitals.

The North Avenue area is experiencing deterioration due to aging and dilapidated structures, movement of businesses to the western areas of Grand Junction and high turnover in area businesses. Because North Avenue has been primarily zoned for commercial use, the result has been sporadic disinvestment, underutilized buildings, old strip malls and vacant property.

To remedy this and to reinvigorate the area, the City has undertaken a planning effort in two phases, one for the east end of the North Avenue Corridor, and one for the west end. The first phase occurred when the City Council adopted the North Avenue Corridor Plan (for the east end of the corridor beginning at 12th Street) in December 2007. The second phase is the North Avenue West Corridor Plan, which includes that area from 12th Street west to I-70B.

The North Avenue West Corridor Plan has been developed based on input from focus group meetings with property owners, residents and Colorado Mesa University representatives and input received through an online survey, a questionnaire, two open houses and a Technical Advisory Committee made up of representatives from CDOT, Grand Valley Transit, and City staff. The Plan was developed during a year of extensive public involvement and deliberation. The City Planning Commission has forwarded a recommendation of adoption of the Plan for the future growth of lands within the North Avenue West Corridor Plan planning area.

The Grand Junction North Avenue West Corridor Plan does the following:

1. Focuses on the Comprehensive Plan's vision for the community "To become the most livable community west of the Rockies";
2. Identifies four *Guiding Principles* that will shape the planning area's growth. Those Principles are:
 - Safety – establishing a multi-modal approach to pedestrian, bicycle, transit and vehicular safety.
 - Aesthetics – creating standards that support the vision and corridor as a destination and a crossroads.

- Placemaking – envisioning North Avenue as a corridor that is a destination itself, not simply a street to travel through.
 - Neighborhood Impacts – minimizing impacts to existing neighborhoods as growth occurs in the corridor.
3. Recommends the two block area of 3rd Street between North Avenue and Sherwood Park as the neighborhood core area for the neighborhood center established with the Comprehensive Plan.
 4. Recommends a future street cross section for the entire length of North Avenue that includes narrowing the travel lanes, adding bike lanes on each side and expanding pedestrian amenities on both sides of the street.
 5. Includes an Implementation Plan that recommends creating and establishing an Overlay Zone district to include the entire four miles of North Avenue.
 6. Respects individual property rights.

The Grand Junction North Avenue West Corridor Plan will amend the Grand Junction Comprehensive Plan and completes the corridor planning for North Avenue that was started with the 2007 North Avenue Plan encompassing that area of North Avenue east of 12th Street which is also an element of the Comprehensive Plan.

The Planning Commission is charged with the legal duty to prepare and recommend for adoption to City Council master plans for the City.

The North Avenue West Corridor Plan was heard in a public hearing by the Grand Junction Planning Commission on July 26, 2011 where the Planning Commission recommended that the City Council adopt the Plan.

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

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

The full text of this Ordinance, including the text of the North Avenue West Corridor Plan, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the 17 day of October, 2011 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the 2nd day of November, 2011 and ordered published in pamphlet form.

/s/: Tom Kenyon
President of City Council

ATTEST:

/s/: Stephanie Tuin
City Clerk

2011

North Avenue West Corridor Plan

(12th Street west to I-70B)



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Executive Summary

The planning for the North Avenue West Corridor Plan is an offshoot of a larger effort to address planning issues throughout the North Avenue Corridor. Over the years North Avenue has lost a significant amount of business to relocations to the west side of the City, and the recent recession has resulted in many business closures. These changes present the City with an opportunity to bring together City planners, residents, and business owners to examine ways to encourage re-development along the corridor and envision what the future might look like along North Avenue.

In 2007, the City Council adopted the North Avenue Corridor Plan for the area from 12th Street east to the I-70 Business Loop. This North Avenue West Corridor Plan addresses the area from 12th Street west to I-70B. Once both plans have been adopted, implementation of these plans will include creating an overlay district for the entire corridor that establishes a street cross-section and landscape standards. Over time as redevelopment and new development occurs in the corridor, North Avenue will begin to transform into the long-range vision outlined in these plans.

The North Avenue West Corridor Plan envisions North Avenue between 12th Street and west to I-70B as a mix of retail, office, commercial and residential uses that will provide services for the student population of both high school and college students, and provide mobility for pedestrians, bicyclists, and transit riders. The vision for this area includes safety, enhanced aesthetics, and a 'sense of place.' It will be a neighborhood that attracts residents and students with entertainment, educational opportunities, and public activity areas.

This plan divides the corridor from 12th Street west into three 'districts.' The first would be Automotive Sales and Service from I-70B to First Street. The second 'district' is the Sherwood Park Mixed Use District from 1st Street to 5th Street, and the third would be the Educational/Student Commercial and Entertainment District from 5th to 12th Streets.

In order to accomplish these goals, much discussion took place about the elements of the street that would contribute to creating a 'sense of place' as well as other guiding principles of safety, aesthetics and minimizing neighborhood impacts. These elements consist of consolidating existing curb cuts and parking lots, adding sidewalks and planting, and adding pedestrian scale street lights, trees, signs, benches and other outdoor spaces to bring people back into the corridor.

The public process for this plan was as inclusive as possible, involving focus groups with residents, businesses, and Mesa State College personnel and students, who were asked to fill out a questionnaire. This was followed by an open house and questionnaire for the public. The second public open house introduced concepts and design elements and asked for comments. Six options for street cross sections were developed and presented to the public for input, and an online survey was made available that was promoted to all previous open house attendees and the public at large through the

media and the City's website and social media sites. There were 351 people who filled out the online survey.

Of the six street cross sections the first option was the most inexpensive option of just re-striping the street with a five-foot wide bike lane. The other five options all included adding 10 feet of right-of-way on either side of the street. Option 2 and 5 did not include bike lanes. Options 4, 5 and 6 included varying widths of sidewalk, buffer areas, and bike lanes.

Support was strongest for Options 3 and 4, which both included the 10 additional feet of right-of-way on each side of the street, eight -foot detached sidewalks, buffer areas and a bike lane.

From the comments received on the online survey, residents and business owners alike are concerned about the future of North Avenue, and wish to see it restored as a place which attracts people and businesses, and remains a vital part of our community and contributes to our local economy. These plans and the adoption of a unified street cross-section and design standards will enable North Avenue to grow and change in the future, and remain a viable, vibrant part of our community.

Planning Boundary

Why Plan North Avenue?

Historically, North Avenue was the northern most boundary of Grand Junction. As development continued to grow to the north, the North Avenue corridor now finds itself in the City Center area of Grand Junction, in proximity to many great assets and amenities such as Stocker Stadium and Lincoln Park, Colorado Mesa University (previously known as Mesa State College) and a wide range of community services, hospitals, and easy access to downtown.

Until the 1990's North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years the area has experienced a dramatic loss in revenue in great part associated with the extensive development of new and large commercial and retail centers along the western edge of the City. With business pulled to these new commercial centers, North Avenue has an opportunity to reestablish itself by creating a unique community environment where people will come back to again and again.

Rather than mimic the developments occurring on the western edge, the North Avenue Corridor can reclaim its identity by promoting developments that combine retail, office, residential and civic components to establish a distinctive and thriving sense of place and character. This will provide, as supplement to downtown, a historically rich active neighborhood with a focus on educational opportunities, employment, entertainment and mixed use.

Questionnaire Question #3
The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land uses are lacking that you would use?

Survey Responses:

Restaurants = 61%
Professional Services = 25%
Retail = 36%
Housing = 23%
Other = 20%
None = 16%

(Note: multiple answers were received)

The Planning Area runs from I-70 Business Loop on the west to 12th Street on the east. It includes one or more blocks north and south of North Avenue for the northern and southern boundaries (see map below).



In 2007, the City of Grand Junction completed and adopted "The North Avenue Corridor Plan", a corridor plan for the North Avenue area east of 12th Street to I-70 Business Loop. The North Avenue West Corridor Plan for that area west of 12th Street continues the planning effort for North Avenue. This Plan incorporates many of the 2007 North Avenue Corridor Plan elements, while acknowledging and enhancing the unique features of the west end of North Avenue such as its proximity to Colorado Mesa University, the historic downtown neighborhood and the Sherwood Park neighborhood, an early suburban growth area of the city. Both Plans look far into the future, over the next 25 years, the time horizon established by the City's Comprehensive Plan.

In all long range planning, the collective ideas of many people will launch the community into the future in a way that will be meaningful and successful. The vision, guiding principles, and the street cross-section were shaped through public participation. Key elements of the process included public questionnaires, open houses, focus groups, a technical advisory committee and an online survey taken by over 350 people.



"North Avenue improvements are much needed to upgrade old conditions. It's important that North Avenue remains a vital business center for growth." - Online Survey Comment

North Avenue West Corridor Plan Vision

We are planning North Avenue for people and places, a crossroads of Grand Junction, a corridor to the City Center (see graphic on following page). A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities.

Questionnaire Question #1 What brings you to this part of North Avenue?

Survey Responses:

Pass through here = 52%
Obtain services here = 39%
Live within a couple of Blocks = 23%
Own a business here = 20%
Go to School, Church = 20%
Own property here = 18%
Work here = 14%

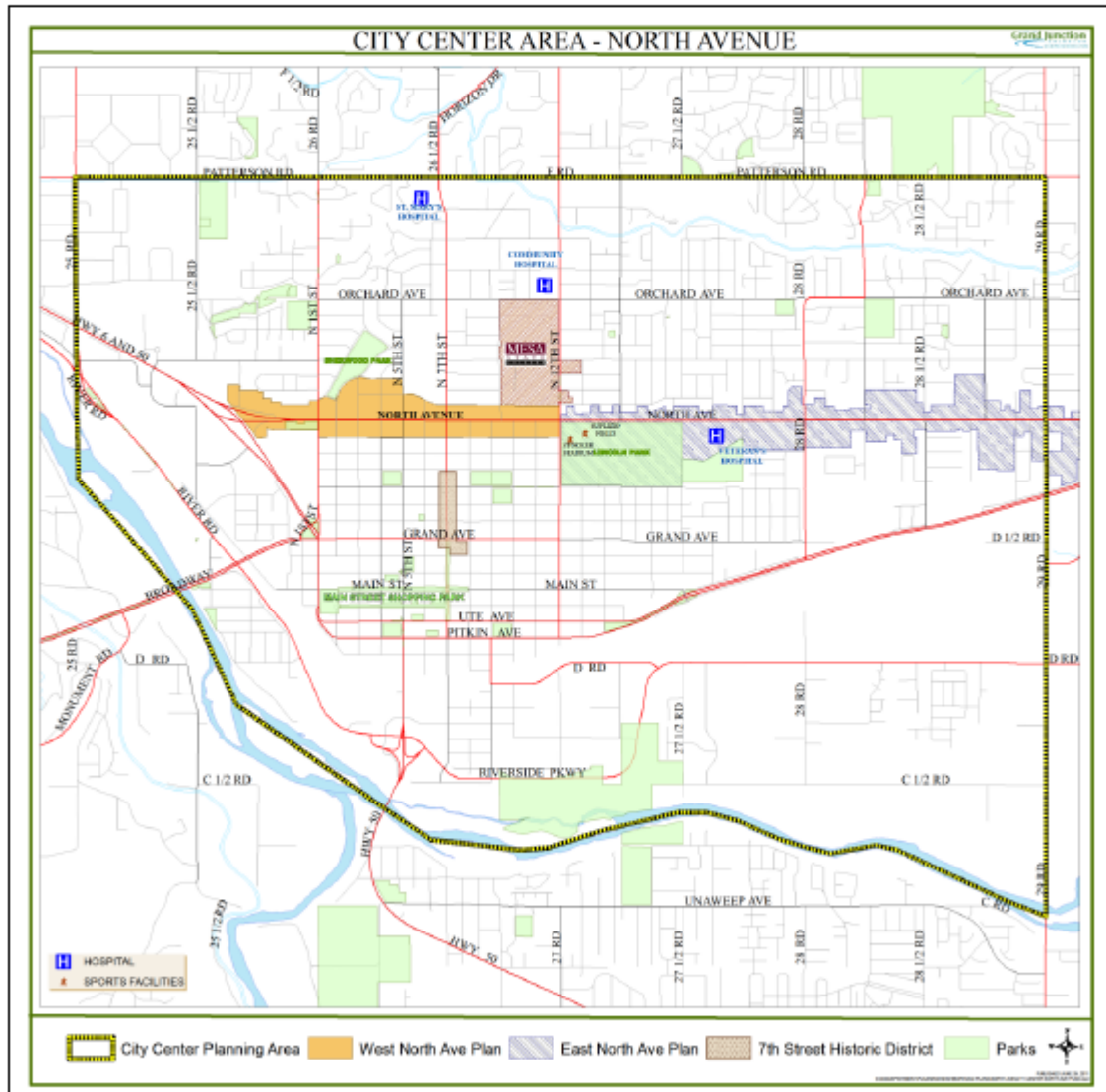
(Note: multiple answers were received)

The North Avenue corridor is suffering with a higher vacancy rate, nearly double than the rest of the City combined. Major vacancies have occurred in the Eastgate and Teller Arms shopping centers in the recent past, both of which are located east of 12th Street outside of this planning area, but no less affect the West Corridor Study area. It is certainly understandable that the entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs crossover both planning areas and must be planned together and either be the same or at the very least complement each other.

The North Avenue West Corridor Plan includes an overall strategy to revitalize the corridor and support its continued growth in order to promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor. Specific strategies for the implementation of improvements have been identified and include the following.

1. Create services at the neighborhood level and for the student population;
2. Improve mobility for pedestrians, bicyclist and transit riders; and
3. Create a significant "neighborhood" of residential, retail, commercial, entertainment, educational and public activity areas.
4. Designing the public realm. Develop guidelines for design that answer the questions:
 - a. What is the appropriate setback related to the public right-of-way?
 - b. What should happen between the street curb and the front of the building?
 - i. What is appropriate landscaping? Should it be a combination of landscaping and hardscape?
 - ii. Pedestrian amenities, what should they include?
 - c. Where should parking be located? How should it be accessed from the building(s)?

- d. What is the function of public streets?
- What role do alleys and neighborhood streets play in traffic circulation?
 - What is the functionality of North Avenue and how does that interface with the street edges?



Guiding Principles

From the focus group meetings held to the open houses attended, participants identified specific elements for each of the four guiding principles; safety, aesthetics, placemaking and neighborhood impacts.

Safety - Establishing a multi-modal approach by promoting pedestrian safety and key locations for pedestrian crossings; creating safe access routes for bicycles; constructing bus pullouts and public stops for transit passengers and maintaining an efficient street for all motorized traffic.

- Safe pedestrian access on North Avenue Corridor, along and across the corridor. Key crossings include 1st, 3rd, 5th, 7th 10th & 12th
- Provide adequate lighting along the corridor.
- Provide access management by limiting the number of access points onto North Avenue and keep medians.
- Provide a safer environment for bicycle traffic.
- Provide bus pull-outs at transit stops.

Aesthetics - Creating standards that support the vision and corridor as a destination and a crossroads.

- Create standards for
 - Landscaping
 - Signage
 - Way Finding
 - Building Architecture
 - Building Location
 - Lighting
 - Entry Features
 - Banners (pedestrian scale)
 - Public Spaces (medians, pocket parks and plazas)

Questionnaire Question #5
What is your biggest concern regarding this section of North Avenue?

Survey Responses:

Safety = 73%
Aesthetics = 57%
Neighborhood Impacts = 30%
Neighborhood Identity = 27%

(Note: multiple answers were received)

Placemaking - Envisioning North Avenue holistically, a corridor that is a *destination* itself, not simply a street to travel through.

- Establish an entrance, you have arrived, slow down.
- Establish three sub-areas or districts and create a vision for each.
 - Automotive Sales and Service District (I70B to 1st St.)
 - Sherwood Park Mixed Use District (1st St. to 5th St.)
 - Educational/Student Commercial and Entertainment District (5th St. to 12th St.)
- Create parking areas. Locate parking to the rear of businesses.
- Encourage outdoor spaces/uses (i.e. outdoor seating, plazas).

- Create work/live opportunities (mixed use).
- Establish entertainment venues.
- There is a need for hotel(s).

Neighborhood Impacts - Minimize impacts to existing neighborhoods as Neighborhood Centers are established on 3rd Street between North Avenue and Sherwood Park; and in the vicinity of Colorado Mesa University. As future university expansion occurs west to 7th Street and subsequent university supportive development occurs north and south of North Avenue between 5th Street and 12th Street, mitigate potentially negative impacts on existing neighborhoods.

- Establish 3rd Street as a mixed use center (increase density and intensity) and tie to Sherwood Park.
- Allow for university expansion to 7th Street.
- Minimize traffic impacts to existing and future residential areas.
- Encourage the use of secondary streets for neighborhood traffic circulation and buffering from more intensive uses.



Area residents and business owners came to the April 20th Open House to view the proposed North Avenue West Corridor Plans and give comments.



Revitalizing North Avenue

The City of Grand Junction conducted a “windshield” survey of vacant commercial building space for the North Avenue Corridor in January 2011. Results show that the area has an 11.4% vacancy rate. The same survey showed a vacancy rate of 6.4% for the entire City.

Questionnaire Question #2
How do you access the corridor?
Survey Responses:
Private Vehicle = 98% Bike = 23%
Walk = 16% Bus = 2%
(Note: multiple answers were received)

Concentrated efforts in streetscape treatment, community identity, way finding, signage and architecture can help existing businesses and spur future business development of a corridor. Improving the streetscape would set a foundation that is enticing for new development and improve North Avenue as a destination.

For North Avenue west of 1st Street, the cross section of the existing street is a highway with wide medians and frontage roads. Although pedestrian/bicycle access through this section of North Avenue is recommended, the street cross section is much different than what should be recommended east of 1st Street. The width of right-of-way west of 1st Street is much greater.



Ultimately, the right-of-way width of North Avenue east of 1st Street needs to be 100 feet wide with 50 feet of half right-of-way expected from each side. Much of the street today is 80 feet in width except where new development occurred over the past 20 years and additional right-of-way was dedicated. The same is expected of future development as well. Having 100 feet of right-of-way will allow for ample streetscape improvements; revitalizing North Avenue into a corridor that is once again a destination for the community.



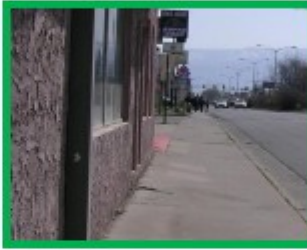
The pictures above (taken on Grand Ave.) show visually the amount of space that can be set aside for streetscape on North Avenue.

Existing Pedestrian Conditions

Existing sidewalk conditions along North Avenue range from narrow 3 feet attached sidewalks to paved surfaces that are shared with parking areas, to detached 6 feet wide sidewalks with a landscaped area between the curb and the sidewalk. North Avenue is a high pedestrian use corridor within the study area particularly between 5th Street and 12th Street with the influence of the student population during the day.



Narrow 3 ft. sidewalk



Attached 4 ft. sidewalk



Attached to detached



Wider detached sidewalk more comfortable for pedestrian use

Street Cross-Sections

During the planning process existing conditions were studied, six concepts were developed and studied and public comments sought. Public input on potential street cross-sections was received at the April 2011 open house and from an online survey conducted in May and June 2011. These six concepts (Option 1 through Option 6) are included in the appendix. Generally, the street sections focus on the following elements:

1. Construct wider sidewalks - detached and/or attached; and/or
2. Provide bike lanes on North Avenue by restriping existing pavement or widening pavement section; and/or
3. Provide on-street parking by reconstructing the street within a wider right-of-way.

April 2011 Open House Results

The following table presents details of each of the six options. At the April 2011 open house, those in attendance were asked to identify their two favorite options. Options 2, 3 and 4 garnered the most support. Support for these three options placed strong emphasis on creating a corridor with wide detached sidewalks and landscaping; and gives good support for a bike lane on North Avenue, but also suggests that there are concerns with narrow vehicular travel lanes. The question needs to be asked, "Are 11 ft. wide lanes too narrow?" Clearly they are still wide enough to accommodate heavy truck traffic. They also help curb speed and slow traffic down.

What we heard at Open House?

Preferred Street Concepts

- Wide Detached Sidewalks
- Landscaping
- Bike Lanes
- Wide Vehicular Travel Lanes

Existing Conditions	Option 1 (Restripe with Bike Lanes)	Option 2 (Widen sidewalk/Add Landscaping Strip)	Option 3 (Add Bike Lane & Widen Sidewalk/Add Landscaping Strip)	Option 4 (Remove Curb and Widen Street 3 ft/ Widen Sidewalk/ Add Landscaping Strip/ Add Bike Lane)	Option 5 (Remove Curb and Widen Street 3 ft/ Widen Sidewalk/ Add Parking Lane)	Option 6 (Remove Curb and Widen Street 8 ft/Widen Sidewalk/Add bike Lane/Add Parking Lane)
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Based on citizen input from the open house, the preferred street cross sections are Option 2 and Option 3 for the following reasons.

- Both options provide wider detached sidewalks.
- Both options provide landscaping.
- Both option are simpler to implement and can be completed in increments.
- The bike lane in Option 3 can be implemented in the future by restriping the pavement to add the bike lane. What is constructed beyond the curbs is the same for both options.

May – June 2011 Online Survey Results

The City of Grand Junction conducted an online survey for 30 days between the months of May and June 2011. A total of 351 surveys were completed by the public. Using the same cross-sections introduced at the April Open House, the survey focused on seeking input from the public regarding dedicated bike lanes, on-street parking, and just how wide the travel lanes, bike lanes and pedestrian areas along the corridor should be if they are desired.

Results from this survey indicate nearly three out of four responders said that bike lanes should be

Do you think bike lanes are important to have along North Avenue?

Responses		
Yes	260	74%
No	91	26%
Total	351	

incorporated into the future design of North Avenue. However, creating parallel parking on North Avenue didn't receive much support with 92% saying that it was a bad idea.

The survey asked each person to identify their top two options for cross-sections for North Avenue. There were six options to choose from and descriptions along with the results of the survey are shown below.

	Number One Choice	Number Two Choice
Option 1. Re-stripe North Avenue with a five-foot wide bike lane.	31	16
Option 2. Add 10 feet of right-of-way width on each side with eight-foot detached sidewalks and eight feet of buffer between pedestrians and traffic.	64	51
Option 3. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, an eight-foot buffer area, and a five-foot wide bike lane.	104	143
Option 4. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a five-foot buffer area, and a six-foot striped bike lane.	125	85
Option 5. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and no bike lane.	17	27
Option 6. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and a five-foot bike lane.	10	29
	351	351

If you combine the top two choices that people selected, Option 3 comes out as the overall top choice with a total of 247 picks and Option 4 is second with 210 people picking it either number one or number two.

The survey also asked participants to rate various elements of any future redesign of North Avenue from “Very important” to “Not at all important.” The results are shown in the following table.

	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%
Safety	85.20%	10.80%	2.30%	0.60%	1.10%
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%
On-street parallel parking	2.30%	6.00%	9.40%	16.20%	66.10%
Creating a pleasant place to walk	42.50%	33.60%	13.10%	5.40%	5.40%

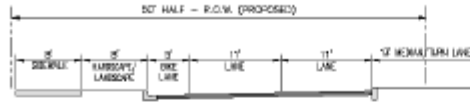
Traffic flow and convenience and safety ranked very important to the public. Aesthetics, bike lanes and creating a pleasant place to walk are important to those taking this survey as well with most people ranking them as either Very Important or Somewhat Important. Results for on-street parallel parking were Not Important to most survey participants.

Recommended Street Cross-Section

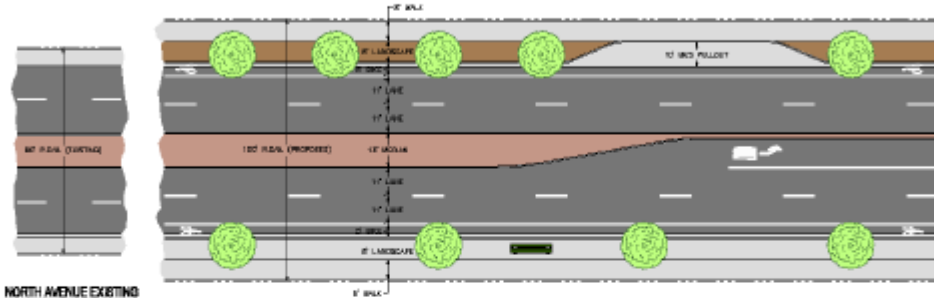
The recommended street cross-section is Option 3. After taking into account the survey results, public comments received at open houses, focus group meetings, the work by the Technical Advisory Committee for this corridor plan, and the financial costs for construction, the street cross-section in Option 3 was selected. Option 3 incorporates the most features the public stated as being important. These features include creating an improved, more aesthetic and safer pedestrian corridor and include bike lanes. These features are also found in Option 4, but Option 3 is financially a better choice than Option 4. Option 4 would require reconstruction of the curb and gutter and adding additional pavement to the street while Option 3 works within the existing curb and gutter or street width. Both options will require ten additional feet of right-of-way to improve the pedestrian and landscaping areas.

Option 3

- No changes would be made to the pavement width, curb and gutter location, turn lanes, or medians. The existing sidewalk would be removed and replaced with an 8' detached walk, and the pavement would be re-striped to accommodate a bike lane.
- 12' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 104'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree plantings, benches, bike racks, public art, and/or bus pull-outs.
- Provides 2' striped bike lane (21" paved width, 12" gutter width).
- Reduces the width of the existing traffic lanes from 12.0' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 3 SECTION

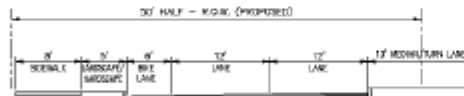


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

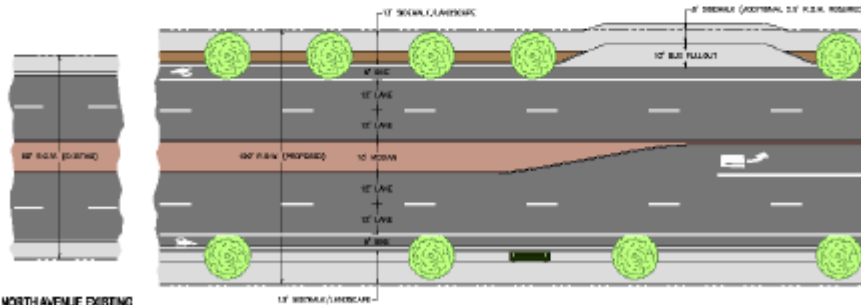
OPTION 3 PLAN VIEW

Option 4

- No changes would be made to the turn lanes or medians. The existing pavement would be retained approximately 2' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' detached walk.
- 12' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 104'.
- Provides an 8' detached sidewalk and a 2' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree plantings, benches, bike racks, public art, and/or bus pull-outs.
- Provides 0' striped bike lane (0" paved width, 0" gutter width).
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.



OPTION 4 SECTION



NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

OPTION 4 PLAN VIEW

Plan Elements

The following elements of this Plan will aid in helping the North Avenue corridor achieve its Vision and Guiding Principles; create services at the neighborhood level; improve mobility and safety for pedestrians, bicyclists and transit riders, and create a significant neighborhood of residential, retail, commercial and public activity areas.

Creating a more unified street edge condition along North Avenue

Creating a more unified street edge will improve the overall character of the corridor. This can be accomplished by:

- Consolidating existing curb cuts and parking lots.
- Providing more definition to vehicular entry ways.
- Adding sidewalks and plantings.
- Adding pedestrian scale street lights, trees, benches and other amenities.



These suggested changes to North Avenue will create a more pedestrian friendly environment and encourage local residents to walk. Most of these improvements can be made within the existing street right-of-way. East of 1st Street, the future overall width of the right-of-way will be 100 feet with right-of-way dedication needed up to 50 feet from each development on both sides of North Avenue.

Designing Street Intersections

The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO'S guide for the Planning, Design and Operation of Pedestrian Facilities (2004).



- Clarity - Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability - Drivers know where to expect pedestrians;

- Clarity - Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
- Predictability - Drivers know where to expect pedestrians;
- Visibility - Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;
- Short Wait - Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;
- Adequate Crossing Time - The appropriate signal timing for all types of users to cross the street;
- Limited Exposure - Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and
- Clear Crossing - Eliminating barriers and ensuring accessibility for all users.

Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The North Avenue West corridor currently has six signalized intersections. Most of these signals are located at approximately one quarter mile intervals.

Questionnaire Question #6
What would you like see improved or changed?
Citizen Comment:
Safety needed for bikes and pedestrians without impeding traffic.

In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multi-lane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at mid-block crossings.

Pedestrian Crossings

<u>North Avenue Pedestrian Crossings</u>		
<u>Signalized & Striped</u>		<u>Unsignalized & Not Striped</u>
1 st Street	5 th Street	3 rd Street
7 th Street	10 th Street	
	12 th Street	

There are six pedestrian crossings identified within the study area that are the most ideal locations for pedestrian traffic to use. Five of these crossings are currently



opportunity to cross. Future analysis and review of this sixth location will be needed to determine signal warrants for a safer and friendlier crossing.

Over the life of this Plan (the next 25 years) as pedestrian oriented development occurs on 3rd Street north of North Avenue, an area identified as a neighborhood mixed use core for the Neighborhood Center, a signal will likely be needed.

North Avenue Streetscape

There are many tools that can be used in design of a streetscape that improves the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. Street furniture such as benches, art sculptures, plantings and trash cans dispersed within pedestrian ways and civic spaces encourages pedestrian use and provide a sense of belonging. Pedestrian lighting provides a safer environment in the evening encouraging businesses to stay open longer hours, providing a catalyst for activity and night life.

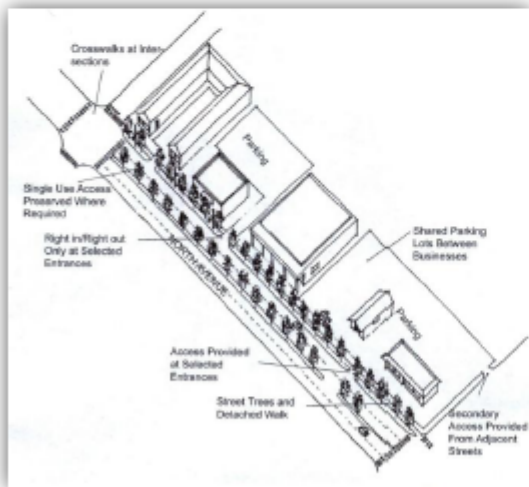
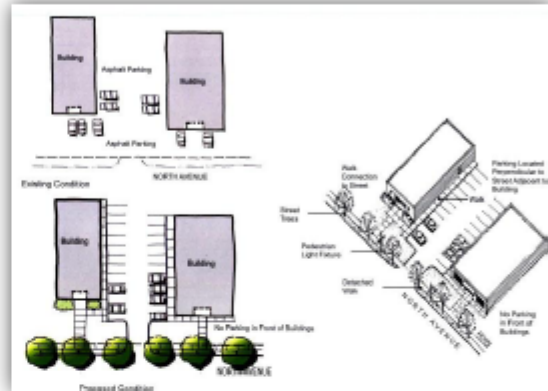
The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts



and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or ride a bicycle. Most of these improvements can be made within the existing street right-of-way.

Building Adjacent To Street

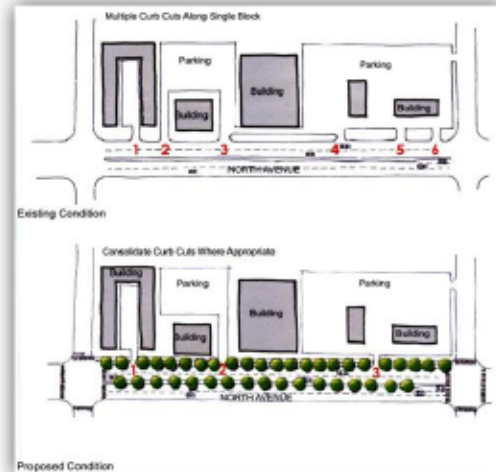
In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt.



Building adjacent to the street makes the buildings easier to see and identify from North Avenue. A front door on North Avenue invites foot traffic to go from one business to another. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.

Curb Cut Consolidation

Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It will result in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site.



Areas of potential redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. Redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new mixed use developments.

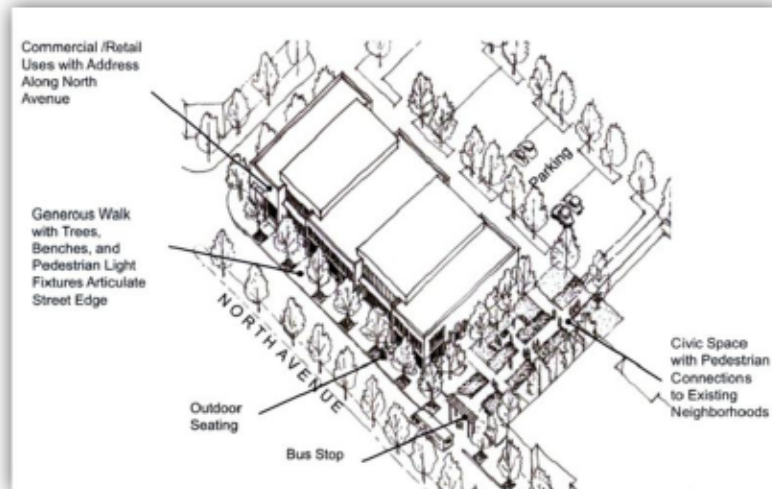
In all cases, each project should provide connectivity to the pedestrian network and include public open space.

Residential Land Uses

Multi-family developments adjacent to North Avenue will provide a distinct living option for residents along the corridor. Multi-family development is currently needed by Colorado Mesa University students. That need for housing will continue to grow as the student population grows. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, multi-family development offers a very desirable alternative to single family housing.



One of the Guiding Principles includes minimizing neighborhood impacts to existing and future residential areas. Minimizing such impacts includes buffering between land uses with landscaping and berms, as well as providing good traffic circulation. Creating and enhancing a grid system of streets and corridors provides traffic a number of choices, thereby dispersing the traffic.



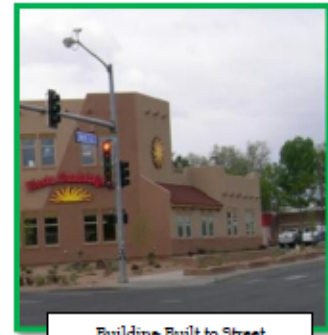
A green corridor in a walking environment will create a pedestrian connection with existing neighborhoods and North Avenue providing convenient access to the street for existing residents. On-street parking along the side

streets provides parking for visitors. On-site parking areas must provide buffering with residential areas through the use of berms and landscaping.

Commercial / Retail Land Uses

Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor.

Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses should be provided on North Avenue with additional access from the interior side, providing easy access from nearby parking.



Building Built to Street



Outdoor Seating, Front Door Access to Street, and Side Access to Parking Lot.

Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. Parking lots must buffer themselves from adjacent and across the street residential areas through the use of berms, fencing and landscaping.

Transit

North Avenue is the highest transit use area for Grand Valley Transit (GVT). All transit stops on North Avenue should be off-street pull-outs. Bus Shelters should be incorporated at higher use transit stop locations.

North Avenue Bus Routes

GVT Route 7 Bus Stops

West of 12th Street (Colorado Mesa University)
West of 11th Street
East of 8th Street
West of 7th Street (REI Sports)
West of 5th Street
West of 3rd Street (former Harbert Lumber)



Annual Ridership

2010

Route 7 = 69,786

Route 9 = 189,038

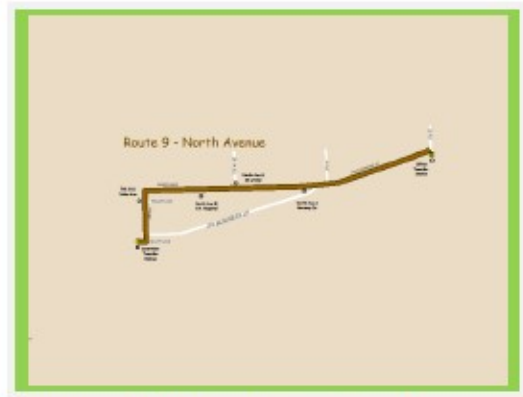
2009

Route 7 = 65,440

Route 9 = 169,105

GVT Route 9 Bus Stops

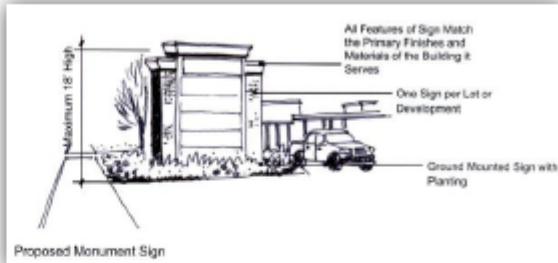
East of 8th Street
East of 9th Street
West of 11th Street



7th Street and 12th Street are bus transfer points connecting passengers to other routes in the City.

Signage

Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole mounted signs, and replacing them with monument signs. This will aid in reducing the visual clutter of the pole mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are

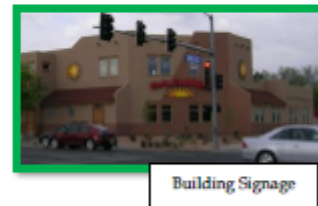


low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. This philosophy supports a distinction of commercial areas as opposed to individual pad development. It encourages a walking environment and provides for a group of

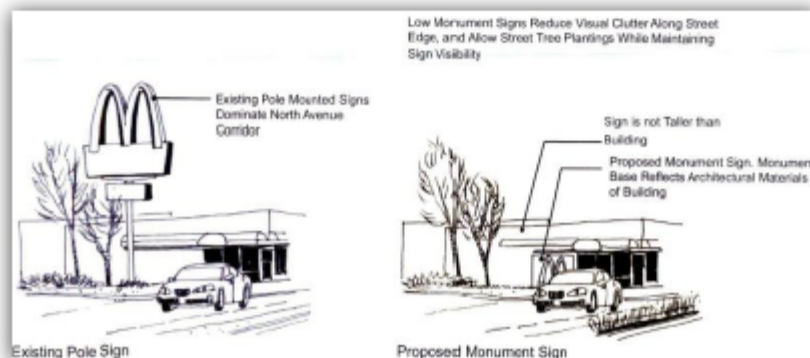


retailers to engage the property as a whole.

Encouraging buildings to be constructed next to the street allows the building along with signs on the face of the building to advertise the business to passersby on North Avenue. In effect, the building becomes part of the sign advertising the business, helping the public identify the business.



These recommended changes to signage west of 12th Street are also part of the recommendations found in the 2007 North Avenue Corridor Plan adopted by the City of Grand Junction for North Avenue east of 12th Street.



Districts

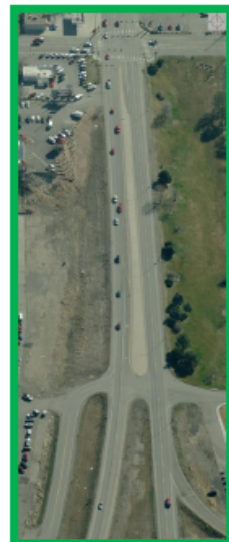
The North Avenue West Corridor Plan is divided into three districts. Each district is unique and should transition from one to the next. The goal for each is to establish its own identity providing a sense of place. "Placemaking" is a process of creating a place that will attract people because the place is pleasurable or interesting and encourages people to come back again and again. Maintaining North Avenue as a destination is very important to its long term sustainability and for the City as a whole. Creating three districts along this section of North Avenue allows diversity and encourages a unique vision for each. (Additional maps are located in the Appendix.)



Automotive Sales and Service District

Located on the west end of North Avenue and comprising only seven properties, the Plan is recommending little change for the Automotive Sales and Service District. This area has long been established as a commercial area with car sales and services. The area currently comprises a mix of automotive sales and service businesses, a furniture store and other retail and service businesses. The continued indoor and outdoor retail and service is appropriate and expected to continue for this area of the Plan.

The Automotive Sales and Service District serves as the west entrance to the four mile long North Avenue corridor. The large existing landscaped open space within the public right-of-way along the south side of the corridor is extremely important as an entry feature. It is important to maintain this feature into the future.





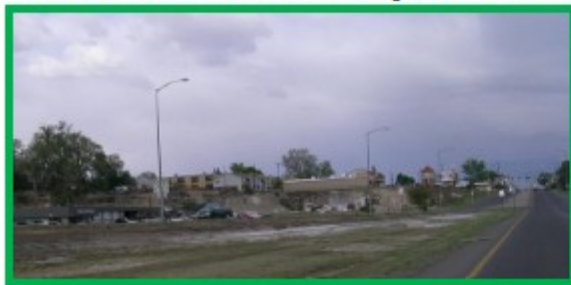
Vision

Continue to serve as an automotive and services center for the Grand Junction area.

Street Cross Section

North Avenue (through this district) is a State Highway (US Hwy 6) designed with a frontage road along the north side and an interchange using slip lanes at its intersection with I-70 Business Loop. The Plan does not recommend any changes to this street section as it does for the other two Districts, except for providing for future pedestrian and bicycle facilities.

Pedestrian and bicycles are now left to their own to navigate this section of the corridor. It is recommended that off-street pedestrian and bike paths be constructed on both sides of the corridor.



Along the south side of the corridor a future path should be located within the landscaped open space. On the north, a path should be constructed along the existing frontage road and any future frontage road that is built as part of redevelopment of that area.

Existing Traffic Issue

Vehicular traffic currently backs up along west bound North Avenue at the intersection of 1st Street. This traffic issue is the result of motorist's need to get in the right lane prior to the left turn lane for



Questionnaire Question #4
Are there currently issues you would like to see addressed?
Citizen Comment: Traffic review is needed at North & 1st Street, traffic backs up in the right lane for traffic going straight and turning right.

the Ed Bozarth car dealership. West of 1st Street the left through lane ends and requires a left turn movement at Ed Bozarth, therefore many motorist are cueing up in the right lane east of the traffic signal at 1st Street and North Avenue to avoid this conflict. This

Plan recommends that a dedicated left turn lane be constructed at Ed Bozarth allowing both westbound lanes to be used by vehicular traffic heading west (see exhibit). This will allow for the motorist not to have to move over to the right lane east of 1st Street which often creates a back-up of traffic for a block or more.



Proposed changes to intersection at Ed Bozarth's

Sherwood Park Mixed Use District

The Sherwood Park Mixed Use District comprising that area from 1st Street to 5th Street has many existing multi-family, office, retail and service businesses already. The Comprehensive Plan identifies this



area as a Neighborhood Center and encourages infill and redevelopment providing additional density and intensity. This Plan recommends that the core area of the Neighborhood Center be established along 3rd Street from North Avenue to Sherwood Park. This location is ideal with its proximity to North Avenue, a major arterial street providing access to the core area and the park a couple of blocks to the north. Sherwood Park provides open space opportunities and public facilities for the Neighborhood Center. Parking for businesses should occur to the rear or side of businesses, and shared parking facilities is encouraged.



Vision

Establish a mixed use center as identified in the Comprehensive Plan.



Educational / Student Commercial and Entertainment District

Students define a large part of what is happening and what is expected to happen in this district. This Plan encourages future business growth centered on the needs of the student population (both high school and college students), the needs of a higher learning institution, in addition to the community at large. During the planning process both Colorado Mesa University students and Grand Junction High School students voiced their desire and need for more student oriented services including food establishments and entertainment venues within this area of North Avenue from 5th Street to 12th Street.



Apartment living already exists in this district and adjacent areas, many of which house college students. Colorado Mesa University added new on-campus housing over the past several years for nearly 1,000 students. As the student population grows additional housing for students will be needed. Students commuting to the university often park on the residential streets near the campus adding to the number of

pedestrians using this corridor. With students comes the need for pedestrian access and amenities.

Parking for businesses and students creates high demand for parking on neighborhood streets. Parking along Glenwood Avenue and Belford Avenue help meet this parking demand; however shared parking facilities need to be considered and planned for as the demand for parking continues to increase.

Vision

Provide appropriate housing, businesses and services for the student population and in support of the existing and future university educational facilities.



Implementation Plan

1. Create an Overlay District for both the North Avenue West Corridor Plan (I-70 B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70 B).

Include the following elements in the Overlay District:

- Establish a street cross section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.
- Create landscaping and setback standards for the corridor that will:
 - Incorporate design features found in the street cross section.
 - Support the placement of buildings adjacent to the street.
 - Establish desired buffering and landscaping between residential and commercial uses and other Plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.

2. Establish Implementation Tools.

The following are possible tools that can be considered within or without an Overlay District. Some will require a change in current policy and will need to be formulated and approved by the Grand Junction City Council. Others will require existing property owners to join together to implement.

- a) Form a Business Association.

Businesses in a given area can come together voluntarily to create an association for the improvement and enhancement of their properties and businesses. This can include creation of covenants that run with the land and provide for assessments on the parcels of land subject to the covenants. This creates a pool of funds for improvements that benefit the group.

- b) Require new development to build the detached sidewalk and other improvements. Construction of detached sidewalks can occur along any frontage with sufficient right-of-way, but requires the sidewalk to transition back to the existing attached sidewalk on both sides of the property being developed. Local examples of this can be found on other corridors as well as North Avenue. The picture taken of 12th Street north of Orchard Avenue (to the right) is an example of this concept of transitioning the sidewalk on both sides of the development.



- c) Modify the Transportation Capacity Payment (TCP) fee for the corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment (fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.
- d) Define and create a Business Improvement District (BID). Colorado Statute Section 31-25-101*et seq* authorizes for the formation of Business Improvement Districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the District and appoint a Board of Directors. Under the Statute, the District is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the District. All property assessed in a BID must be commercial property. The tax or mil levy is set by the District up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District. The Mesa County Assessor would collect the mil levy for the District through property taxes. These tax dollars can be used by the District for infrastructure, aesthetic treatment and other improvements within the District which will benefit the District members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BID's currently exist are the downtown area and Horizon Drive.
- e) Special Improvement District.
The focus of a Special Improvement District (SID) is for capital improvements, infrastructure. A SID is formed by petition of property owners of more than 50% that will bear the costs assessed by the district and established by the City by ordinance. Funding comes from property assessments and the City constructs any funded improvements.

f) Create a Tax Increment Financing (TIF) District.

Colorado law allows municipalities to establish Urban Renewal Authorities (URAs) to finance public improvements such as streets, sewers, sidewalks, and other infrastructure related to residential, commercial, or industrial development; to redevelop slum or blighted areas; and to fund private economic development. The primary source of funding for urban renewal projects in Colorado is Tax Increment Financing (TIF). TIF is a method whereby a portion of the property taxes levied by all taxing authorities within an urban renewal area are reallocated to the municipality that is undertaking the urban renewal project. Tax increment financing (TIF) is a mechanism for funding redevelopment projects in Colorado exclusively targeted at improving blighted areas. State law in Colorado authorizes urban renewal authorities (URAs) and downtown development authority's (DDAs) to use TIF for projects that improve blighted areas. TIF allows an authority to issue and repay redevelopment bonds by using the "increment" of increased taxes collected within the TIF district after improvements are made (Section 31-25-101 *et seq.*, C.R.S.). Tax increment revenue may be generated from property or sales taxes. The *property-improvement fee* (PIF) is a sales-tax version of TIF: some or all sales taxes from a retail development are diverted to subsidize the development.

g) Urban Renewal Authority (URA).

An Urban Renewal Authority (URA) can be established to eliminate blighted areas for either development or redevelopment. It is done with purchasing land, rehabilitating; and/or selling land for development. Financing occurs through Tax Increment Financing (TIF) that must be approved by the county, on property and/or county approved sales tax. A URA is governed by a City Council appointed commission. The Authority has the ability to issue some types of bonds to finance projects.

h) Establish incentives for development and redevelopment along the corridor.

Establish a City infill and redevelopment policy and define what types of activities would receive consideration for development incentives. Incentives can include many different choices including paying required fees, constructing off-site improvements, undergrounding utilities, etc.

North Avenue - a destination corridor!

- *North Avenue is a great community asset with great potential.*
- *It needs to be planned as a good public place that promotes health, happiness and well-being.*

Planning/Public Process

Public Involvement

Focus Groups

The City held five focus groups during the early part of the planning process to obtain a wide cross section of issues, concerns and suggestions for the Planning area. These focus group meetings included two meetings with two different neighborhood groups, a focus group with Colorado Mesa University staff and students, and a focus group with youth group made up of mostly Grand Junction High School students and a focus group with School District 51 personnel.

Public Open Houses

Two open houses were held, one in December 2010 during the beginning of the planning process and one at the end of the planning process in April 2011. The first open house primarily introduced the planning process to attendees and asked for their involvement, comments and input. The



second open house introduced the many elements and concepts formulated for the Plan and asked for comments. Street cross sections were also introduced and comments on each option were sought. Attendees were informed on the results of the questionnaire conducted during the first half of the planning process which is discussed below.

Questionnaire

A questionnaire was created and made available to focus group attendees and participants at the first open house. It was available online on the city's website and available at the City's Planning Division's customer service counter. Results were tabulated and made available on the City's website at www.gjcity.org.

Online Survey

A survey was created and made available to the public online at the City's website. There were 351 people that finished the survey. The survey focused on seeking input from the public regarding dedicated bike lanes, on-street parking, and just how wide the travel lanes, bike lanes and pedestrian areas along the corridor should be if they are desired. Results were tabulated and made available on the City's website at www.gjcity.org.

Planning Commission Workshops

Four workshops were held to inform, discuss and obtain input from the City Planning Commission throughout the planning process.

Technical Advisory Committee Involvement

A Technical Advisory Committee was formed to provide expertise, analyze community input and provide recommendations. The committee members represented City of Grand Junction departments/divisions, the Colorado Department of Transportation, Mesa State College and Grand Valley Transit. It was with their input that the Plan's vision, guiding principles, and the various concepts, elements and options were created by analyzing the information obtained through the focus groups meetings, survey/questionnaire and open houses.

Plan Adoption

The work of many individuals including the public, property owners and business owners on North Avenue, residents, University personnel, representatives from School District 51, the Technical Advisory Committee and City staff developed this North Avenue West Corridor Plan. The proposed final draft went through a public hearing process, first with the Grand Junction Planning Commission on July 26, 2011, and then before the Grand Junction City Council on September 7, 2011.

Acknowledgements

Grand Junction City Council

Tom Kenyon, Mayor
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Bennett Boeschstein

Laura Luke
Teresa Coons
Jim Doody

City Manager

Laurie Kadrach

City Public Works and Planning Director

Tim Moore

Grand Junction Planning Commission

Reggie Wall (Chair)
Lynn Pavelka (Vice Chair)
Lyn Benoit
Ebe Eslami
Mark Abbott

Rob Burnet
Pat Carlow
Greg Williams (Alternate)
Keith Leonard (Alternate)

Technical Advisory Committee

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Irene Carlow, Economic, Convention & Visitor Services
Eric Hahn, Public Works and Planning
Jody Kliska, Public Works and Planning
Kristin Winn, Public Works and Planning
Lori Bowers, Public Works and Planning
Rick Dorris, Public Works and Planning
Scott Peterson, Public Works and Planning
Kristen Ashbeck, Public Works and Planning
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Lisa Cox, Public Works and Planning
Steve Smith, Geographical Information Systems
Derek Wagner, Colorado Mesa University

Project Manager

David Thomson, AICP, Principal Planner, Public Works and Planning

Special thanks to the Focus Group participants from:

Colorado Mesa University
School District 51 Administration
Students of Grand Junction High School
Business owners and residents of North Avenue and vicinity

Appendix

Street Cross Sections

North Avenue Existing Plan View

Option 1 Plan View - Restripe with Bike lanes

Option 2 Plan View - Widen sidewalk/ Add landscaping strip

Option 3 Plan View (Recommended) - Add Bike lane/ Widen sidewalk/ Add landscaping strip

Option 4 Plan View - Remove Curb and Widen Street 3 ft/ Widen sidewalk/ Add landscaping strip/ Add Bike lane

Option 5 Plan View - Remove Curb/ Widen Street 5 ft/ Widen sidewalk/ Add Parking lane

Option 6 Plan View - Remove curb/ Widen Street 8 ft/ Widen sidewalk/ Add Bike lane/ Add Parking lane

Maps

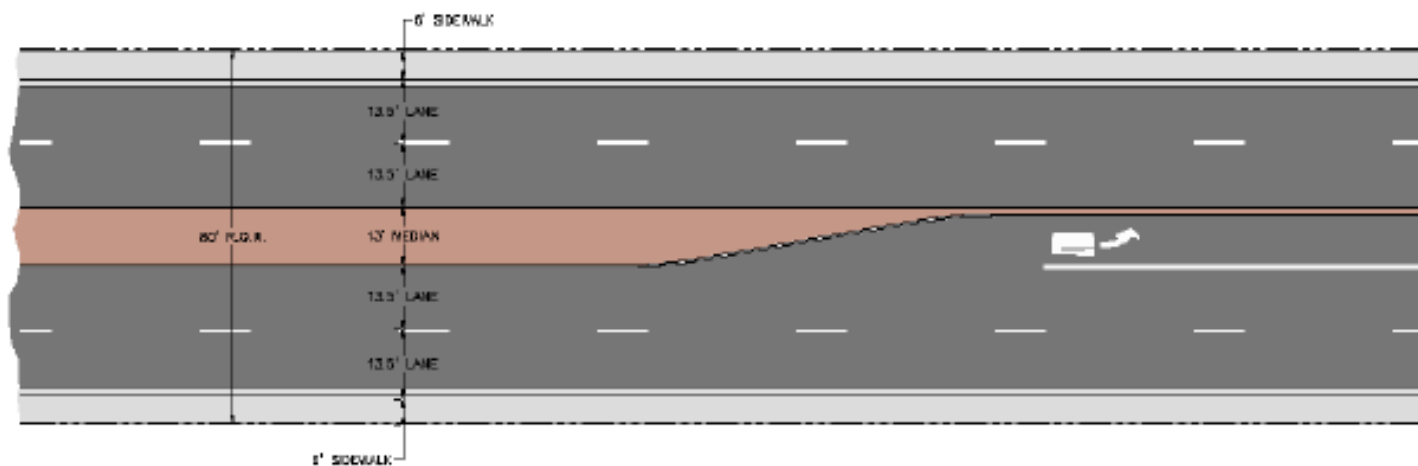
Map of Corridor Plan Area

District Maps

1. Automotive Sales and Service District Map
2. Sherwood Park Mixed Use District Map
3. Educational/Student Commercial and Entertainment District Map



NORTH AVENUE EXISTING SECTION



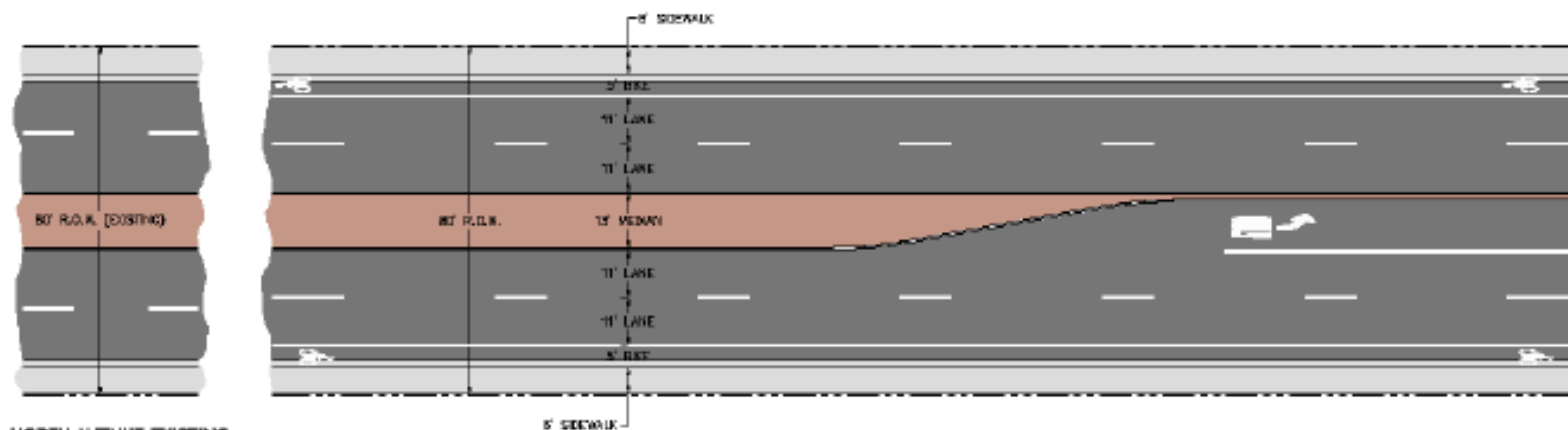
NORTH AVENUE EXISTING PLAN VIEW

Option 1

- No changes would be made to any existing structures; pavement width, curb-and-gutter location, sidewalk width, turn lanes, and medians would remain as they are. Only the striping of the lanes would be modified.
- The changes would be made within the existing 80' right-of-way. No additional right-of-way would be required.
- Provides 5' striped bike lane (3 1/2' paved width, 1 1/2' gutter width).
- Reduces the width of the existing traffic lanes from 12 1/2' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 1 SECTION

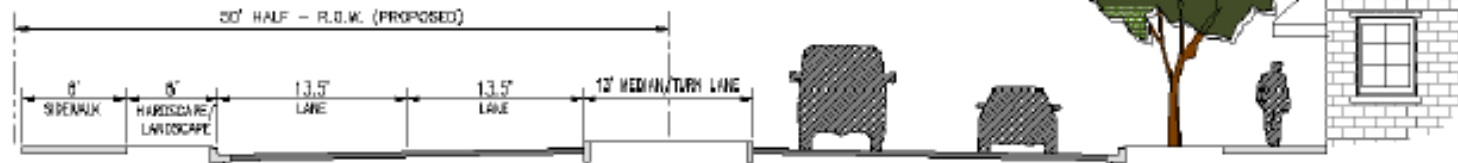


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

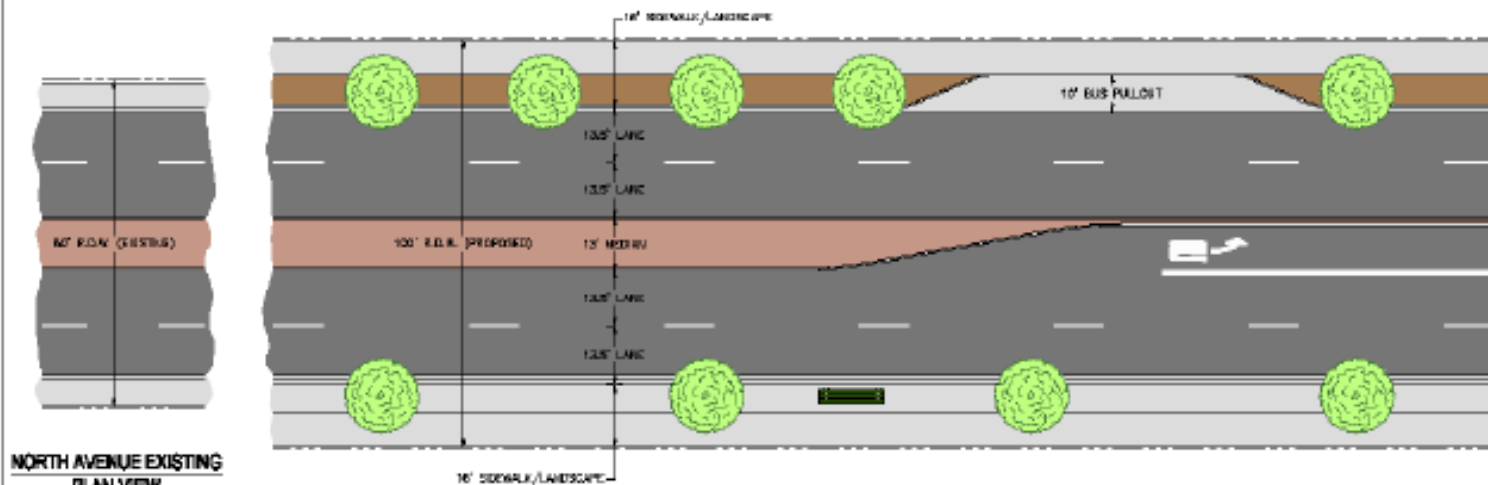
OPTION 1 PLAN VIEW

OPTION 2

- No changes would be made to the pavement width, lane striping, curb-and-gutter location, turn lanes, or medians. Only the existing sidewalk would be removed and replaced with an 8' detached walk.
- 32' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 66' to 130'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Does not provide any bicycle facilities.



OPTION 2 SECTION



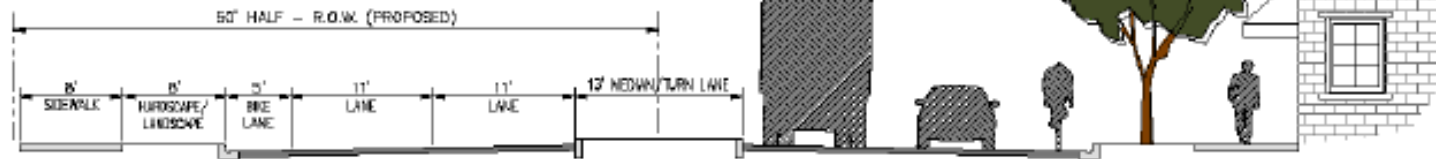
**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

OPTION 2 PLAN VIEW

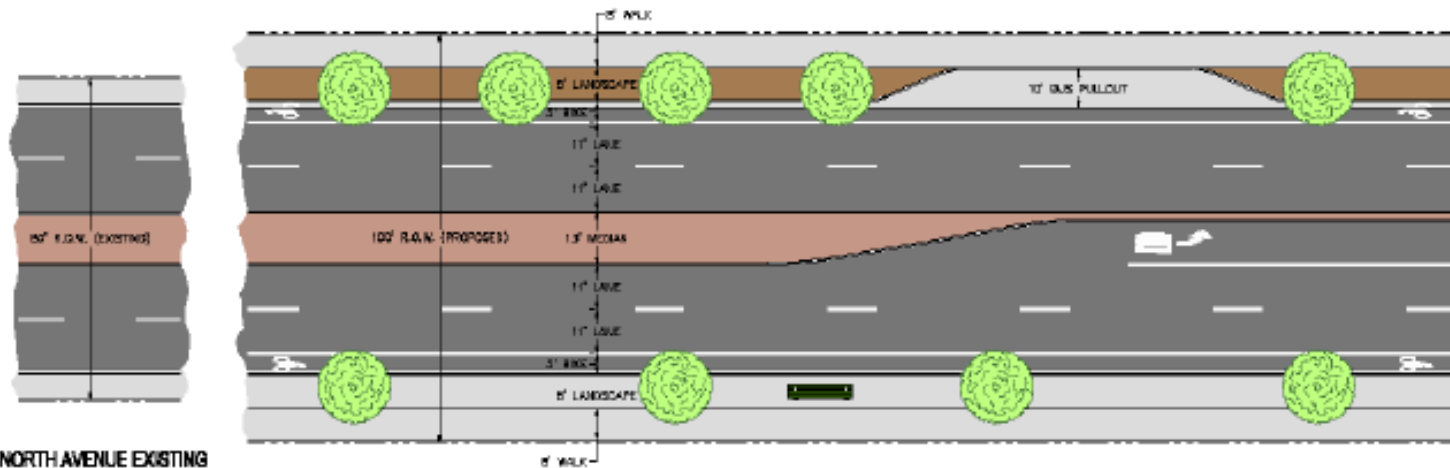
RECOMMENDED STREET CROSS SECTION

Option 3

- No changes would be made to the pavement width, curb-and-gutter location, turn lanes, or medians. The existing sidewalk would be removed and replaced with an 8' detached walk, and the pavement would be re-striped to accommodate a bike lane.
- 33' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 60' to 126'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 5' striped bike lane (3 1/2' paved width, 1 1/2' gutter width).
- Reduces the width of the existing traffic lanes from 13 1/2' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



OPTION 3 SECTION

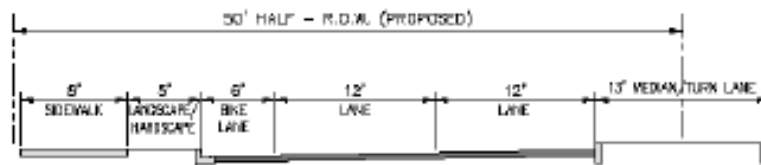


NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON

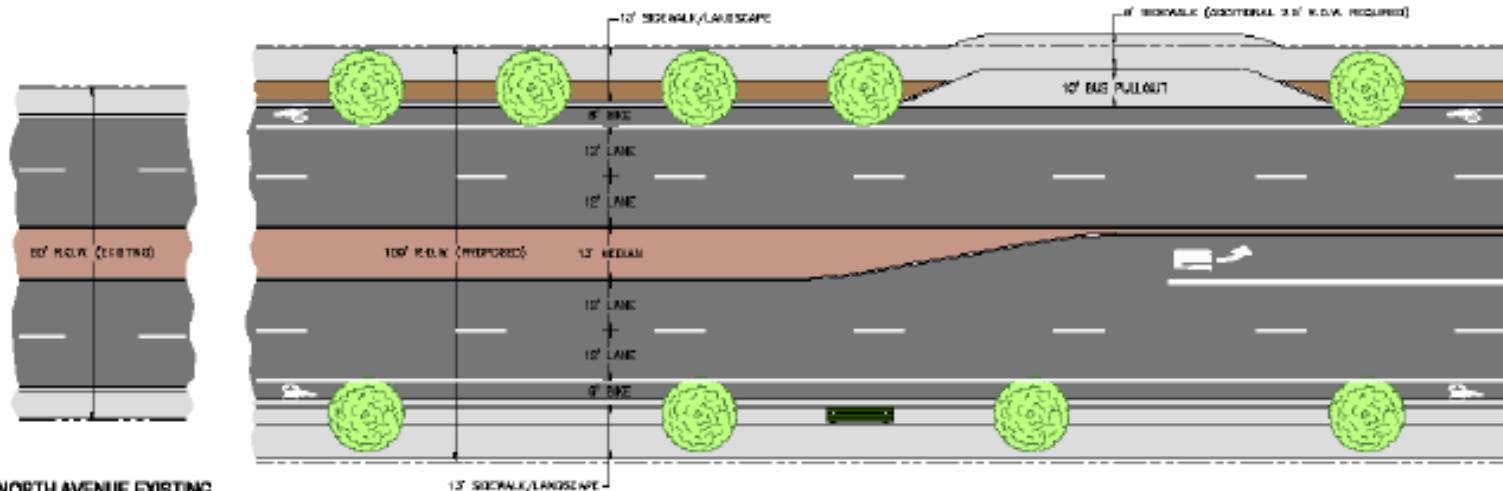
OPTION 3 PLAN VIEW

Option 4

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 3' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' detached walk.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 90' to 100'.
- Provides an 8' detached sidewalk and a 5' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 6' striped bike lane (4 1/2' paved width, 1 1/2' gutter width).
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.



OPTION 4 SECTION

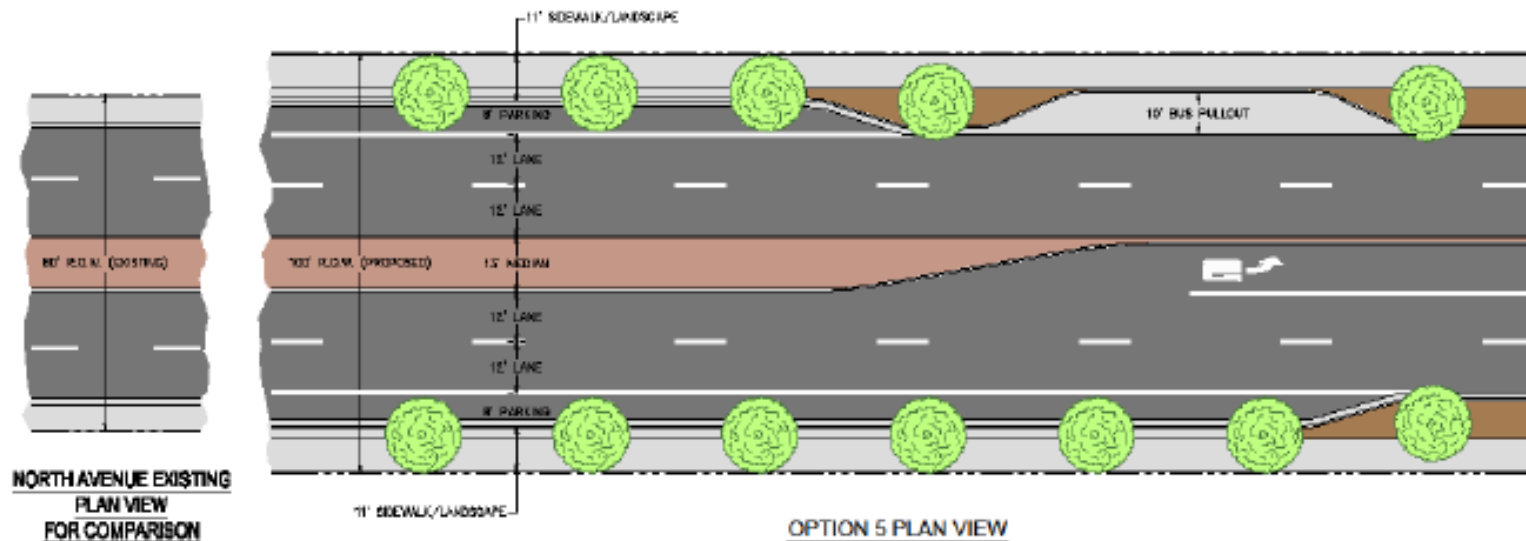
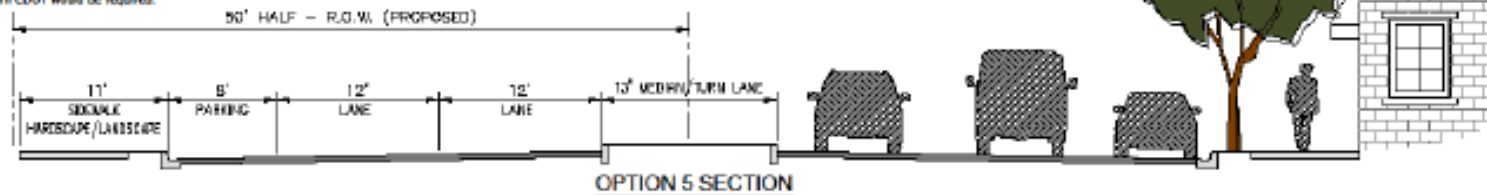


**NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON**

OPTION 4 PLAN VIEW

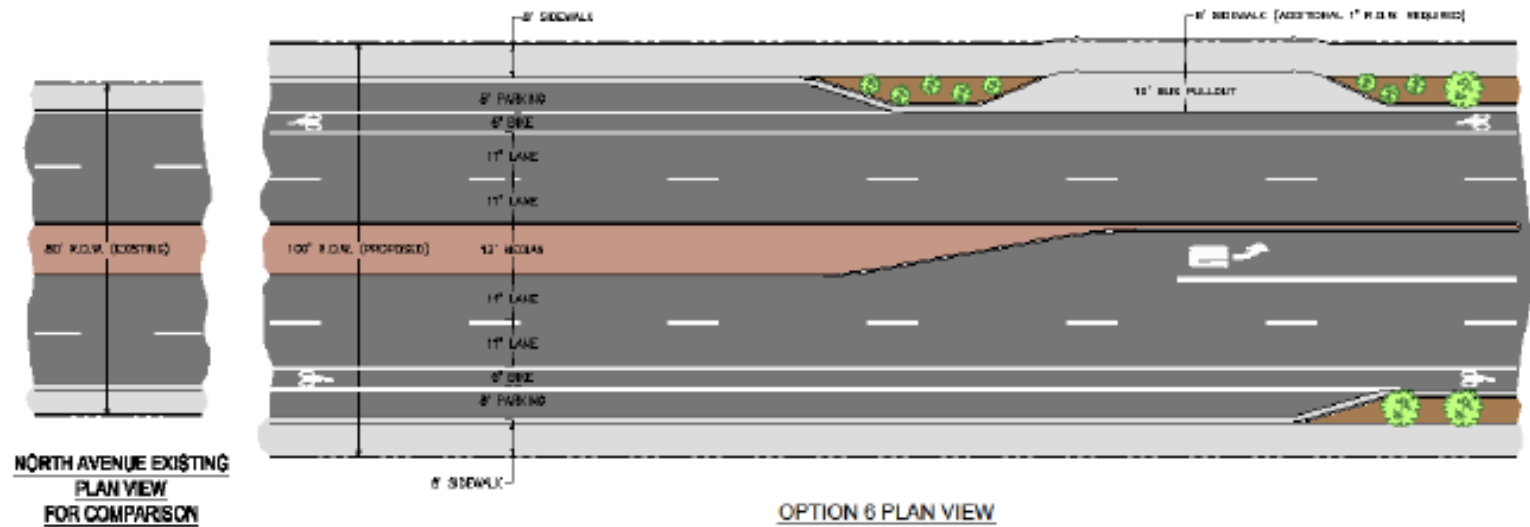
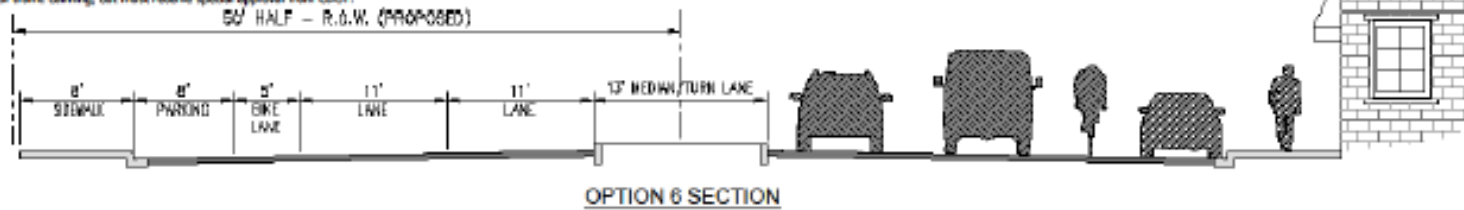
Option 5

- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 5' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 11' sidewalk with urban tree grates, benches, bike racks, public art, etc.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (6 1/2' paved width, 1 1/2' gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lanes.
- Does not provide any bicycle facilities.
- Maintains the standard CDOT width of the existing traffic lanes at 12'. No special approval from CDOT would be required.

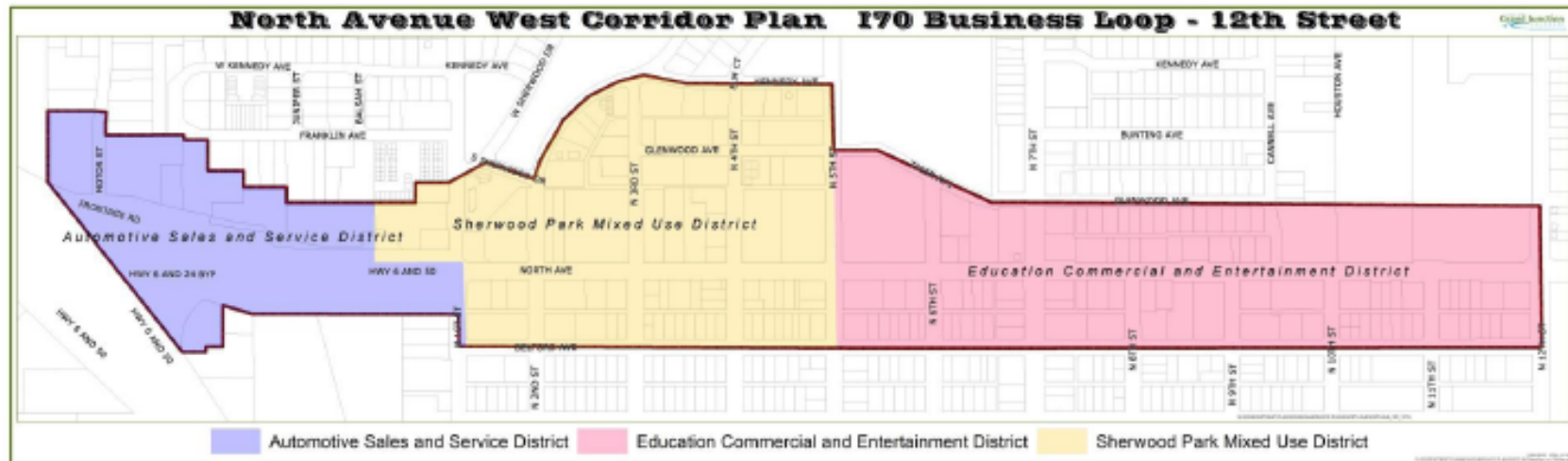


Option 6:

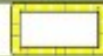
- No changes would be made to the turn lanes or medians. The existing pavement would be widened approximately 8' on each side, the existing curb, gutter, and sidewalk would be removed and replaced with an 8' parking lane and an 8' sidewalk.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides 8' striped parking lane (14' paved width, 14' gutter width). Parking would be eliminated where bus pull-outs were needed. The on-street parking must receive special approval from CDOT. On-street parking will cause a slight decrease in volume capacity of the outside traffic lane.
- Provides 5' striped bike lane.
- Reduces the width of the existing traffic lanes from 13 1/2' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.



MAP OF CORRIDOR PLAN AREA



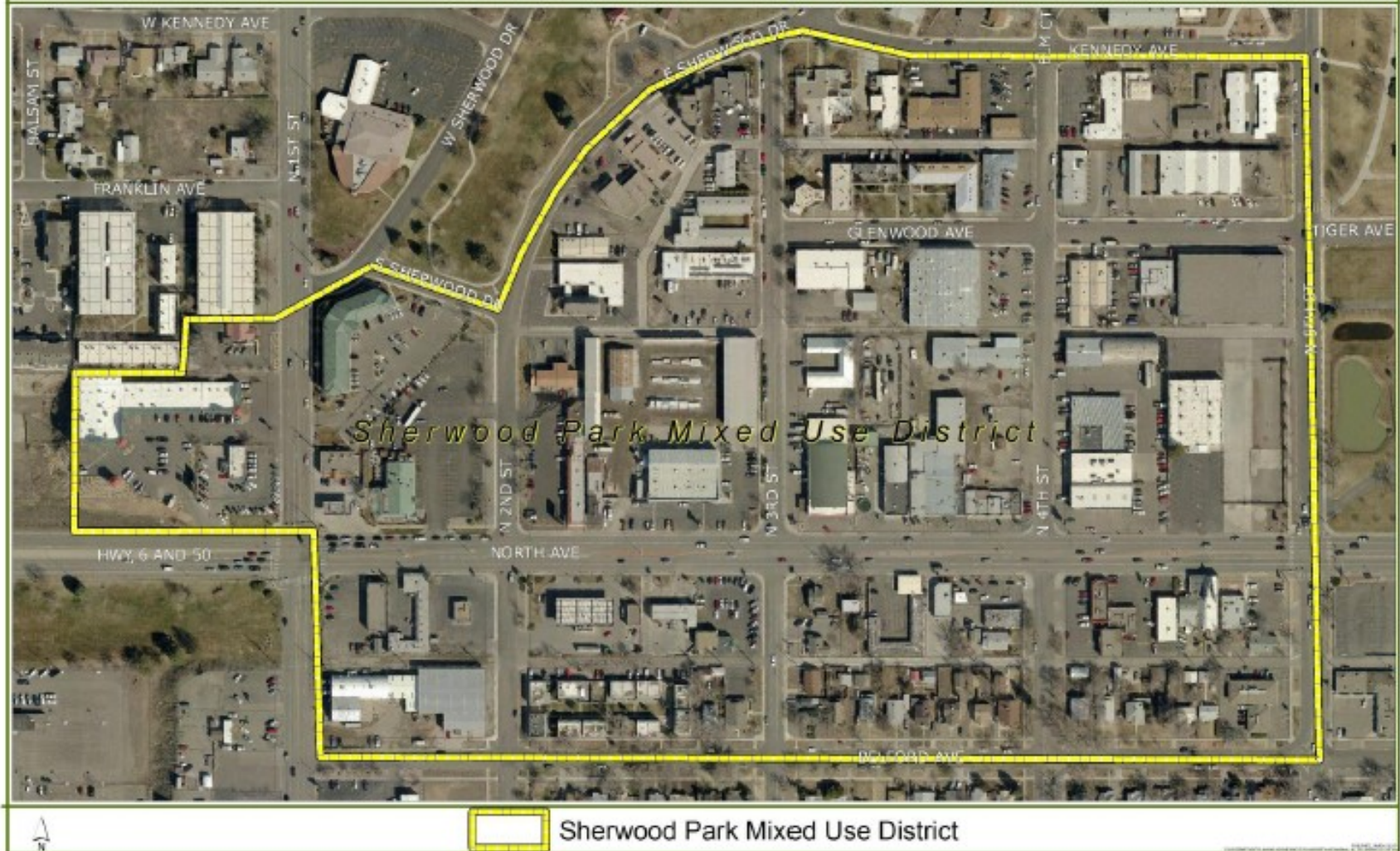
North Avenue West Corridor Plan 170 Business Loop - 12th Street
Automotive Sales and Service District



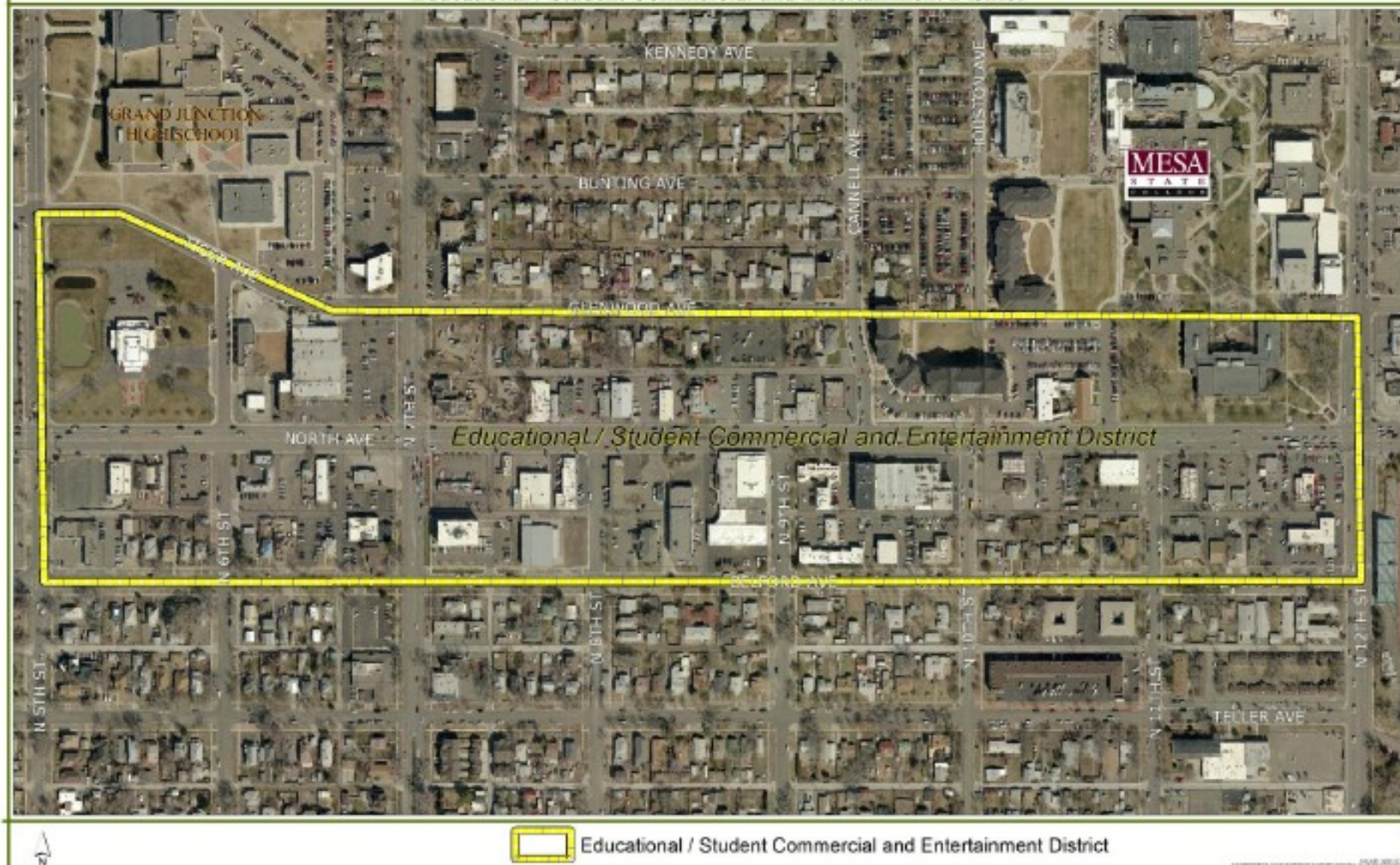
Automotive Sales and Service District

North Avenue West Corridor Plan 170 Business Loop - 12th Street
 Sherwood Park Mixed Use District

Grand Junction
 COLORADO



North Avenue West Corridor Plan 170 Business Loop - 12th Street
Educational / Student Commercial and Entertainment District



North Avenue Survey Results

Thursday, June 16, 2011

356 started the survey, 351 completed it

1. After reviewing the six options for cross-sections for North Avenue, drag and drop the option that you would consider to be your number one choice into the appropriate box and do the same for your number two choice.

	Number One Choice	Number Two Choice
Option 1. Re-stripe North Avenue with a five-foot wide bike lane.	31	16
Option 2. Add 10 feet of right-of-way width on each side with eight-foot detached sidewalks and eight feet of buffer between pedestrians and traffic.	64	51
Option 3. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a eight-foot buffer area, and a five-foot wide bike lane.	104	143
Option 4. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a five-foot buffer area, and a six-foot striped bike lane.	125	85
Option 5. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and no bike lane.	17	27
Option 6. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and a five-foot bike lane.	10	29
	351	351

2. Do you think bike lanes are important to have along North Avenue?

Responses		
Yes	260	74%
No	91	26%
Total	351	

3. Why or why not?

There is so much traffic and congestion along North Ave, it is in the best interest of the community to have safety measures for all. Improvement in those areas for pedestrians, vehicles, and bicyclists are very important especially considering transportation to and fro the schools (Mesa State, Dist. 51, baseball games, etc...).
I think the bike lanes should be in the street because that is where bikes belong...not on the sidewalk.
If installed they would be used.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There is a great deal of traffic and I fear that there would be more accidents involving bikers as well as an increase in accidents due to vehicles trying to avoid them. I have no problem at all with bikers but I fear for their safety. I would strongly discourage bike riding on North Avenue and as a resident of this County I would be disappointed to see encouragement for bike riding on that street.
Bike lanes would aid in keeping both Automobile and Bike traffic safer.
they still will ride to close to the traffic like they always do every where else.
in this country we should be, in general, encouraging use of bikes instead of cars
Bikes have a place, but North Ave, is not one of them.
I lived on White Ave, when the 12 th st , bike lane was put in.
What a waste of traffic flow, for the little use it gets, even to this day !
There is so many college students.
Being bicycle friendly is one of the important factors in the livability of a city. In an area like ours, where outdoor activities are so important to the lifestyle and even economy, we should stay as current as possible.
Safety
They cause nothing but frustration for drivers in Mesa County. While I think they are worthy, encouraging bikes on the roads in Mesa County will only add to traffic problems, crashes and bike riders being injured/death because drivers in Mesa County don't know how to drive with bikes on the roads. Just like they don't know how to use round-a-bouts either.
There are more people biking and a bike lane - safety - would be a good idea. Could ease accidents on other streets that do not have bike lanes and add revenue to local stores.

Traffic is too heavy and Bikers are safer on sidewalks than the Street. Less chance of a cyclist getting hit or hurt.
You don't see very many people on bikes today. The weather in GJ is such that the bike lanes are not useable for many months out of the year. Bike lanes near the college may be prudent but not along the whole of North Ave.
In the future, Mesa College will be a large university with a number of bike commuting students. In addition, as gas prices rise and people become more aware of the consequences of driving a car such as obesity and global warming. More people will want to bike commute or travel by bike for pleasure and exercise. As they say, every time you drive a car you cause some harm and every time you ride a bike you do some good.
College and town bikers
Bikes will always be a part of multimodal public transportation. It would be better to separate bikes from walkers.
Changes the character of the street by making it less of a highway
North Ave is a major road through town and should therefore be available to bikers.
Bike lanes are crucial for Grand Junction's future - when recreation is more important to the local economy, gas prices are high, and people want to use alternate types of transportation. Widening North will just generate more traffic and fill the added lanes, and will encourage faster speeds.
Bike traffic is absolutely minimal on that corridor. Considering the excessive cost it would take to construct them, I believe the benefit/cost ratio is very small. Considering the limited resources available to the community right now, I think we have better things to spend money on than bike lanes that will benefit an extremely small percentage of the local population.
Bike lanes do nothing to aid in rejuvenating North ave.
Just not enough space for bikes--alternative routes are available.
Lots of people use bikes and more may look at bikes as an option to cars or the useless GVT buses.
I think that all cities should encourage citizens who wish to ride bikes to be able to do so safely and conveniently. This will become more important as gas prices rise.
This is a biking community and not creating a place that is bike friendly will be extremely short sighted.
I think clearing traffic and making turning lanes safe with pedestrians is priority for a future. Bikers can travel safely along sidewalks safely. Key point along North Av. is flow of traffic.
Clear that, clear parking.
creates option for alternative means of transport. this is a major, essential artery and bikers need safe access to it.
The large european cities have similar designs with trees, grass strips and cycle paths, especially in the hot Mediterranean cities.
It is very important to encourage alternate means of transportation. There are limited options for safe bike travel and without bike lanes, some will ride bikes on the sidewalk which endangers pedestrians. Without the bike lanes ,bikes in the street are unsafe. With the growth of Mesa State and other business we need to encourage safety and calming measures with things like chicanes to slow traffic and make it safer for bikes, cars and pedestrians. We need to think forward with our design and encourage non auto dependent transportation to help us become a more modern city that encourages people to get out of their cars.
Wider sidewalks would help on the south side.
North Avenue is too congested for safe bicycle riding. Bicycles should be on the less used routes.

If the lanes are there, people will use them, especially knowing that they can go a long way on them. Otherwise, it would be a scary ride!
this is a beautiful place to live that attracts families and retirees who want a healthy lifestyle. Many people would bike if it weren't so impossible here.
I had a hard time reading the drawings...option 6 worries me if bike lane and parking are on same side. Could bike lane be on opposite side than parking? people in gj are not used to bike traffic and have a tendency to run into bikers.
North Ave is a very busy street - bike lanes would bottleneck traffic more (motorists slow down around bikes - many decrease way too much and can cause near accidents).
Grand Junction is naturally a bike city. It has great weather and tremendous biking opportunities outside of town, as well as a very bikable downtown. The one sore-spot, however, and a great impediment to those looking to bike more, is the state of north ave. I personally have biked down north ave, however only for brief periods between traffic or at night. during another other time, such an action would be extremely ill-advised. Adding a bike lane to North Ave. would be a great benefit to businesses along the corridor, as well as to outside perceptions of the city itself.
we have plenty of east to west bike lanesdon't see the need for any on this busy street.
With fuel costs the way the are (and more than likely stay). Give us the option to ride and feel safe. With the lower income population tending to migrate to that part of the valley, help us out.
many nearby alternative streets
More people are using bikes for transportation
As an avid bike commuter, bike lanes along North Avenue would provide greater access to the college and businesses.
Currently, there are no bike lanes on North Ave and bike travel on North Ave is VERY dangerous. I ride my bike on this route 5-7 times per week. Many vehicle drivers are hostile toward bicycles because the vehicle drivers have to change lanes to give the bicyclists any berth. Some type of bike lane on this route is imperative. Most bicyclist now take Elm St East and West because North Ave is so dangerous.
Safety and ecofriendly reducing our carbon print especially as the college is expanding and growing.
Near the collegen they may be, but along the rest of the corridor there is very little ped traffic and the bikers and pedestrians can share the sidewalk, even main street sidewalks could be shared with the higher ped traffic
As a biker myself, there is too much traffic going to swiftly. I always try and get to a lesser arterial such as elm or Gunnison.
A lot of people are riding bikes. They either are riding on the sidewalk, which is dangerous to pedestrians, or riding on the street, which backs up traffic and is a danger to everyone involved.
I believe an overall bike friendly community is important to Grand Junction and surrounding communities. When we talk about the area, biking always plays an important part in that conversation and therefore is important that our infrastructure reflects that. Additionally, I think the college students deserve a safe and bike friendly "home."
It's a main corridor across the center of town. Bike lanes would add safe access on the street to the East and West areas of the North Center of town and provide safe travel for the Colo Mesa Univ. student population
Bicycle and pedestrian safety are critical to encourage non-motorized use, improve the livability of an area and reduce traffic congestion.

It's an important part of the transportation mix
I would actually answer yes and no. I think that pedestrians and vehicles should take precedence. Not to discount bikes, but driving this stretch daily, I observe a greater need for pedestrians and vehicles
So that people can safely ride a bike instead of having to drive a car!
They are a vehicle.....let them share the roadway.
Since the city has already put bicycle lanes on some of the major busy streets it's only logical to continue with putting a bike lane on one of the most traveled roads in the city.
In a college town, right near a college? Hello...lots of bike traffic potential!
Because it is a major street for the college and a lot more students are biking
We have got to start making more options for non-car travel everywhere.
Bike lanes promote alternate transportation usage and improve safety.
The community encourages biking and wants tourists to come for biking events so give them a bike lane. Also a number of people have no other means of transportation, so provide them a safe avenue.
Many college students use bikes. More residents who aren't students would use them if they don't have to put their lives on the line around North Ave.
Too much traffic. Utilize secondary streets for bike traffic.
Biking is an important and optimal form of transportation for health and environmental purposes. Individuals who bike for transportation and/or exercise should feel safe and drivers of vehicles should consider their obligation to share the road with cyclists. A lane designated for bikes would achieve this.
To much traffic and won't be used.
North Ave is a major connector to important areas of commerce and employment, and needs to be safe for bicycles to be used for travel to these areas--without resorting to the sidewalks.
So many students ride their bikes to the college and it is unsafe/problematic for traffic, pedestrians, and bikes the way North avenue is now. The college seems to be growing and so there may be even more traffic there in the future and especially in an area with students, it is important to have room for bikes and pedestrians to travel safely and to slow down cars and/or make efficient routes for cars that are separate from where bikes are.
FOR SAFETY REASONS
Provides safer means of transportation for bike riders in lieu of having to travel the back streets. As our valley population increases the need for safer bike lanes will also increase. This is especially true in the vicinity of Colorado Mesa University and surrounding complexes and parks.
Bicycles are here to stay!! I believe with the continued increases in fuel more bicycle traffic is inevitable. North is an important east/west corridor and would facilitate the increased bicycle traffic if it were made safer for that riders.
We need to get people to use other forms of transportation to improve the quality of life for everyone in this community and we have to give them choices to do that.

Making GJ bike friendly needs to be at the center of future development plans. The bike community in GJ is growing. Many tourists are already traveling here for access to biking and adequate development of bike lanes may stimulate this further. Local bike usage will also increase as safe corridors are created for the more timid cyclists, reducing traffic and heavy vehicle use and air quality issues. Many of us already ride these streets at some considerable risk! Why are the cops running speed traps on the residential corridors when we can't ride safely downtown? Local bike-oriented businesses (MRP, White Bros, DT Swiss, the numerous local bike shops) may benefit increased sales and therefore TAX revenues and JOBS. We may even be able to recruit a b-cycle franchise (similar to Denver, Boulder, etc.). Bike lanes are for these reasons an essential part of planning for the entire downtown area, not just North Ave.
cost of gas!!! People are riding there bikes!
There are very few E/W bike routes across Grand Junction.
Many riders aren't too smart about traffic's ability to kill or injure them and will ride on a busy street no matter what. I think a bike lane is a safety feature for drivers as much as for riders. Personally, I'd ban bike riders from all principal arterial streets (Patterson, North, Grand, Main, 1st, 4th, 5th, 7th and 12th) and make it a first offense \$100 fine and a second offense \$100 fine and confiscation of the bike and a third offense \$500 fine, confiscation of the bike and ten days in the county slammer.
dangerous for bikes on North Ave bike should take alternative route
I think it would be to dangerous...Especially the way people drive on North Avenue and the amount of traffic...
I feel its important to draw the bikers to that area and to keep them safe.
Too busy. Look at Fort Collins, Colorado as a guide. On College Avenue, which is also Highway 287 that runs through the heart of town, there are no bike lanes. The bike lanes/route along College Avenue are on secondary streets.
Glenwood Avenue, or Belford Avenue would take care of this rather nicley.
Need to encourage alternative transportation methods. Also good for tourism and "sense of place".
There is a decent amount of bike traffic in the downtown area and it would be good to give each mode of transportation their own piece of the thoroughway.
Bike lanes are important but too dangerous if you diminish the traffic lanes to 11 feet. Since no offered option increases the total width of the street bike lanes simply must go to other streets. P.S. -- I am an avid and frequent bike rider.
This would help reduce traffic, as well as improve environment.
We have spent a vast amount of money on bike lanes and they are seldom used. TOO much money for too little use.
the SIDE STREETS DO NOT WORK WELL FOR BIKE LANES. WITH THE COLLEGE AND THE HIGH SCHOOL BOTH ALONG NORTH WE NEED TO PROVIDE FOR BIKES.
As a main corridor North Ave. needs safe options for pedestrians and cyclists. There are schools, parks and Mesa State College all along the corridor. Students need a safe route to commute to school.
attract people that do not drive into the area
Bike lanes should be a part of all street projects in the city. The only way the benefits of cycling are going to be realized is if there is a convenient, safe and connected system from everyone's home to all destinations. The benefits of cycling are: energy conservation, health, international security, reduced parking demand and reduced traffic congestion but it isn't going to happen if it's not safe and convenient.

Implementing a SAFE East West Corridor in Grand Junction is MUCH needed. This would allow cyclists to travel to commercial shops via bicycle. Great work GJ City Council. North Ave needs a face lift and adding bike lanes is the sustainable direction the City should work towards. A healthier, safer, active city will only draw more people to settle here and relish in the beautiful community in which we live.
A lot of people commute by bikes around town. Unfortunately North Avenue is the least bike friendly route we have in town, yet it could provide great bicycle access to LOTS of stores.
It would be much safer for both drivers and bikers if there was significant room for each. It is also a major route that is unfriendly to both bikers and walking pedestrians. The extra space would make it feel more comfortable.
Because north avenue is currently a suicide ride. I avoid it like the plague
If you want North Avenue to have a sense of place and to be a longterm \$ generator for GJ, you've got to make it accessible for bikers and walkers. Bikers and walkers cannot share the sidewalk. Bikers and cars cannot safely share the road. As gas prices continue to rise, bike friendly infrastructure (including bike-specific lanes) will just become more important. At this point, North Avenue is one of the most dangerous places to ride in GJ. Cars are moving very fast, there is no shoulder, sidewalks are inappropriate for bikes but represent the only option. A few other issues: crossing North is dangerous because of speed that lights change and because pedestrian crossing buttons are often tens of feet away from the corner and make it very difficult to push the crossing button on a bike.
People bike around grand junction and being that North is a major thoroughfare it only makes sense to have bike lanes. What is currently there not only for pedestrians (in some spots) but cyclists especially is unacceptable and dangerous.
This community has so many great resources for bikers, but North is scary and dangerous. As a major E-W corridor, a primary commerce route and a primary boundary for the University, it has to become more bike friendly, safe and efficient.
Bike lanes should be available on every busy street. It doesn't make sense to encourage bicyclists (especially children) to break traffic rules to protect themselves from aggressive traffic. Bicycling should be a viable option for the entire area.
Bicycles are an absolutely vital mode of transportation in any modern city. A city that is inhospitable to bicycles will never attract young professionals and will lead to more traffic congestion and more accidents. Gas prices set to rise and numerous health benefits make bicycling an increasingly viable, popular and responsible mode of transportation. A city without bicycle lanes is living in the past.
It isn't safe to bike it now, and bike lanes promote healthier lifestyles & provide inexpensive transportation methods.
There is currently not a safe way to navigate North Ave. The bike lanes would provide this and would also provide a reminder to drivers to share the road. The sidewalks are currently far to narrow and are right up against the road and quite tight to some of the existing buildings. The traffic moves at such a swift pace that a separate bike lane is necessary to allow for bikers to safely use this main arterial to get around town.
Bike lanes would open North Ave. to safe bike traffic. As a cyclist, I avoid North Ave. because I feel it is a dangerous place to ride. If I do have to travel a portion of North Ave., I end up riding on the sidewalk to stay away from motor vehicle traffic.
Bike lanes should be considered as often as possible. Bike infrastructure only adds to the appeal of Grand Junction.
biking should be promoted for health, transportation, and family/social benefit of city
It is a mainstream of the city and it would be nice to not have to weave in and out of neighbor hood to to travel across the city.

We have a lot of bicycle commuters in this town and could have even more, if we get more bike lanes and if the price of gas continues to go up. GJ should become a bike-friendly town since it is such an outdoorsy, healthy place to live anyway.
Yes, with rising gas prices non-motorized transportation is increasing.
to make it and safer for bicyclists. there are many students who use bicycles as well as many non-students. in order to access businesses and the campus safely by bicycle, it is now necessary to ride on the sidewalk
The city should encourage commuting by bike for ecological and health reasons. North Ave is a major thoroughfare through Grand Junction and is currently extremely unsafe and dangerous for bikers and motorists alike.
It is important that bikes have a right-of-way on all major streets.
The advantages of living in a city include choosing to ride a bicycle to do errands. Bicycles are inexpensive, good for the environment and the health of riders. Easy access to North Avenue businesses by bicycle is important.
Bike riding on North Ave is pretty much impossible. Way too dangerous. Having bike lanes would allow college students/citizens/etc a safe way to access the school, shops and restaurants on north ave.
North Avenue is a main thoroughfare in Grand Junction and is incredibly dangerous for bicyclists at present. A bike lane would create a safer corridor for bicyclists along North Avenue and make biking in the city (commuting etc.) much more feasible.
North Ave is the best option for cross-town bicycle commuting or walking but I only do it in the middle of the night (after my hospital shift) when there are few cars. North Ave bike lanes would provide safety for existing riders, would encourage potential bike commuters, could significantly reduce auto traffic, and would improve the quality of life and downtown liveability.
Bikes belong on all roads.
Bikes make inexpensive transportation and get people where they are going in a good mood!
I think it's important to encourage safe bicycling.
This would be a great thoroughfare for cyclists. It currently is difficult at best to ride on North avenue. With the Expansion of the University & the increase in students, North Avenue will see an increase in both motor & bike traffic. Providing a safe space for cyclists will be to the advantage of all.
Only if they can be done safely removed from traffic - perhaps separated by a median for the buffer zone. I think bikers would be more likely to avoid a North Ave that retains much of its present character if there were just a striped bike lane adjacent to traffic lanes
A major east-west corridor is needed for bike traffic. This is a start. / / Paterson Road really needs this also!
I love to bike (to save on fuel cost and increase daily exercise for health reasons). I have biked North Avenue to work and for pleasure, and it is currently dangerous because bikers are not fast enough to ride safely with rushing, starting/stopping vehicles (which is the legal way bikers should be riding). I have resorted to using the sidewalks, but this is also problematic because motor vehicles aren't watching for me, so I have to use caution at every intersection and at business entrances. A bike lane would significantly impact my enjoyment and safety along North Avenue. A dedicated bike lane would increase safety, promote health, and save fuel costs for other bikers and the college community.

North Avenue is still one of the main East West corridors and is heavily traveled by cars and bikes. Bike lanes create a safer area for people to ride a bike. Riding bikes is good for ones health and good for the environment and good for our local economy.
Because we are leagues behind. Build it and they will come. Any of you experts familiar with complete streets?
I would like to see the Grand Valley become more and more bike friendly. A lot of people not only would like to have an ability to safely ride a bike across town but for some people that is their only transportation.
Bicycle traffic on North Ave as it is now is very dangerous. Cyclists must share the traffic lane with drivers and many drivers swerve into the inside lane to avoid them (despite the presence of other drivers in that lane).
I think an east-west bike path is important, and it should be such that it encourages bike commuting--i.e., not necessarily for pleasure riding. However, I don't think that pathway has to be along a street as busy as North Ave.
Safety of bikers.
To promote alternative transportation. To keep bicyclists safe and traffic flowing. To keep our town bike and sidewalk friendly. It is very difficult to walk or bike without sidewalks and bike lanes. Let's promote health and make North Ave a nice place to want to visit. Right now it is old and gross and dirty. It needs to be updated to keep up!!
Yes! There are an increasing number of people in our city who are choosing cycling as a form of transportation, and the city needs to ensure that there are safe means to do this. As a recreational cyclist and commuter cyclist, North Avenue is incredibly dangerous to bike on the way it is right now. In fact, I never bike on North Avenue because of the risk involved.
Promotes bikes and safety issues. More family safety
People try to bike it anyway - might as well be safe and offer more room on sidewalks.
Safety first; and to promote non motorized transportation.
One of the busiest streets in town with businesses that would most likely employ those that need to ride bikes(fast food,retail businesses). The sidewalks are not suitable or safe for bikes and pedestrians at same time.
We are a bicycling community and ease of bike access to the college, stores and housing is an efficient and clean transportation alternative not available on North Ave now.
If there is a right of way/expanded sidewalk, a bike lane is not necessary. If the road is not widened, I don't think there is enough room to comfortably have two lanes of traffic and bicycles, with or without a stripe for a bike lane.
Orchard Avenue is the only other dedicated place for a bike lane and there are many parts on Orchard where it does not exist.
In thinking about rising gas prices and reducing emissions, it would be a GREAT idea to include bike lanes on more of our existing roads. Cyclists need that in this town, especially since the public transportation system runs so infrequently.
Cyclists don't follow the law as they should anyway. They act like they can do whatever they want.
Because of the college, high school & middle schools. They don't all drive so they ride their bikes & it's really dangerous to try & ride a bike on North Ave now.
Bike lanes provide access to the area for a greater number of vehicles. I'm hoping the redevelopment of the area will include a far greater percentage of multi-family housing than there is now and bike lanes and landscaping will make the area much more attractive. Narrower lanes will encourage more cars and trucks to use I-70B and the Riverside Parkway.

The street is very busy and there are a lot of students. Bikes are encouraged in our community, so we need to put safety accommodations in place.
If you make the pedestrian area wide enough, you will not have a problem and don't expect that many pedestrians/bikers. Major problem with 12th/North Ave to 18th/North Ave, South Side: no room to ride a bike and a deep fear of getting hit by a car, and North Side: broken up/missing sidewalks and empty dirt lots/missing sidewalks.
No one rides a bike to work. Kids won't even ride a bike to school. Waste of money. We need more traffic lanes, more turn lanes and definitely pull-out of traffic lanes for buses. Serve the majority for once, instead of the vociferous minority. Most of us just want to get from Point A to Point B as calmly and safely as possible.
Without Bike Lanes it is very difficult to get across town safely. Especially, since Patterson is not safe to ride a bike on at ALL
Preferred mode of transportation for many Mesa State students and VA employees.
Grand Junction has an ideal climate to encourage more and more bike commuting. Providing safe routes is important!
Currently, North Ave. is dangerous for bikes.
Bikes will be an increasingly important mode of transportation. With the growing newly designated University, bike lanes will be a boon for students and faculty commuting by bike.
It is one of the main corridors for east west transit through town. It provides access to many shopping areas and restaurants
Grand Junction needs more bike-friendly routs and the lanes would slow traffic
More travel capability
It is an important arterial. I ride a bike quite a bit and I appreciate a buffer between other traffic and myself. Considering how heavy traffic is on North Avenue, I believe a buffer between the traffic lanes and a bike lane is prudent. Bike lanes may encourage more people to bike commute rather than drive motor vehicles, especially around Mesa College.
lets cause more trafic jams by adding bike lanes... DUH!
We need thoroughfares to move traffic and bike lanes are best when provided on side streets to keep the cyclists completely out of harm's way.
Bicycle lanes should be added wherever possible to help reduce traffic, lower pollution and help people be more active.
people do not use bike lanes, much to the chagrin of urban planners. I drive in areas of GJ where there are bike lanes every day and I almost never see bicyclists utilizing bike lanes. They seem like a great idea, but if you really measured usage, I'm sure you would see bicycle usage drop after bike lanes are installed. I cannot account for or explain why this is the case, but it simply seems to be true. I think sidewalks, vehicle-ped buffer spaces, medians or landscaping improvements would be much better options to explore for improving the North Ave corridor. Street parking might also be a good option, too. The Riverside Parkway is beautiful and well thought out, and the folks involved should be commended. I love driving on it, even if it means it will take me a few more minutes to reach my destination. (The bike lanes there are real pretty, but again, seldom utilized)
Safety
People need to be able to ride bikes safely on streets. Many are riding to work.
Added pleasure but if costs are too high a sidewalk and buffer zone are more important for daily use
Given the increasing cost of motorized transportation, all viable alternative modes of travel must be encouraged.

I live right off North Ave. I know how to avoid North west of the ditch on 28 Rd. Riding east of 28 Rd is a true menace either on the sidewalk or in the street. The problem w/ a lane next to a sidewalk is that is where all the garbage goes that is dangerous to a bike rider. If cars are parked on the curb, a rider must always be alert to an opening car door. There is no perfect solution. An eight foot buffer zone will fall into the same disrepair as the medians. The ultimate solution is for all businesses to adopt the Fiesta Guadalajara strategy. (Business districts?) That leaves the improvement of North Ave to businesses. There must be another reason why businesses are abandoning North Ave as fast as they can. The bike lanes added by the city in the last ten years add greatly to the aesthetic of the city. Two gas stations from 1st St to 29 Rd? Gotta look deeper. Run a shopping bus up and down North Ave.
If they want bike lanes then they should have to license their bike and pay road taxes to use the road just like I have to do with my car, besides half the idiots still ride in the middle of the road even when there are bike lanes. I chose one with bike lanes because I know it would not matter what I thought you would still install them so I chose the one with the wider traffic lanes.
The number of driveways into businesses make bike traffic too dangerous. I do not want to watch for bikes while turning into businesses. Remember, you are trying to encourage more businesses along North and the customers who visit. Biking through a business district is no fun for biker or driver. There are PLENTY of other streets in GJ with good bike lanes and less danger for biker and driver. Being politically correct regarding bike lanes makes little sense when North is such a congested area. Sidewalks are necessary for foot traffic between parking and businesses.
Definite need for alternative travel mode
take too much right of way and bike riders tend to not use them.
Many people use the sidewalks for biking, and so many drivers don't see them when they decide to make a turn . So many close calls happen.
Nothing could be more disruptive to smooth traffic flow. They disregard traffic rules, ride side-by-side, swerve into traffic, etc. I observe these problems daily on my drives into the city from the Ridges, and going west on Broadway toward Fruita. They are rude, and yell obscenities when passed. When I have complained to law officers, they shrug & say that bikes aren't able to be ticketed.
More people would likely ride bikes along North Ave. because it would be much safer.
much safer for bikers
no, in other parts of the city that have bike lanes they are not used the way they are supposed to be. Why waste money to put in something thats not going to be used correctly anyway
I believe that bike lanes are a critical element missing from North Avenue as well as on the other major thoroughfares in this town. These busy streets are usually the most efficient and direct routes of travel for cyclists and motorists. Not having a bike lane forces cyclists into pedestrian areas where there is potential for verbal and physical altercations, not to mention injury resulting from a collision. Grand Junction is a magnet for cyclists all over the country. Why not provide a safe urban cycling environment to compliment the world-class road biking and mtn biking?
See many bike riders on the sidewalks because it is not safe on the road.
people are trying to save money by biking and making a safe way along a main thoroughfare is important for the city to do for it's citizens
It provides a less expensive, alternative form of transportation for citizens. It also promotes a health-conscious community that enjoys the outdoors.
Cyclists are in danger on North Ave because of the heavy traffic flow and little room for riding.
with increased development of the areas around mesa state and rising fuel costs, more people are walking and biking in this area
safety

It is INSANE to have bike lanes on heavy-traffic roads! Gunnison Ave. should be the main east-west route for bikelanes, or even Grand Ave. If any of these plans require downsizing North Ave. to only one lane in each direction, then you've all lost your minds. You ruined 12th St. "for the sake of safety" as it & N. 1st St. should be the same, 4 lanes of traffic. Why can't bike lanes be restricted to N. 10th St. & another st. close to N. 1st? It's also nuts the way so many roads are mismatched, going from 4 lanes into 2, such as N. 1st & N. 12th.
Bikes are already on North Avenue, and will continue to increase in volume. With designated bike lanes, automobile and bike traffic can co-exist safely, and efficiently. Bike lanes will safely maintain a convenient and safe traffic flow.
it is the most direct way to travel east/west through the city and bikes already are ridden along North Ave., although it makes me shudder to see them!
Bike lanes are better suited on streets that do not have such heavy traffic from such a variety of uses, e.g., cars, vans, delivery trucks, transit buses, etc. There are plenty of "side streets" for bike lanes that can provide a safer route to and from the same points.
Bicycling keeps needed money in our local economy. For every car that is ditched in favor of a bicycle, we keep thousands of dollars here that otherwise would go to big oil or the middle east. It also makes for a much more attractive place to live without so much car congestion.
Build it and they will come.
Area is too congested with auto traffic. Bike lanes would impede the flow of traffic. I only like the first option I selected. The Number 2 choice was only added because my survey would not be accepted otherwise. If it had been allowed only option 2 with no bike lane and no parking would have been selected.
North Avenue is so congested already. There are cars stacked up for several blocks now. With people talking on cell phones and texting the street isn't safe now. A bike lane would add safety issues. People ride around with music playing in their ears. They often don't look up, even when you drive next to them.
the main thorough way through eastern part of town. although another option would be to use a parallel street, although the first 3 south are stopped by Lincoln park... how about a bike lane off the street, like a wide sidewalk due to traffic...
Too much traffic, better to utilize side streets with less traffic.
We need to re-brand Grand Junction as an outdoor sports mecca. Bike lanes on the main road through the city would be a positive draw for cyclists.
Not safe at present for Bikes. Need alternative to cars. Narrower traffic lanes might help slow traffic.
There are many bike riders in Grand Junction, North Avenue is totally unsafe as it is for bike riders - they have to ride on the sidewalks (where there are sidewalks) which affects pedestrian safety. There needs to be more bike paths within Grand Junction, not just on North Avenue
Biking is a healthy and energy-efficient form of transportation. At present it is unsafe to bike along North Avenue.
Would make bike commuting more feasible to have a long through-street, like North Ave, more bike friendly.
Another opportunity for people to use their bikes and get current bike riders off of the sidewalks since they have nowhere else to feel safe when they ride.
We need to ensure safety for those who already ride and promote more people riding bicycles to encourage healthy physical activity, reduce America's rising obesity rates and alternative means of transportation.
It is important to incorporate this mode of traffic into all future planning to encourage other forms of transportation and healthy living.

There is no where to ride at this point, especially east of 29 road. I live in Fruitvale and over the years have seen many bikes and wheelchairs in the street.
There MUST be accomodations made for these people.
both bikes and people using mobility devices can safely travel with cars.
Bicycles are quiet, they promote good health and a healthier environment, and they may help slow down traffic.
We are not bike friendly and we need to be, and we need to take into consideration how many people either have to bike, walk or ride the bus to commute.
I think it's important to encourage safe bicycling.
No. There are pleny of side roads one can take instead of a busy road that taxpayers have to fork out money to provide their safety.
We need safe bike lanes everywhere. We should do all we can to encourage riding bikes. It is good for individual health, saves gas, and increases sense of community.
they are a hazard to traffic and businesses
Provides an east-west corridor for bicycle transport and separates bicycles from pedestrians and faster moving cars.
It's a main artery for traffic of all kinds. It would provide a better east-west route (and with lanes, be safer) than using side streets for bicycle traffic.
Bicycles are a major mode of transportation and this area is a major access road. Also it allows for wheel chair access when ditches etc are in the sidewalks and wheelchairs cannot tranverse.
Provides a straight through access from 6-50 east to 6-50 west. Great for people to bike to work, or to get to recreational areas
Too major of an automotive route to consider bicycling on
bikers are becoming more and more around the grand valley and we need to meet their needs by proving bike lanes.
Bike lane is important for safety.
It's just flat insane to ride a bike on North Avenue - the traffic is too heavy. But, if you're going to have one at least make it as wide as possible.
While some secondary streets are available as alternate routes, the interruption of the street grid by the high school, college and Lincoln Park makes that difficult for bicyclists. The population in the area includes many bike riders; they have to be safely accommodated.
College area which is expanding would benefit from bike friendly roadway.
Without a designated bike area in this heavily traveled corridor (bike, pedestrians, cars, all of them), there will be too many dangerous conflicts between bikes, pedestrians and cars. There are bicycle commuters here more than recreational bicycling.
Biking along this avenue is impossible as it is now. North Avenue, as a result, is not a place that you casually stroll into. Instead, it is an eyesore, and a place that I dread going to.
Safety ! More and more people are riding and North avenue is used a lot by students. I think all of Grand Junction should have bike lanes and even alternate bike routes for all with stop signs and ped. crossings
Public roads should be safe for all users, and riding on sidewalks is not a safe option for cyclists or pedestrians (even if the sidewalks are 8 feet wide). On a road like North Avenue with very heavy automobile traffic, its difficult and intimidating for a bicyclist to ride in traffic. Wide bike lanes would change that perception and provide the best east-west bike route in that part of the City. From the options above, I would actually prefer a hybrid that uses 8 foot sidewalks with 8 foot landscape buffer, but also pinches the travel lanes down to 11 feet and adds the extra 2 feet on each side into 7 foot wide bike lanes.

This is a central business location and also the college zone, many people ride bicycles to school and/or work not only for exercise but also to reduce carbon emissions and save on gasoline. Bicycling is a green activity that we should not discourage.
I use the side streets to access the shopping centers on North Avenue. Riding along with lots of traffic isn't that great for me.
North Avenue is an intimidating road for riders. There are no bike lanes, and traffic is heavy and often aggressive. The road is a major artery through the city, and one of the quickest routes for getting from Fruitvale to Mesa Mall. Bicyclists are forced to take other, longer routes because North is simply unsafe for bicyclists. / / It should also be noted that it is a relatively flat road (unlike Patterson and the Riverside parkway). Flat roads are very accommodating to commuting bicyclists.
Bicycling is one of our community's biggest draws. Our city needs to continue its commitment to creating a bicycle-friendly community.
much safer for all concerned
Improved safety
people ride on the street now and are constantly in danger from the cars passing by
Encourage bike riding safely. Less gas, more exercise, but without a bike lane, it can be unsafe. /
Too much traffic
There is a lot of bike traffic on North Avenue and it's a mode of transportation that I think is important in a town like ours. Not only that, but I would like to be able to take my children on their bikes and now that we have a place to ride safely on North Avenue. / Thank you for giving us a voice!
Bikes are becoming more popular and this needs to be encouraged.
The college is on North Avenue and lots of students bike to school. / Biking is a good form of exercise.
There is very little room for bikers now and there are lots of bikers who use North Avenue
There are a lot of people in Colorado that bike. Taking into consideration the environment and gas prices, it is good to have safe alternatives.
People use bikes all the time, especially more so with the price of gasoline being so expensive.
There does not seem to be enough room on the road right now for cars AND bikes. Riding on the sidewalk conflicts with all the people walking there (especially around the college). There are SO MANY people on bikes in this area (especially around the college) that there needs to be some sort of exclusive bicycle lane. It seems that people here are bicycle commuters (they aren't on North Avenue because it is a fun and pleasant place to ride!) which makes the bike lanes here more important than they would be in other areas of the City (I think bike lanes are better for commuting than sidewalks or trails, for the most part).
Adding bike lanes encourages residents to live healthier, more environmentally-conscious lifestyles.
We have a lot of bikers in the area and it will be safer for bikers, pedestrians and traffic
If you get rid of driveway cuts--otherwise it's too dangerous.
There is already so much traffic. Adding bicycles to the mix is just another thing to watch out for if you are driving. It is also dangerous for the bike riders. So many intersections and bus stops, I can just imagine drivers not paying attention turning into a cyclist. I think this street is way too busy for a cyclist path. It would make more sense to make the bike lanes on the streets north and south of North.
Safer for bike riders.
It would be a lot safer than trying to have them on the sidewalk, or weaving in and out of traffic.
because this is a city that attracts the kind of people who bike and this would encourage less car traffic.
Keep them out of traffic, and off the sidewalk
It's an important alternative form of transportation and this is a significant connection across town. It makes sense to connect the two.

Traffic hazard. Other methods of transportation available as well as transportation corridors that would be safer for both biker and vehicles.
People need to have a safe place to ride
As a bike rider it is not safe to ride on North ave at any time, adding a bike lane will greatly help.
Hopefully if businesses return to North Ave. it will be way to busy for bike traffic.
Corridor to downtown area and other areas of the community, including access to the college.
Too much traffic. Bikers rarely stay in their bike lane. Bikes do not belong on such busy streets. Cars slowing down or swerving around bikers to give them more room, and bikes coming in and out of their bike lane, will cause accidents between cars and injuries to bikers.
Central transportation residential to commercial and employment epicenters. Growing number either on bikes by choice or necessity.
I think it is a good idea to do something about the bikes. But North ave dose not have the area for bikes with or without a lane it is not safe. Way to many people on bikes do not fallow laws and right single file. Makeing it unsafe for both bikers and cars
So that they are not slowing up traffic, and are not on the sidewalks.
North Avenue just doesn't seem like a place that people are going to be ridding their bikes around. it's more of a business street with heavy traffic not the ideal place for a bike ride.
Easy and safe travel for college students as well as eco modes of transportation.
If I were riding a bike I would not take North Ave. but rather a side street.
NO we dont have funds
Bike Lanes will greatly improve safety and provide better recreation opportunity as well a promote alternative transportation. In addition, a large amount of student bike to school and need an appropriate place to ride safely.
To be energy efficient encourage healthy exercise, many people already attempt to ride their bikes along North and it's not safe. We need to make accommodations for them.
The traffic moves too fast and the lanes are too narrow-most bikers ride on the sidewalks when they ride on North or they avoid it all together.
North Ave is the only way to access many of the businesses there. It is far too dangerous to ride on North Ave now. I do ride my bike to run errands, etc. But I also drive sometimes, and it is really scary when bikes are on the street.
Lots of people travel by bike in this town. North Ave. is a main road and should accommodate all travelers.
Bicyclists need a safe way to travel on this road.
It is legal to use the sidewalk and the number of bikers on N. Ave is small. No widening is needed because the traffic is / way down because of the installation of the Parkway and the improvements that have been done on Patterson. / The street is not the problem. The problem is that the stores have closed.
Grand Junction should be encouraging their citizens to bike more for too many reasons to list.
Not a lot of people bike on north
Bikes should stay on the side walk.
Too dangerous. Traffic moves too fast. Becomes a battle ground for all vehicles. Besides that, grouchy old people enjoy toying with bicyclists in this town.
I don't like any of these because they will not work to solve your problems. They are designed to fail. /
Provisions for bike traffic are necessary for current use, but more importantly, future use.

First, road bikers in the Grand Valley seem to rarely use the bike lanes and instead choose to ride in the road. Secondly, North Ave. is a business/shopping district that doesn't seem to have heavy bike traffic currently. There seems to be more pedestrian traffic, which is why I believe sidewalks are more important than bike lanes.
Exercise! Good for students. Cuts down on carbon emissions.
we are all trying to save on gas and help the environment. we need SAFE streets to ride.
As this street should be used as a business and shopping district I think that traffic flow and safety should be the chief concern.
I have rarely seen people riding bikes on North Avenue, it might just be the times that I am on North Avenue though. I see many more people walking.
Because more and more people are getting around on bikes, creating safety issues.
Even if you not have bike lanes, people ride there bikes on the street. It is dangerous for the bikers if there is no bike lane and it slows traffic down because motorist have to navigate around the bikers.
I have not noticed much in the way of bike traffic along that area and don't see it increasing in the next decade.
Lots of traffic making it unsafe for bikes. Encourages people to ride bikes instead of drive.
Lots of bikes in the middle of the road.
To encourage safe, carbon-friendly commuting
As an avid cyclist and a daily bike commuter and pedestrian around town, the idea of more bike lanes and pedestrian friendly areas is appealing. But in thinking about North Ave it's hard to say whether these would work well. It's a narrow road with a lot of fast vehicle traffic. Would the developed areas be narrowed to one lane of car traffic (fine by me, but many people would probably object) for Options like 3 or 4? Even if there is a nice bike lane there is still a lot of traffic turning into businesses and side streets that could be a hazard to bike travelling in the bike lane. I may avoid riding in a bike lane on North Ave for that reason and choose a less busy parallel road. / / I probably would spend more time walking on North Ave if it was a more pleasant place to walk. / / In an ideal situation North Ave would be one lane each direction for cars, roundabouts at intersections and dramatically slowed car traffic. Like Main Street. Plenty of pedestrian and bicycle access, reduced car access. Main St is quite nice and I will sometimes go a bit out of my way to deliberately ride my bike down Main St because it is a pleasant little stretch.
cycling as a form of transportation should increase in the future
Due to the amount of traffic on North Ave., not sure this is the best location to encourage bicycles.
Because of the pedestrian traffic associated with the college and the downtown area, it seems to make the most sense to add a safe lane of travel for people who choose transportation by bike. If there is not a proper bike lane, bicyclist will ride on the sidewalks.
More and more people are using bicycles as their preferred form of transportation. Transportation planners need to include safe ways for people to ride their bikes from point A to point B.
This type of transportation will become increasingly important as gas prices go up!
For the safety of cyclists and to help the flow of traffic.
Bicyclists will use the road regardless of whether the bike lanes are there. Bike lanes make it more safe for the cyclists and motorists.
I think as we look toward the future we should plan for alternative forms of transportation as energy costs will undoubtedly continue to rise.
To make it a little safer for bike riders. We have seen a lot of different times when bicyclists have been almost hit by cars and a few times where they have been hit. It gives bike riders a little more of a safety zone for riding and keeps the sidewalks clear for pedestrians.

There are no other continuous east west routes on the north side of North Ave for bikes. Those routes on the south side of North Avenue are somewhat continuous but lack signals at major intersections and with the exception of Gunnison all dead end into 12th St. Speeds on North Ave between 1st and 28th are 30-35 mph which is more bike friendly than the 40-45 mph on I-70B and Patterson Rd. / / Option 1 should be implemented as soon as practicable maybe with next chip seal followed long term by Option 3 or Option 6. Option 1 will help towards speed limit compliance as the proposed 11 foot travel lanes "squeeze" the feel of the road for the motorist reducing average speeds. / / Thanks!		
Many people ride their bikes and as a driver, it is a hazard to get around them especially when traffic is busy. This is not safe for the bike rider nor for the drivers.		
link with other bike lanes		
This makes it safer for everyone involved. The bikes are there anyway, so let's make it safe.		
Road too busy - move bike lane north to Elm or Glenwood		
students		
Traffic is a problem already - adding the need for cars to wait for bikes to turn on or off of the street will make traffic back-up even more.		
North Avenue is a major traffic route and you should maximize the motor vehicle traffic. You have taken too many routes from four lanes to two already so we could have "traffic calming" and bike lanes. If you get traffic much more calm we'll all have to ride bikes!		
Alternate forms of transportation are an important part of Comprehensive growth plan.		
safety, more appealing to riders		
Traffic is bad enough on the street the way it is. Adding another lane for bikes will just increase the risk of accidents.		
Too busy of a street and there are many other routes that bikes can take.		
It would create a safe route for college students who rely on bicycles for transportation.		
Not enough bike traffic on North Ave.		
There are too many turning movements with numerous driveways along North Ave. and we already have alternate east west bike routes that run parallel to North Ave. (Gunnison Ave. and Elm Ave.)		
It's a commuting road.		
Not really		
Why should gas tax and vehicle registration fees pay for bike lanes, since they do not pay an sort of user fee or tax. It is a waste of a significant amount of money for the small number of users that would utilize the lanes.		
Traffic is too heavy with cars on North Ave. The "element" that use North Ave are not good drivers. They do not pay attention to the road, let alone anyone on a bike.		
Absolutely NO bike lanes! If traffic picks up again, it will be a hazard. Cyclists have a tendency to ignore laws and think the roads belong to them.		
Too dangerous for the traffic that travels at lunch time and rush hours. Possible lawsuits for the three foot right of way will hamper business and cause		
Somewhat, as more bikes are in use for safety there needs to be designated areas that Bikes would ONLY be allowed in.		
Separates cars from bikes, from pedestrians.....		
There are adequate alternate routes to ride a bike between 12th St. and 1st St.		
Total Responses		
310		

4. Do you think on-street parallel parking is important to have along North Avenue?

Yes	28	8%
No	323	92%
Total	351	100%

5. Why or why not?

The parking can be congested in that area, especially when you have a special event, you get walkers, bikers, vehicle traffic, etc... Any area to allow for extra parking is an asset to North Avenue.
College kids will park on the busy street and accumulate expensive parking tickets which their parents will end up paying. The parking should be reserved for the businesses located on North Avenue.
The road is far too busy to allow for parking and doors opening and most businesses are set back far enough with their own parking that this would be a waste.
It is such a busy road it would be dangerous to have people getting in and out of the cars along the road.
It is such a busy road it would be dangerous to have people getting in and out of the cars along the road.
Once again, I believe that we would see an increase in accidents if parking were allowed on North Avenue. Something needs to be done about the congestion on North Avenue before something like this is even considered. Honestly, I avoid North Avenue as often as possible.
Too busy a street
it will help with the "NO PARKING" along North Ave.
Most businesses, already have their own.
Again. Traffic flow, is extremely important.
Traffic will only get worse, in the future, and
ans much as some folks hate to admit it.
Bikes, will, never, ever, replace the car.
This aint China !
There is enough off street parking.
It would slow down traffic too much, and there already seems to be plenty of parking.
Safety
The types of businesses along North Ave primarily have their own parking lots. Parking along that very busy street would be unnecessary and confusing.
Heavy traffic on North and going to fast for street parking. It appears that most businesses have ample parking. On street parking would only add to congestion on North.
Yes so that it would be easier access to businesses also events happening at Stocker Stadium. My only concern with this is that people would have to yield to oncoming traffic.

Grand Junction have very few roads that people can use to get across town. If parking is necessary it should be either at the business, behind the business or on a block either side of North Ave. The danger of accidents with people parking on the street in any manner needs careful consideration. Consider this... cars, people on sidewalks, bikes and then you want to add parking... I think that's a bad idea.
Hopefully we will have clusters of businesses and residential structures off the street and not need to park right on the street. Less parking may also promote more use of public transit in the future. We should look at a society that is less car centric.
business corridor not neighborhood
The street scape is unlike downtown and has many existing parking lots.
Makes the street more user friendly and slows down traffic
It would create too much congestion.
Especially with bike lanes, parking creates danger for bicyclists. Parking should be on side streets.
I believe parking should be done in parking lots. I feel uncomfortable parking next to relatively high speed traffic and feel it creates a dangerous situation for both parked vehicles and vehicles traveling on the highway.
Businesses already have enough parking on site.
Not enough places you want to stop to shop or see anyway!
Parking along the street could create more accidents. Off street parking is available with most businesses along North Ave.
Many businesses have parking. And the bike lanes are more important.
Parking on north avenue is difficult to find. Creating parallel parking along with narrower traffic lanes will create a calming affect and essentially make north avenue between 1st and 12th a more pleasant place to be.
Clear traffic. Set up side street parking. East end of N. avenue seems to have clear parking areas.
there is already sufficient parking. If anything, I suggest removing some of the parking lots.
SOME BUSINESSES DONT HAVE A PARKING LOT IN FRONT AND SO THEY HAVE LIMITED PARKING
Most if not all business have parking already. I would rather see space used for bike lanes or an increased median with trees.
Lots of off street parking except for JUCO and graduations.
On-street parallel parking will make the flow of traffic too iratic with people having to stop or slow down while allowing another vehicle to park. Parallel parking adds a danger to bicyclists. Parking lots are the best answer.
Seems like businesses will have their own parking. Riding a bike next to parked cars is also scary.
seems like most of the shopping has parking lots. If planning to build on parking lots then we will need parking alternatives.
Parallel Parking would be just as bad of a nightmare. Are you trying to take the thousands of cars off of this thoroughfare?
I think some parking along North Ave. would be a great idea, especially for storefronts which have little parking available, and would do wonders to boost business along the corridor
most businesses don't have enough parking places.
Need vs want.
slows traffic
Most of the places have parking lots
I feel that on-street parallel parking would hinder traffic flow and could create a safety issue with the added bike lanes.
North Ave is essentially now a highway. Unless traffic is slowed on this route considerably it seems to make littel sense to have parallel parking on it.

I think it is important if parking becomes a major concern. Otherwise have each business provide parking.
Its too busy of a street and parallel parking will cause too many delays
Parking is not the problem with business retention on north avenue. It has not been a pedestrian friendly atmosphere, walking has not been encouraged, crossing the street is flat dangerous, and the ambiance and beautification you see in other areas has not occurred. In short, there are not enough "captive" customers in the area, nor sufficient draws to bring and keep customers there.
With all the traffic, it would be a jumbled up mess! Besides, what business is there on North that needs the on street parking?
Most businesses have parking lots and there is significant traffic flow on North Avenue. I believe adding parallel parking will cause traffic to slow down and I don't believe that is the safest option.
Most stores and business have parking now. Let's keep that and not impede traffic flow with parking activity.
The businesses along North have plenty of on-site parking. In many areas it's already a sea of asphalt.
Is dangerous for bike lane
I would like to see more street frontage of buildings and parking away from the street.
I think parking should be behind the shops/restaurants, keeping the storefronts in front for better pedestrian access and to just make it look nicer.
A business should be required to provide parking for its customers.
You are just asking for trouble if you put parking on North Avenue even with a parking lane. While I think people are used to seeing bicycles on North Avenue (usually on the side-walks by the way), we haven't had parking along North Avenue in as long as I can remember (I grew up here).
no room, too much traffic
There is more than sufficient parking for businesses along North Avenue
There's plenty of parking in the parking lots.
most business have off Street parking.
would impede the flow of traffic.
Some, but not the whole corridor. Most businesses already have their own lots.
I believe it would clog the traffic flow.
The businesses and shopping centers along North Avenue have adequate parking.
There really isn't a need.
I may be wrong, but I have not experienced any problems with parking on North Ave with the available parking areas. Perhaps with the changes in the right of ways, buffers, and bike lanes, the parking areas would be smaller. In that case, it might be OK. However, on-street parking tends to conflict with bike lanes and pedestrian traffic (at times).
There is too much traffic on North Ave to accommodate Parallel Parking
It would be better to create more parking elsewhere if possible as the college is doing with parking garages, etc. - it is likely to just be filled with student cars if there is parking on North Ave. Also, it would be better for everyone if students who are able to walk or bike to campus.
MOST BUSINESSES ALREADY HAVE SUFFICIENT PARKING AND THE TRAFFIC MOVES TOO QUICKLY TO ALLOW FOR SAFE PARALELL PARKING
Most businesses along North Avenue already have adequate off-street parking.
Businesses along North have their own parking, so don't see this option as important - even in the next 25 years. Like the idea of bus pull-outs though.

If businesses weren't set back so far my attitude might be different, but at the moment, parallel parking seems pointless and potentially dangerous.
Parking is important, but many of these businesses already have some parking. If we are loosing a significant number of spaces by 'emminent domain' to create bike lanes sidewalks bus stops, etc. It will be important to find new spaces, garages etc. Parallel parking doesn't seem to be the only way to do that. New construction setbacks and off street parking seem a better choice for the North Ave corridor.
Not needed
Another issue for bicycles to deal with. Impedes traffic flow.
Businesses should bear the responsibility for providing parking for their patrons. Smart drivers/owners don't park on busy streets for a reason. Learn from them.
No parallel or angle parking on busy arterial streets, especially North Avenue.
impedes traffic
That also would be to dangerous...
Too much traffic to parallel park
It is too busy a street.
Too much money to provide on street parking. Let the business owners pay for that as the properties are redeveloped.
Too much traffic in corridor to support parallel parking.
Parking in the lots by the businesses is just fine. I've never thought "Oh, I wish there was more parking on North Avenue." Parallel parking would be too dangerous on this road.
The speed and volume of traffic rule this out in my opinion. The idea of someone backing into a spot with everyone else in the lane being held up seems quite dangerous.
This would hinder traffic flow.
Because the feel of the area would reflect back to the way it was in times past. Many towns had an area for parking along the street. The old time feel of the main street where the street was the area you were going to.
DANGEROUS AND BAD FOR TRAFFIC FLOW
We want to promote a healthy lifestyle and encourage fewer cars. Every car trip costs money, every bike trip saves money and pollution. Parking will create more hazards for drivers and cyclists.
there are a lot of parking areas already
Not enough space.
The road is too narrow to allow room for door swings and bike lanes. Also, cars add to the visual clutter and will detract from the landscaping.
The commercial businesses along North Ave seem to have sufficient parking. I have never had a problem parking in the vicinity.
right now there seems to be no problem with stores having plenty of parking. parallel parking could actually cause more traffic congestion with people trying to get into spots on the street.
I think that if new attractive businesses come into the area additional parking will be needed. It would also slow down traffic on the road and make it feel less like a hwy.
Car doors are a menace to bike riders

Yes, if you want to create a sense of place where pedestrians actually shop. If you don't want that, then no.

I'd urge you to move away from the strip mall pattern (huge parking lots, fast traffic, car-centric, not pedestrian friendly) that currently exists on North. I avoid North Ave. like the plague. It is one of the reasons that people throughout western Colorado often refer to this town as the cultural armpit of the state. Once those folks see downtown, they're often pleasantly surprised. In fact, many of those folks have seen main street and said: "maybe there is hope here."

Having a bike lane on the outside of || parking is dangerous for not only the auto drivers but the cyclists with doors opening and cars pulling in/out. All the businesses along north, currently, seem to have plenty of storefront parking and if not there are plenty of places within a minute walk to the store.

All the retailers already have designated parking along the corridor.

It slows down traffic too much on this busy east-west road. There are massive amounts of vacant parking lots currently being under-utilized.

Dangerous and unnecessary

I can't think of any place I've ever gone on North Ave. that needed additional parking

Again, the traffic moves much too quickly and at much too high a density for parallel parking to be feasible. Parking should be provided at businesses along North Ave. such as the new Fiesta Guadalajara at 7th & North or such as the REI shopping Center or at Copy Copy.

As a cyclist, I think on street parking would be a hazard to bikers in the bike lane.

too busy

There are enough parking lots attached to each business, parallel parking would be crazy and dangerous. DONT DO IT please!

I think there is plenty of room in the redevelopment process to create sufficient off-street parking.

limited space already and most businesses have their own parking anyways. Plus traffic would probably cause accidents with people opening their doors due to high traffic.

if the right of way is added on either side of the street, then some parking which exists now in front of businesses may be eliminated.

Most businesses have parking areas.

On-street parking blocks the view of traffic turning onto the street.

Most businesses already have off street parking.

Most stores have parking lots already

Extra parking along north Avenue is unnecessary with businesses providing ample parking already.

Seems like there is already plenty of off-street parking and having a more bike and pedestrian friendly street could encourage spending more time on North Ave. As is, North Ave is too busy with speeding traffic to want to spend much time there - it ends up being a highway. As a walker and biker I would do more on North Ave if there was safer travel.

Fast-moving traffic, plenty of asphalt space behind and around building for parking. Safer, too.

Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.

There is more than adequate parking off street on North Avenue. Cars pulling into & out of on-street parking creates a hazard & will greatly effect traffic-flow.

Maybe if a certain stretch of North were designated more of a walking, storefront, Main St type locale

My thought is no. Does it exist anywhere now? From my recollection of driving North Avenue, all businesses currently located on North Ave have offstreet parking. Keep it that way. Use the extra space for bike lane, sidewalk and tree lined buffer area.
North Avenue is one of the main corridors through town. In my opinion, on-street parallel parking is an inappropriate use of space along North Avenue. It poses a danger to vehicles who are not parking and a danger to those attempting to pull out into traffic. North Avenue should be kept open to the flow of traffic as it is already cluttered enough, particularly through the college area.
I believe that parallel parking would create more traffic congestion and accidents along North Avenue and thus would be horrible for North Avenue.
We should go with that back in again, then we can at least guarantee some job tearing it out in two years.
There is plenty of parking in all the empty retail lots. Businesses should be providing parking not the city.
I think as busy as North Ave is, it would be dangerous to have parking along the street. It seems like it would really cause a lot of congestion. The businesses along North Ave seem to have adequate parking on their lots.
Most businesses along North Ave have adequate off-street parking lots. Adding parallel parking to a road as heavily traveled as North Ave will cause hazards as drivers attempt to either park or enter traffic.
Parking along North would only be to support businesses. I believe the businesses should have parking lots that they pay for, rather than parking spaces that the taxpayer pays for. Also, I think North has too much traffic for safe and efficient on-street parking.
Many parking lots
The business have parking lots and that is adequate.
It doesn't seem like there is enough demand for parking right now. I suppose that could change if there are more businesses along North and/or fewer parking lots for those businesses.
I've never felt the need to park on North Ave. and wouldn't feel like I was gaining something from having the option - there are plenty of parking lots for North Ave. businesses.
Plenty of side street parking
It appears most businesses have plenty of off street parking.
Dangerous with bike lanes on a busy road. /
NO - a total waste of space and money and will make cycling even scarier waiting for a door to open on you.
Many business have parking lots.
Most businesses on North Avenue already have ample parking lots to accommodate its patrons.
The condensed areas of North Ave. have inadequate parking so curb-side will help greatly.
Just stupid. Some people won't realize that it IS parking space & try to drive in it. Will cause more accidents.
Most businesses have ample off-street parking now. Parallel parking slows traffic and is dangerous for adjacent bike riders.
Individual businesses have their own parking, all spaces would be taken up by college students and would not benefit businesses much.
Knowing the driving habits of locals, there are to many dangers areas that can't support stopped or slow moving traffic. To much police presents or lack of presents, along with not wide enough streets and side-walks, and beautification with colors/plants, loss of/bad businesses, impeding golf-course on road-way, have resulted in the slow down of visitor to businesses.
Park to go where?? Most businesses are set back from the street with their own parking lot.
Business has parking
Increases risk of accidents

Many North Ave. businesses have parking already. Parallel is not an ideal option for a busy thoroughfare. /
I'm not sure of the benefit of on street parking, but think it would be a hazard to bikes.
Off street parking is available.
There is parking for most shops already
It's dangerous to have people moving in and out of traffic like that on a main route
Too dangerous
I am conflicted over this one. I can see how business owners may prefer it. However I believe that vehicles slowing and coming to a stop on North Avenue so as to park parallel would lead to additional delays and congestion. I realize that not all business establishments have the luxury of having a lot of off-street parking available.
there are no bussiness cause you ran them to the west end of town by the mall.
Parking is provided by the businesses in this corridor--keep it that way. Cars getting into and out of the spaces will only impede traffic--again, can we have a few streets that are designed to move traffic rather than calm it, causing road rage, because you can't get from one end of town to the other without intentional stop and go traffic??? A person shouldn't have to swing out to the north or south to avoid getting across town.
Unlike Main Street almost all the businesses on North Ave. have parking lots already.
I do not think it would hurt, but I do not believe that should be a high priority.
Most established buildings on North already have parking accommodations---How can parking spaces be created in an already defined space along with the proposed sidewalk, buffer, lanes, bus pullouts, bike lanes. This would affect traffic flow on a very busy street.
Parking should be off-street in parking lots.
too busy of a street to have cars parking in such a fashion when most people struggle to do so without any pressure
If a business believes parking is important to its business, it can pay for the parking. The city, however, must plan for the future. We should not be subsidizing a form of transportation that is in an inevitable decline.
Let 'em park off street. Again, follow Fiesta Guadalajara. It's the trend nationwide. / It also keeps the inside of the businesses cleaner. There's gotta be another city w/ the same challenges, but I'm stumped as to where.
Businesses should have to provide their own parking not the taxpayer
This is even a worse idea than bike lanes! There is plenty of parking for the businesses now. Opening doors into traffic is dangerous and parallel parking is time-consuming for many of us who rarely do it anymore and would stall traffic flow. Watching for children jumping out of cars is dangerous. Really bad idea! / Since you forced me to choose two options in question #1, I chose the one without a bike lane, but I would rather have voted for option #2 twice and not be forced to choose parallel parking!
Parking is now in up front lots, but as it develops, can be provided in rear.
traffic hazard - stopping and backing in. adds only nominal number of spaces.
This will make for many accidents I think, and since it's once of the main roads this will be very bad.
,Hardly anyone is capable of parallel parking any more. Not used enough to be proficient. Holds up traffic behind them.
I thing off street parking is safer
plenty of parking right off N. Ave
Too expensive
I see the heavy flow of traffic on North Avenue being problematic with people trying to enter or leave parking spaces along the street.

Most businesses have parking available
no it will impede traffic on an already busy street
It does not seem like there is currently inadequate parking for the businesses along North Ave. It would seem the space could be used more effectively with one of the other options presented.
There is enough off street parking.
most businesses already have parking and there is parking available on most of the side streets. for the safety of walkers and bikers, there should not be street safety
This is an equally insane idea, as it takes times to parallel park & that causes traffic flow to really slow down, unless you provide extra space in which to do it, out of the traffic flow. Parking spaces are adequate at the businesses as it is, IMO.
Because the businesses along North Avenue already provide parking for their customers. Parking has never been an issue for me when patronizing any businesses along North Ave. Additionally, On-street parking will inhibit the safe and convenient flow of traffic.
don't think it is necessary and will make it more dangerous for driving and biking.
This is more of a "shopping thoroughfare," rather than a small, compact shopping area. The parking needs to be off North Avenue for reasons of safety and traffic flow.
I have never had a problem finding parking at various businesses along North Ave.
Too dangerous for passing traffic and bikes.
No parking of any kind on the street. It would impede the traffic flow.
Many businesses structures are already a sidewalk away so how can you shrink the road to add parking. Most businesses have their own parking. / Maybe you should clean up the medians you have in place and put money into getting businesses into all the empty building. Changing the street and getting rid of Lincoln Park Golf Course isn't going improve the street.
it will interrupt traffic flow, which will detour people from the area. help traffic and parking by developing the next street north and south of North with some parking...
Takes up too much land, land better used for traffic flow. Parking will slow up traffic.
There is an ample amount of parking off of the street.
Most all of the business have off street parking.
I think it would be more of a hazard then a help - few if any businesses need street parking, they already have parking at their place of business.
Businesses seem to have adequate parking off of North Avenue. Moreover, the tradeoff for on-street parking is a loss of traffic lanes, bike lanes, or sidewalks, none of which is a good idea.
Most businesses on North have off-street parking. Also, the combination of busy traffic and biking don't go well with parallel parking.
No reason to park on North Avenue when the businesses along North Avenue have their own parking. It isn't like downtown where there is no parking for each individual business. I think this would be a waste of money.
North Avenue is already too busy to add more chaos (parallel parking) to the mix of heavy traffic and heavy pedestrian traffic that is already associated with Grand Junction High School and Colorado Mesa University and events at Suplizio, Stocker Stadium and Lincoln Park.
People can park at places of business that already have off-street parking.
I feel it would congest things too much on a busy road.

the street is too much like a hwy. Backing in and pulling out would be a problem. Off street parking lots and bus shelters is the best.
Off-street parking should be promoted along North Avenue.
So many of the store fronts have parking, it's not like Main Street.
Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.
Absolutely not. There are enough parking lots and no businesses on the street that need street parking.
On street parking reduces safety for pedestrians and cyclists as a result of reduced visibility.
too busy a street.
The majority of businesses have sufficient private parking. Side streets can also be utilized for parking.
There is plenty of parking available as it is now. Most businesses are set back from the street enough.
Parking lots are available with most businesses.
Most businesses have sufficient parking, in my view. Of course, I would want to ask the business people this too--their response is most important. I have never had any problems finding parking to access the many businesses I use on North Ave because they all provide parking.
Works just fine as a major route
north avenue doesn't seem to have a lot of "draw" shops that require parallel parking
Parking is important for businesses.
It will interfere with flow of traffic and most businesses have off-street parking.
Traffic volumes on North Avenue are too high to have the constant traffic flow interruptions of people trying to park or leave spaces. Accidents are inevitable. Businesses will be better served by improving their own on-site parking and working with neighboring businesses to have shared parking. Also, there needs to be consolidation of curb cuts to limit traffic movement onto and off of the street.
On-site parking and sidestreet parking should be adequate.
There seems to be plenty of parking spaces in the area for most businesses/residences (I've never had trouble parking). It seems way too congested for on-street parking to be retro-fitted into this area. It seems that it would create a lot of blind spots for people who are trying to pull into traffic or cross the road (and this hold true for pedestrians, bicyclists AND motorists). I would rather the tight space be used for more pedestrian and bicycle amenities. The street is in need of street trees!
There is already too much parking along North Avenue. This is part of the reason why the avenue is so ugly.
most stores on North avenue have parking lots and the likely hood of an accedent happening in a parking lot is less then if you pull out from the side of the street with the speed that people travel on that road.
Between a "yes or no" I have to choose no, but I qualify that by saying that there may be some locations where on-street parking could be appropriate (ie, between 1st Street and about 28 Road where the development pattern is denser and more urban). But for most of the length of North Avenue, its a suburban development pattern where traffic moves faster and the road is used primarily for mobility to different destinations around the City. For those segments, its more important to provide good buffering for pedestrians and wide bike lanes so bicyclists feel safe on the road. Plus, if conditions on North Avenue change dramatically in the future, its easy enough to add in the on-street parking later when its more feasible (by removing sections of the landscape buffer and switching to a more "downtown urban" section).

I think this would create traffic back-ups and accidents, North Avenue is too busy to have parking like Downtown - businesses along North Avenue should be forced to provide parking in the rear or on the sides of their businesses. This should be at the businesses expense and not tax payers as they are making a profit and done so for many years along this corridor. Business must be held accountable to pay for their own improvements including access and medians.
I think it's a good idea and could work, it's just hard to imagine with the present configuration of North Avenue. I think Americans can't get past the park-out-front mentality but maybe some parking in the front, with more in the back will get people used to the idea.
I am a strong advocate of bike paths, and I find that on street parallel parking represents a considerable danger to bicyclists. This danger presents itself in two ways: First, and most obviously, people opening their car doors, which any bicyclist on the adjacent bike path will then slam into and sustain serious injuries. / / Second, with on street parking encouraged, it is likely that occasionally a driver will simply park in the bike lane.
There is already adequate parking, and the street is too busy for parallel parking to be safe.
all or almost all business have private parking
Unsafe
businesses have ample parking spots now and do not need anymore
There is plenty of parking in parking lots and off-street parking.
Most current businesses have parking lots
I feel it would congest traffic as well as make it dangerous for bikes.
to busy
Most businesses have parking lots.
maybe? Not sure since i do not frequent areas that I woud use a parking spot...let others weigh in on this one...
Parallel parking is not important for north avenue due to how businesses are set up along North, they typically have their own parking, and there is such high traffic that parallel parking would not be the safest option.
Historically, there have not been many requests for parking along North Avenue. We should keep it as a quick fareway to get from one side of the City to the other.
Isn't there enough parking here already? I do not have trouble parking at businesses on North Avenue (and I patronize a lot of the businesses here!). Wouldn't providing even more accommodations for cars, seemingly at the expense of bikes and pedestrians, make it very difficult to create a 'sense of place' and a place that people want to come back to which is the point of the study/plan? I only shop here because this is where some businesses are located that provide the goods/services that I cannot find elsewhere. Believe me, if I could go somewhere else to get what I need, I would have no reason to be on North Avenue. I'm sure the CMU students, faculty and staff would agree!
Retailers all have huge parking lots. Plus, car lined streets aren't as attractive.
It will slow traffic flow and could cause accidents
It is a major arterial and there are enough large parking lots to accommodate the businesses there.
Plenty of parking spaces already. Waiting for someone to parallel park (back up into the space) would just stall traffic further. Not to mention cars pulling out into oncoming traffic.
all the businesses have their own parking lots - its way too congested after 7th street going towards 6th and 5th to have parking and it would all be taken up by Mesa State Students
Too much traffic to park on North Avenue. To dangerous.

There are a number of parking lots at the businesses, and the side streets. The parking just adds to the congestion.
It would be nice, but not necessary.
traffic is too heavy to have any parking, parallel or angle
I think it's a great idea, but at the bottom of the priority list. It falls into the category of if I could have my cake and eat it too, we'd have detached walks, at least an 5 ft buffer, parking (personally I'd do angle parking and make the street 2 lanes - one each direction) and a bike lane. Just don't think that's going to happen.
Parking is already available in area businesses and additional buffer will take away the existing parking that some of those businesses already have.
too dangerous.
North Ave. is not Main Street and people will not be strolling up and down the street. North Ave. is a going in to a specific busy and get out.
Too much traffic if continue as primary access.
Again, too much traffic. Cars slowing down to find parking, backing up traffic to pull in and out, or stopping to wait for a space that is about to become available, are all problems that will occur on a constant basis (especially near the college) if there was parking on North Avenue.
Too much potential for accidents with high volume of traffic during busy periods. More than adequate off street parking currently available.
North Ave. is a thoroughfare designed to move large volumes of traffic quickly and efficiently. Someone trying to parallel park would be a significant hinderance.
Same with the bike prob to many people not paying attention more parking lots or maybe a parking grage someday
There is plenty of parking off of North Ave.
most businesses have their own parking so i don't think that it is necessary to have on-street parallel parking. also it would be troublesome to parallel park on such a busy street.
Business should provide parking along North Ave.
I really like this idea and I think that it would add character to North Ave. as it would create more of a shopper friendly environment and would be somewhat similar to a downtown Fort Collins. In Fort Collins (Old Town) the parking spaces are in the median at a slight angle.
no we dont have funds
It will only congest traffic more blocking views and become unsafe in attempting to find a parking space. Traffic is only going to increase and on street parking on a main thorough-fare does not make sense. This is not like Main St or other small downtown side streets.
Too many people drive fast through that area whether or not they are supposed to we are increasing the risk of cars getting hit and people getting injured.
Parking on North would be a disaster! People already don't watch where they are going and to add traffic moving in and out of parking spaces would be asking for trouble.
Businesses have their own parking. Parking on a busy street is hazardous - to the person entering or leaving the car, to the drivers, and to bike riders.
It is hard enough to get in and out of he parking lots on North Ave. Trying to park, or exit a parking space on such a busy road is a whole lot of accidents waiting to happen. /
This road is simply too busy for that type of parking. I believe it would cause all manner of accidents and traffic delays. The traffic load is prohibitive for safe parking, and exiting/entering one's vehicle.

There is no parking needed because the stores are closed. The stores that required parking have parking lots. / North Ave is Not main street. There is no way a "Park and walk to stores" idea can fly. The stores are too far apart. / The buildings have parking lots and do NOT need parking on the street.
All the shops on North Avenue already have their own parking lots. Parking is NOT an issue on North Avenue like it is in older parts of the city.
I don't see a lot of people parking parallel because north has a lot of people driving on it.
more parking equals more shoppers, and meters could be used for extra money.
Motorists won't slow down enough to allow someone to parallel park. Then trying to inch your way out of a space would be a disaster.
No one will come to any poor quality establishments.
Parking will promote unsafe conditions for motorists and pedestrians. It will also lead to further congestion.
The slightly outdated buildings along North Ave. have poor parking. Adding parking would be a benefit to potential customers of North Ave. businesses.
would cause too many accidents with cars trying to pull out.
Any room used for parking should be used for pull outs to improve traffic flow.
North Avenue is a very busy street and I think that having the on-street parallel parking could create more accidents.
Too much traffic on North Ave. Businesses should provide parking off-street.
It depends if you want a main street feel for North Ave. parallel parking might work. If you want a more commercial appeal I feel the parallel parking would make North Ave too congested and would slow down the traffic flow.
Most if not all of the businesses located on north avenue have their own parking lots. Also, parallel parking on a business street such as north avenue would be very unsafe.
North ave is crowded enough as it is. NO parallel parking. Bike lane is more important. Businesses have their own parking lots. Parking on the street is unnecessary!
Parking will produce problems for traffic flow.
there are many parking lots that could be spruced up for usage
There are plenty of businesses with plenty of parking areas along North Ave already. I assume that parking would be located to the right of the bike lane, often putting the bike lane right into the "door zone" where cyclists are at risk from car doors opened suddenly. In those type of situations I avoid a bike lane and ride in the car travel lane for my safety.
If the planning of North Avenue is to increase the commercial viability of the properties, then parking will be required.
North Ave. is a state highway.
North Ave is already congested enough without the added confusion and sudden starts and stops added by people trying to parallel park on such a busy road. Not a good idea.
North Avenue is already a difficult street to maneuver without having to worry about people trying to parallel park (which most people aren't very good at) or when they pull out into traffic without looking.
I personally would be uncomfortable parallel parking on North Avenue. I would avoid those parking spots because it is a very busy street and would be nervous having to back into a parking space.
I think it would be very dangerous. North Avenue is a very busy thoroughfare at a higher speed limit (and more people speeding at any given time) than other streets which have parallel parking (downtown).

Most businesses provide their own parking and there is ample room for that on North Ave. Parallel parking can obstruct traffic as cars pull in and out.
I think the additional parking would give more access to businesses for customers and if the parking includes parking meters it will also give more revenue to the city.
No as important as bike lanes as most of the area as developed with off street parking over the last 50 years. As with the bike lanes it's slowing effect on the corridor would encourage compliance with speed limits.
I think it will be difficult for people to park and not avoid tying up traffic that wants to continue down North Avenue. They will end up waiting for the person to park and this may back up traffic unless there is enough space that the parker can get out of traffic to park.
esthetics and safety
Businesses have their own parking.
Again, many use this street as a thoroughfare. This will add even more stoppage of traffic that will cause back-ups.
Most businesses along North Ave already have off street parking.
Businesses should have enough on site parking. It would very expensive to add another lane for parking.
More accidents
Not enough room, too busy of a street.
It would disrupt the flow of traffic too much as people take time to parallel park.
The businesses on North ave have plenty of parking spaces.
On street parallel parking would be very dangerous since this is a major arterial and backing and exiting movements would cause a traffic hazard
Too much traffic. Use of off road parking. Parallel brings traffic to a halt while someone parks, lane changing to avoid a car in the process of parking is hazardous.
It isn't that kind of street.
Too dangerous.
Traffic is too heavy for parallel parking. There will be many accidents. If you added those in addition to a bike lane, you're asking for trouble.
Once again, it would be a safety hazard once the traffic picks up again. If businesses don't or can't offer parking, I would rather see parking areas interspersed.
Parking on a heavily congested traffic zone would be like putting parking on Patterson Road. Bad idea
Traffic would be impeded and businesses have parking lots, this would just create additional blind spots for more traffic accidents.
Any real business would need more space other than frontage.... off street in lots
Parking would slow down traffic flow, especially in the right lane, as people slow down to pull over and park. Further, everyone starts moving to the right lane as they approach 1st Street in preparation for merging into I-70 B west of 1st Street. Most businesses between 1st St. and 12th St. already have adequate off-street parking, so there is no need to add parking spaces along North Ave.
Total Responses

308

6. How important would you rate each of the following to the redesign of North Avenue?

	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important	Responses
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%	351
Safety	85.20%	10.80%	2.30%	0.60%	1.10%	351
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%	351
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%	351
On-street parallel parking	2.30%	6.00%	9.40%	16.20%	66.10%	351
Creating a pleasant place to walk	42.50%	33.60%	13.10%	5.40%	5.40%	351

7. Is there anything else you would like to add?

Keeping the area prestigious will contribute to the overall economy.
More lanes.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
North Avenue east of 12th avenue is deteriorating rapidly. Businesses are leaving the area and the quality of the neighborhoods are suffering. I have noticed however, that people are buying houses and making an effort to fix them up. Lets fix up north Avenue as well!!
bike lanes on the entire stretch of "G" road so people can drive in our lanes without swerving into on coming traffic in order to miss the bikes.
Just read aloud, twice to yourself, what I wrote above . Thank you Joe Higginbotham Palisade, Co.
Be sure and over communicate why this change is being done, why it is needed and how it is funded. Our community is struggling with the recession and it is difficult to see local government spend money on projects while laying off staff.
North is a main thoroughfare from east to west. It doesn't appear to be the destination that Main Street is. Traffic just keeps moving. Now that the west end of town has been built up it is important for the City to not let too many years go by without marketing that area or it may die and be a blight for Grand Junction. Market those empty stores. The empty restaurant (Sizzler?) building location may be a great place for a park. We have beautiful parks all around the City but none for use on North Avenue. Visitors could stop for a picnic and get a sense of the area, etc. A small visitor center?

The scope of this is rather large for a single plan. For instance, the area near the golf course (12th and North) is certainly different than the area near 32nd road. The dynamics of the college brings a whole different need compared to the area of, say... WalMart or the car dealers on the west end of North Ave. I do like the idea of compatibility and a BASIC plan of traffic lanes, bike lanes and sidewalk. Possibly a minimum number of trees along the road per business or per 100 feet. What about turn lanes and a minimum number of feet for a turn lane... most are too short for today's traffic. How about no left turns without a turn lane? What about lighting? OK, I guess you have to get the basics before the specifics. Thumbs UP!
It would be great to see an area that emphasizes the businesses and residences much like Main Street and not the "straight shot" approach to making a road with little or no landscaping and no character. A new North Avenue that encourages people to slow down and enjoy the scenery and study the businesses or appreciate the residences along the thoroughfare may not only increase the business opportunities of the area but make it a desirable place to live and work as well. Thanks for all that you are doing to improve our quality of life! Chris
no
It will be a real challenge to make it safe for bikes, pedestrians, and motor traffic... but any improvements will make it safer than it is now. Thank you!
Tree plantings would be desirable.
What about a bus lane?
thank you for asking our input. I would like to see the city of gran junction expand in thoughtful ways, making the north ave corridor a mix zoned area with nice housing, and accessible services. This would incorporate creative multi-use structures that would include multi-family dwellings, commercial centers, places of business, retail, cafes, bars all together as small clusters with North Ave connecting them.
I do not ride on streets but my son was run over in January by a car coming out of a gas station while he was on the sidewalk. A bike lane would help improve safety.
It really sad to see all the empty building. Could any of them be used by the city for a recreation center?
Please void my number 2 choice on the first question. I really don't like that answer or any other choice, but the system would not accept my survey with that question being incomplete.
I was completely impressed with the communication about traffic, bike lanes and canals etc last year, but have not heard anything lately. I love the way you are keeping people in the loop and educating us along the way. Thank you!
I use this street as a main thoroughfare daily - as do thousands of other people. Why would you try to deter this? Adding bike lanes or parallel parking would create a traffic jam nightmare - it already is bad most of the day. This street is so busy because it is one of only three thoroughfares for east-west traffic (North, Patterson, and 70-B). Adding bike lanes and/or parking would just cause more headaches on Orchard, Grand, and other streets that are currently not able to handle the traffic. You should try DEALING with the traffic problems rather than trying to force people off of the street.

I highly, above anything else, support an creating a pleasant aesthetic along north ave. the street is a huant for the poor, trashy and homeless. its not good for business, and its not good for our community. the medians REALLY need to be fixed up! along with those terrible sidewalks. Wider sidewalks would be a great idea. more cross walks wouldn't be a bad idea either. i would also support adding camera's to the intersection of 12th and north to catch people who run red lights.
The more that the east side is "forgotten" the less willingness to shop or commute, shop, or live there.
There needs to be more plants and trees on North Avenue. it's turning into nothing but ugly. The signs are garish and there are vast areas of blacktop on some blocks with no landscape. The businesses need to get some kind of coordinating look , or something else might be created to bringing a sense of community instead of urban blight.
Thank you!
All progress depends uon the unreasonable man - George Bernard Shaw
Make it more attractive to locate there by slowing down traffic, making it more attractive through landscaping, perhaps expand art on the corner, create a walking atmosphere. Currently it is a barren race track
You can "beautify" the road all you want, but you still see a bunch of big empty buildings when you drive down North Avenue. That's sad.
This area has been neglected for a long time it's it's business importance atrophied with the development of Downtown and the Malls. It's beginning to become more active, especially around 12th & North. Improvements to safety and appearance will improve that whole area and make it a part of the overall attractiveness of our City. I love that we take pride in our appearance, and care to spend the money to do so. It elivates our impression to visitors, and will make us more attractive for continued outside investment for new businesses who want to be part of a vibrant place to live. BP Mahoney
Thanks for the opportunity to comment.
As I am sure has been discussed, the number of access points to North Av should be reduced. While I think aesthetics are important, I don't think it should be heavily emphasized in this area. I think that the downtown serves this purpose. North Av can be cleaned up gradually without pooring dollars into expensive landscape options. It can be made to be pleasing without over doing the landscape and "aesthetics".
With right and left turn lanes, many of the traffic lights could be eliminated. This would help speed up traffic flow. Of course, one might have to wait 15-20 seconds longer to get onto North Avenue, but patience is a virtue. They're probably talking on their cell phone, anyway, and wouldn't notice the wait.
As long as you put in turn outs for the buses and turn lanes at least for the major intersections I think either one of the choices I put above would be good.
While redesigning North Avenue itself is an important step, it is more imperative to replace the anchors (such as grocery stores, etc) that make it a family-friendly area to live in.
North Avenue is an eyesore... anything you do would be better than what's there now.
I like the pullout areas for the bus. Aesthetics are important.
Don't break the bank.
Bikes could use the sidewalk. There isn't that much pedestrian traffic or bike traffic. They could co-exist.
I am most concerned with the safety on North Ave to pedestrians, motorists, and vehicular traffic. I think Option 3 or 4 addresses those concerns best for me.

As the city and college grow and especially as gas gets more expensive, it is important to make the area around the college, the area schools and the hospitals where so many people work safer for bikes and pedestrians to get to. This could also ease some of the congestion in terms of traffic and parking. Also, where there are bike lanes - the other lanes can be left for cars who will not have to drive around, wait for bikes in order to pass as often. It is more efficient. North Ave could really use some work - thank you for doing this.
GOOD LUCK
North Avenue has long been neglected, and it's good to see forward planning in the process. Our downtown area is a large tourist draw and improvements to other amenities will only add to the desirability. Also, Los Colonias Park would be a wonderful addition to the downtown and trail attractions.
Thanks for allowing us to have input ...
North Avenue is dying clearly. All development seems to be moving out to the mall area. I live in the lincoln park area. I moved in when it seemed like things were on an up tick and the neighborhoods in the area were improving. Now the exact opposite is happening and it almost appears terminal. If things don't turn around by the next real estate recovery, I will cut my loses and move to a more prosperous part of the city (or out of Grand Junction entirely) rather than seem the slow Cliftonization of my area.
An exclusive bus loop for main and north might be worth considering.
Good Luck
Re traffic flow: the only way to improve this is to add a through lane in each direction, right and left turn lanes and no bicycles. I doubt that there is sufficient room anywhere along North Avenue to do this.
Nope...
Why has it taken so long for the city to realize there is a problem with the east end of town?? Anyone thought about what it looks like to a visitor to drive in from Highway 50 and end up by a bum park and Ute and Pitkin Ave with all the deserted boarded up houses?? For a town this size, there are some serious problems going on.
Try to make it safer. Many older people avoid driving North Ave. because of the traffic and speed of that traffic.
Excited for North Avenue to get an uplift! No matter what it looks like. Thanks!
North Ave needs much help!!
People cruised North Ave in the old days. For some reason the government decided that people cruising in cars was a bad thing for that street and that area. (not only here but in most towns and cities like Colfax in Denver) I am not sure why but I believe that now it would not just be the younger drivers that would be attracted to an area where cars, shoppers, and folks just walking could mix and mingle but a mixed bag of all of these. An area like the main streets of times past. It's exciting to see the possibilities of a safe route on North for cyclists and pedestrians.
Thanks for the opportunity to comment.
More trees!
North Avenue is a major roadway in GJ. A major beautification project would reflect well on the city and also help people take pride in the place they live.
North Ave. has become a major eyesore, at no fault of the city of course since development has long ago moved out more west. North has great potential at least for providing bicycles and automobiles an easy way to move across the city. Bike lanes are very important on our major streets. Thank you for taking the publics interests into consideration.

Bike enhanced communities are healthier, happier and more desirable. Let's make Grand Junction a leader by placing a significant emphasis on cycling.
Make it neat or it will be blighted again in the future.
Making North Ave pedestrian and bicycle friendly will attract professionals and business variety. It could be an attractive area for young professionals, college students and retirees alike with the addition of pedestrian and bicycle considerations. Cars are a convenience and important but they are not the end-all in today's world. Give people places they can get to without having to drive and they will gladly do it!
Hurry up, it is an eye sore.
The more infrastructure in place for biking, the more people will feel safe to bike, and the more motorists will take notice of bikers thus decreasing traffic and wear and tear on the roadways. Mesa State College's very prominent location along North Avenue would also benefit greatly for the students if biking navigation of North Ave. is improved.
Thanks for taking input.
Keep up the good work!
North Avenue is in dire need of updating. I am often embarrassed with out of town guests and avoid taking them that route.
Beef up the center median so that pedestrians cannot jaywalk. Right-hand turn-lanes for traffic need to be available at all intersections.
Great idea!
North ave is pretty ugly, it could use a serious facelift
I highly encourage the city to provide safe and accessible bike routes throughout Grand Junction.
The Main Street facelift is great: as a newcomer to Grand Junction I am so impressed by the attention to the heart of downtown. North Ave could blossom as a commercial area by being more beautiful and easier to navigate as a non-driver.
Thanks for the opportunity to comment.
Good job providing options and asking for feedback! Thanks!
Create a Boulevard with landscaped median through parts of North or median separating traffic from bike lane and sidewalks
Good luck with this! It's a hard one. North Avenue is like the ugly step sister to GJ's downtown! If the City can come anywhere near as nice in the redevelopment of North Avenue as it has for the downtown area, you will have worked a miracle!
Having a bike lane could potentially increase public health (exercise contributes to weight loss, and positive mental health and well-being). A dedicated bike lane would contribute to a sense of community in the valley, and provide a viable alternative to expensive fuel consumption which pollutes our environment. Bike lanes have been needed in the Valley for a long time. I hope the bike lane gets added soon.
Thanks for taking the time and putting the effort into long range planning that is better for all concerned in Grand Jct.
Let's make sure we hire plenty of outside consultants, gather tons of useless information and stats, and have lots of fancy meetings and attend symposium interacts in far away places. Maybe do some more 45,000 dollar logo design. Get those folks involved again. They're good at spending our money.
Businesses should pay for things that benefit business, while the city should pay for things that benefit everyone, such as traffic flow, safety, and encouraging alternate transportation.
Make North Ave more like Main Street. A pleasing and welcoming place to visit.
no
no

North avenue is a commercial zone. I can't imagine anyone walking for pleasure along North Ave when a block north or south is more residential/less traffic. No one walks to go window shopping in strip malls.
It is good to see that the City is considering adding more bike lanes in our community. Perhaps we would have less car traffic on the roads if we had more access for people choosing to use their bicycles in a safe designated lane. As it stands, there are only a few routes one can safely use without feeling like their life is in the hands of a careless driver.
Glad to see there are bus pullouts planned, instead of holding up traffic, like they do now.
In the 3rd paragraph of text headed "Why plan North Avenue?" you used it's instead of its. Its is correct because the context requires a possessive pronoun rather than the contraction of "it is". The use of incorrect grammar takes away from the credibility of this project and is distracting to the reader. Please correct your error.
It would be great if there were store front grant opportunities on North, like there is for downtown businesses. Some of the buildings on North ave. are becoming very run down.
There are several other things I have thought of over the years, but don't have the time right now to put on your survey. I grew up in Grand Junction during the 70's and I can be contacted by dansrco@hotmail.com.
Yes. There has been a great waste of money all the way around. We are not and never will be Japan. No one rides a bike to work. Our kids wouldn't even ride a bike to school. They preferred to WALK! If you really wanted to rejuvenate North Avenue you should have put the Police Department at Eastgate where City Market and StarTek moved out instead of building an expensive monument to yourselves downtown that the City can't afford and didn't need. Police presence would have made that area safer so business would want to be there. Let me say the reason we moved to GJ 30 years ago was because we fell in love with Downtown. Unfortunately, that changed. First there was the 7th Street fiasco, narrowing a busy thoroughfare and creating a huge bottleneck; How many times has that brick flower garden been repaired because a truck couldn't get around it? Then, back-in parking- which no one will use; Now, Downtown renovation which eliminates on-street parking, HELLO! can you say retirees? How about "HANDICAPPED"? We can't walk six blocks from the dark, scary parking garage and then shop for two hours AND eat lunch. It is too far, and if the meter runs out, we get a ticket. Have you seen the graffiti down there? Can you say "MUGGING"? And it the symphony goes to the Avalon, I am done with that, too. I personally have abandoned downtown. It is no longer user friendly, and pouring tons of concrete into wider sidewalks merely makes my back ache more. I liked Hobby Lobby on North. It was easy access and easy to park. Now, in its new location there is an 8-lane gridlock to get there and idiot drivers who have no idea what lane they need, so they just cut at will. Making a left turn out of Lowes or Walmart to get to the light is next to impossible. One way in, one way out, super long waits at the intersection, talk about pollution; and have you ever counted the number of accidents between Golden Corral and Pier One? I am not against progress or improvement, but I am for reasonable spending of taxpayer funds for genuine needs, and in NOT creating a solution for problems that don't exist. I shop at the Mall at the three stores that are not geared to teenagers, and online where I don't have to park at all. I am not the only retiree in Grand Junction. Our ranks are growing. Do we count? I think the east end of North Ave. is the bigger eyesore, and with so many vacancies in the old malls, restaurants, etc., now would be the easiest and least disruptive time to improve the area. North Ave. will always be a main east/west route through the city. It is important to slow traffic to a reasonable pace, but also allow for smooth traffic flow with good timing of traffic lights. Drainage during rainstorms is poor. Thanks for asking for input!

You would have more shopping if you provided safe access for bikes and pedestrians along north ave
More landscaping!!!!
I would like to see bike lanes installed as soon as possible. It appears that this option can be implemented quickly and at minimal cost. Long term, I think it is important to try and make North Avenue a place that people want to visit. The city has been successful in transforming the downtown area. There is a reason that people like to go there and not so much to North Avenue.
don't screw it up like yu always tend to do
We have a lovely main street for ambling pedestrians. It is important that people may walk along North Avenue, however, it isn't a promenade--getting from point A to point B is the "point".
I'm glad to see this is finally being addressed.
thank you for taking the time to seek input from the community. I agree that North Ave needs "some work". I think that it primarily needs aesthetics (i.e. landscaping, etc) because it just looks too ugly-urban-dirty in some areas. Pedestrian access is also important along this key E-W corridor. But people will not want to walk in areas where they do not feel invited (i.e. safe, comfortable or welcomed), so you have your work cut out for you if this is one of your goals. Partnering with the local business will be a key to success in this endeavor, I would believe.
--Jason Bittle
I gather from the designs that the center median areas that contain planters and light poles would no longer be there?
It's time to do something about the look of North Avenue, even if it just makes it a nicer place to "cruise".
is there any plans in the future regarding zoning of building and aesthetics of those? Many of the buildings over the years have been allowed to be run down and create a very poor image of our town along a busy part of the city. Renovations by Mesa State and the businesses near by have done a great job for that stretch but further west is a bit of an eye sore.
Surely the city can duplicate it's success with downtown and all the commercial development west of 1st St. The old design of US Hwy 6 is obsolete. Time to get with the times.
Do not put trees in the center or on the corners. Aesthetic beauty should not compromise public safety. If you need an example just go down the riverside parkway. I can't count the number of times the trees have hindered my ability to see oncoming traffic while turning.
Encouraging business participation in the beautification of the area by asking small groups to form an alliance along their section of North could improve store front appearance, keep the landscaping under control, and encourage visits. Reconfiguring North Ave by the City would encourage the busines owner to do his part in upkeep of the area, esp. if the business is part of a small group along their section of North. Pride in the appearance of a busines goes a long way to keep customers coming. / On a separate issue, have you considered overhead ped. walks, particulary at 7th where GJ High students completely dominate the area at certain times of the day, without regard for traffic flow or their own safety?
no
I walk down north ave a lot and it is always trashy. Pot holes in sidewalks, uneven side walks, weeds make this whole area look like a dump. It needs a complete make over. Covered bus stops would be nice. A buffer on the south side between side walk and road by the VA would be nice. I would hope these improvements would bring more business to this area, but since many stores have closed or moved it looks like terrible and it used to be such a nice place.

Take a look at the medians and side right-of-way strips that are currently on North Ave. They are overgrown with weeds, lots of dead foliage, not at all attractive. Who is taking care of them? This can go a long way to improving the esthetics of the street. How about adding this care to the volunteer opportunities available to food stamp recipients. / The parking lots at K-Mart, Eastgate and Big Lots could stand a lot of improvement, too. I realize they are private property, but / you can bet their patronage would pick up a lot if the surroundings were nicer looking. Use the new college buildings fronting North Ave. as a model. Some guidelines as to paint colors on the existing buildings could be developed. Ex. no purple.
Drop the speed limit to 30mph along the busy sections of the street
I am curious about why the bike lane on G Road from 27 to 24 Road is intermittent. There is a mile where there is no bike lane delineated. I don't think it would be difficult to connect the "dots" with a stripe to remind motorists that cyclists have a place on the road.
For years North Ave has been neglected. It is time to offer incentives to businesses to locate their operations there and make improvements to the area. either re-route buses or make dedicated pullout bus stops as to not impede traffic when a bus stops to pick up and drop off passengers.
I wasn't aware of the reason that the city ceased mailing the regular info sheets on these topics - I used to read them completely & save for future referral. Glad this article was in the 5-30 paper so I found this survey. It seems to me that your top priority is to slow traffic in any way you can, whether using safety or whatever as the reason; guess you think most drivers/passengers want to dawdle along or the business owners think slow traffic will increase their business. Or maybe you mainly want to cater to visitors & ignore those of us who live here, who are mainly affected by traffic flow. I will make an effort from now on to attend the input mtgs. Then again, I'm not sure how much you intend to take our opinions into consideration, if your minds are made up & you're required to have these mtgs. just for the formality. What percentage of the population actually walk that much along North Ave.? All bus stops need to have their own pull-off area for stops, as this is also a no-brainer. What could be the rationale for making it worse for the 98% who drive North Ave. vs the 2% who walk it? It strikes me as if your motto is "change for the sake of change" or let's spend more money than we need to. I do understand that improvements are necessary, as stagnation is not a good thing. Let's strike a happy balance.
This part of the State is gaining a Nation-wide reputation as a mountain bike mecca. Our City's attitude should encourage and embrace this reputation through demonstrating our commitment with bike and foot friendly public thoroughfares.
Maintaining the current access points for all of the businesses on North Avenue needs to be a primary focus, concern and goal. This is especially true for existing left-turn lanes. These small businesses are an important part of this City, providing many jobs, sales tax dollars, and a vibrancy and variety that contributes to the City's character. Doing anything that makes it harder for these small business people to thrive, or survive, would be irresponsible and tragic. The first and crucial focus must be on the businesses, and stay on the businesses throughout the process, not on walking, biking, traffic engineers, aesthetics, or any other commendable concern.
Thank you for taking my opinion into consideration. I would love to ride my bicycle more often and I hope we can create a good environment in which to do so.
Glad to see this happening. Landscape strips with detached walks create a friendly and inviting area. Bike lanes are the most important plus keeping the roads as wide as possible.
Be careful with landscaping. It can be a detriment to sight lines and can create problems in the winter with snow and ice removal on the street.

it is not a walking area and will not be without a major overhaul, which would be costly. GJ could use more nightlife and lower north ave has potential, say from 1st st to 28th st. give some good deals to bring businesses into that area, make each property more attractive through the owner agreement and let the owners pay for it.... / / from what i see of the city engineering for street planning, well it is moderately poor. downtown GJ main st. is okay for the atmosphere it creates but ever tried to ride a bike there ?? the newly redone Colorado ave. is horrible for driving, it is too narrow as 2 F150's can hardly pass each other. trucks are a big part of the west. also the landscaping must be expensive to maintain for the city so they created a poor road for driving, and gave up parking for landscaping that costs money.... the city needs better planning and engineering for these side streets.....

A store like Costco is needed to anchor the redesign project. A store like that would draw new businesses to the corridor.

Landscaping along North Ave. would greatly improve the look, would give some scale and a sense of safety to people walking along the street.

There are times that I have walked on North Avenue to retrieve my car at Big O, as it is now it is very unsafe and not a pleasure. There is no shade, not always a sidewalk and very few places to cross North Avenue safely. I have to plan ahead on where I should cross before I get to where I'm going!

Thanks for soliciting community feedback on this issue.

Mixed use!!!!

Must have a sidewalk that people with all abilities can utilize.

We need pull in areas for busses with shelters and ramping. They would also be rest stops for walkers.

Yes, I couldn't get my Option choices to type in...my first choice would be #3, with both pedestrian way and bike path...and a row of trees either on the curb side on the business side. I would suggest that the sidewalk and bike path could be side-by-side, color-coded to differentiate...as I've seen in Germany. But then the city would have to require bells on bicycles...and require a warning bell when pedestrians are present. It works very well in Europe, the walkers are warned, and it does slow down the bicyclers. Bicycles are a means of getting from one place to another, and North Avenue should not be a racing course for them. My second choice would be #4, but a 5 ft. bike path is adequate. The thought of a friendlier North Avenue is very exciting...I walk it often. Myra J. Hoecker

North Avenue needs help BADLY! /

Good job providing options and asking for feedback! Thanks!

If we are taking the time and spending the money to make changes, we need to be forward thinking enough to be very encouraging for bicycle traffic. make it look nice and new. then work to bring businesses back to the area!

The proposed improvements could be done in stages, beginning with the restriping for a bike lane and increasing the width of the road at certain locations adjacent to new development or redevelopment. This will allow the public (cars, bikes, and pedestrians) to get accustomed to the changes incrementally.

Wheel Chair Accessibility is a MUST

Require those businesses that have huge parking lots to set aside some land near the street and tear up their asphalt and plant trees. Also, reward them for this and for adding more trees to their parking lots. It would be really nice to be able to find a shade tree to park under while shopping or using businesses on North Ave. Reduce their property taxes commensurate with their improving the appearance and comfort of their property.

Something need to be done with North Avenue ! Create a reduced tax zone to encourage businesses to relocate on North. If the city doesnt consider this soon North will be "ghetto "
i really hope the city is serious about fixing up north avenue, espeically considering all the stores that have closed down recently.
nothing
Work with the various economic development interests to redevelop the Teller Arms shopping center, K-Mart and the old City Market. These are blighted and a waste of real estate, and will continue to drag down the entire length of North Avenue until improved. / / Continue installing bus pullouts. If you can do nothing else (bike lanes, sidewalks) at least do this.
The 1st question about traffic flow may be misleading. My first reaction was that it pertains to motorized traffic, then I thought that bikes and pedestrians are traffic and although traffic flow and convenience are important for all, too much emphasis in the past on motorized traffic to the detriment of other traffic makes me want to answer the question as 'not at all important' even though I know darn well that it IS important. So, yes it is important, but I'm OK with less flow and convenience for motorized traffic IF it gives bicycle and pedestrian traffic more fair consideration regarding their flow and convenience.
I moved to Grand Junction a little over 2 years ago, and I love it here. I live in downtown and I bike to work. Main street is amazing. Most of downtown is a wonderful place to ride, walk, and live. But that said, there are certain parts of town that are an embarrassment. North Avenue is one of those places. This is a very major and very imporant street- you can't get very many places in town without travelling on it- and its current condition for bicyclists and pedestrians is shameful. There is no excuse for the dirt paths worn on the side of this major street where people walk because there are no sidewalks. I'm so glad to see that efforts are being made to correct this situation, because the fact that it was ever allowed to get this way represents an absolute failure of government (and a failure of the People to hold thier representatives accountable). We all suffer when investments in bicycle and pedestrian infrastructure are neglected, but none suffer worse than those who can least bear it- the poor, disabled, and underprivleged Shame on all of us, and lets hope we can correct the situation out there sooner rather than later.
I think their should be an arched pedestrian crossing going over the roadway at 12th St. and North Ave. for the safety of all attending events at the college or at Stoker Stadium. This would be a nice idea at 7th or 5th Street for the benefit of GJHS students and the businesses in the area. Improved and aesthetically appealing bus stops with water fountains and trash cans can also provide a shaded place to sit and rest for pedestrians and the elderly who are walking in the area.
Looking forward to the next 25 years!
Roads that are hostile to bicycles ultimately discourage people from commuting via bicycle. The Riverside Parkway, though accommodating to cyclists, is not an ideal choice for commuting because it is on the outskirts of town and often takes up to 20 minutes longer to reach your destination via this route (and many people don't like going over the bridges, though I don't mind at all). Patterson is a slightly better choice, but has extremely heavy traffic and infrequent/inadequate bike lanes. / / North Avenue with complete bike lanes running the entire length just makes sense. It is conveniently located. And if you plan to build sidewalks, you should build bike lanes as well (to keep cyclists off of the sidewalks where they are a danger to pedestrians).
more than anything else, there must be sidewalks all along North Avenue. The current situation is terrible and and dangerous especially in the winter. Finally, the existing situatioon is especially dangerous to those who must use wheelchairs, for example, to ge to Walmart.
Thank you for making this survey. North Avenue is a very different from Main Street, I think it is important to understand the community's priorities with this specific project.

Landscaping - trees, shrubs, flowers
North Avenue is mostly business related and pedestrian traffic isn't as much of a concern. F Rd is a better place to concentrate "pleasant" areas.
If we keep a median in the middle, please dress it up with desert plants.
I want to point out that in the above question regarding traffic flow, convenience and safety, these are very important, but understand that my answer comes from a walking and biking perspective. Terrible traffic flow, almost a total lack of convenience and dismal safety are what greet bicyclist and pedestrians in this area, which is why I always feel compelled to drive here instead of walk or bike. As bad as traffic flow, convenience and safety may be for motorized traffic, it is nothing compared to what bikes and pedestrians deal with along this corridor. So yes, these issues are important, but recognize that it is important for all modes of travel, not just cars. How many people will answer this question from a motorists perspective? Can you at least pretend that everyone who answered this question like I did was thinking what I'm thinking? Ha! Thank you for the opportunity to provide comments.
It would be awesome to have some hip urban living options built on North. It could become a hot and happening area with multi-use real estate.
By adding bike lanes, sidewalks, trees, flowers, etc. it will make our city more safe and will also make it more inviting and comfortable for everyone including tourists and people that come here for special events such as JUCO Country Jam etc. and it could help attract others to bring there events to our area and help to boost our economy.
North Avenue is Grand Junction's Colfax - North Ave. definitely takes away from what Grand Junction is all about. Make it more inviting and attractive so businesses and people will want to go.
currently North Ave is very Sixties look, and needs an upgrade.
No
creating pedestrian crossovers or ticketing pedestrians that J walk would alleviate some of the rear end accidents. the pedestrian crossings on 12th are dangerous because of low visibility and instant activated not allowing traffic enough time to slow down or stop safely. watch peds push the button and not even look but just start walking because they immediatly have right of way, really a dangerous practice but if i push the button and immediatly start walking and get hit, the driver is ticketed. /
It is very sad that the City allowed North Ave. to collapse while spending to much money and time on the Mall and Main Street. It has been allowed to become a slum (except for the area by the University) in parts with no incentive to large stores to remain, while forcing major traffic problems by the newer Walmart and the Mall. The City has forgotten that they represent all of the people not just the ones who live in the special areas. I am a third generation Grand Junction resident and am very sad to see how poorly the North Ave. businesses have been treated. Thank you
No bike lanes. No parking. Definitely no parking.
I really believe that looks are everything for a place like this. North ave is a large street in GJ, and tall weeds and untrimmed lawns and poorly painted building and street lanes are unattractive for business and guests to the city, such as JUCO.
North Ave looks like a low class area, you need to work with the business to give not only the street a face lift, but also the buildings. North Avenue should be the showcase strip of Grand Junction, when possible students come to view the campus they go down North and it looks like a dump. It should be something that the Community can take pride in.
Cleaning up the medians by adding flowers and trees, planting more trees along the entire length of North Ave. Adding safe and clean areas for bus stops. Around the college area, adding stop lights that count down on the light itself for students and drivers, or adding a 3 second delay before any light turns green to prevent accidents around the college.

we dont have funds and we dont need to barrow anymore money ,get grant or find any other way to get money that we dont have. When the public says no it means no you didnt listen on the police department you still found away to spend money that we said not to spend. Also making us chose 2 to complete this survey is wrong I dont want any of it and should have to pick any.
It is disappointing to see that just this small section will require such a long term planning approach. It seems the focus really should be on the eastern end as that is the area that will take the most impact. The College will keep the current area for planning heavily attended and the eastern section is in more dire need of attention and attraction for new business.
It would be wonderful if we could turn a sort of dumpy looking area in Grand Junction into something nice. It improve morale and make you feel good about the place you live. Thank you
Please, please, please do NOT put roundabouts on North Avenue!!!! It seems that most people approach the roundabout in town like a stop sign and stop and wait for traffic to clear before they move into it. It's okay to move into the roundabout when there are other cars in it! While I agree that the sidewalks are too narrow in many places, there are no businesses to walk to so widen the sidewalks on Orchard Ave between 15th street and 28 road first-kids walk that street to and from school and they can't walk 2 abreast because of the 3 foot sidewalks. On street parking on North is a bad idea-look how the back in only parking has worked on 7th--it didn't and now we have to pay to have it fixed. We need to encourage businesses to move back to North Ave-we have no craft stores now, no grocery, no restaraunts and no gas stations in the middle of North Ave now. I live very close and it's not fun to drive so far simply for gas or groceries.
Keep it clean. Add landscaping to increase the aesthetic appeal. The shopping center where Big Lots is located would be an ideal area to have an outdoor shopping space, with cafe's, seating, trees for shade, some sort of water feature, such as a fountain, perhaps a small ampitheater for music. That parking lot is horribly underutlized, and could be something very special.
The project is worse than a just a waste. North avenue can only become alive again if it is allowed freedom to prosper. / Rather than sink money into this project, make North avenue a tax free zone. The construction is misguided and can only / interfere with the few businesses that remain. The street is already wide enough and traffic has deceased a great deal since that the projects inception. The entire idea is flawed and whatever can be done to minimize the impact of this needless and / destructive activity should be done. WE DO NOT HAVE CARS ON NORTH AVENUE! THEY ARE ALL OUT AT THE MALL!!
All of this is moot if we lose all the shops on North Avenue- that issue is FAR more important than any upgrades to be done to the road. And is it really going to take 25 years to get all this done?
Definitely clean up old and obnoxious business signs along ALL of North Avenue. Looks junky. Thanks!
Do a YouTube search of Junk town and you will see this is Grand Junctions nickname. It has nothing to do with appearance of the city. / I can't believe the naiveté of the people in this city when they hear something they never knew about the first time. / Even if the city milks all the homeowners and makes this the most pristine place on earth, it will still be called "JUNKTOWN". / Actually, this town needs some really good east coast food restaurants all we have are chain restaurants and the mom and pop ones that are mediocre at best. Something like Katz's Deli, Or Geno's Steaks. The product will bring the people to your establishment if it is outstanding. Look at these restaurants on the web and you will see they are nothing special to look at, but the quality and quantity of their product is well above the mediocre. / These restaurants are run by people who believe the "customer is king" and show it in their product. / I haven't seen one business in this town that does that. /
North Ave improvements are much need to upgrade old conditions. It's important that North Ave remains a vital business center for growth.

North Ave. is certainly an important district in Grand Junction and does need attention. It is becoming outdated and faces potential trouble if it's not cared for and made into a more accessible, beautiful part of this city.
drivers need to be more careful of pedestrians and cyclists. they need to SLOW down. these changes might make them more aware of alternate forms of transportation.
As someone that uses this street on a daily basis the biggest frustration is the lack of pullouts for right hand turns and pullouts for the mass transit service. If this street had the pullouts needed to improve traffic flow it would be a much nicer for morning and evening commuters. I have in the past actually decided not to shop on North Ave., on my way home in the past, because traffic was too heavy and I didn't want to slow traffic even more by trying to make a right turn with no pullout.
N/A
North Avenue in many areas has a very run down look. (old signage, buildings that need exterior attention, etc) / / I am not sure if you can have a program with some kind of incentive (like tax breaks or grants or other assistance) where all the merchants would be required to give their business a face lift, by a certain time period. It would probably involve have a special committee to approve the new designs and improvement before they would be implemented. I would like to see codes regarding signage and business aesthetics that would increase the overall appearance of north avenue. The whole area is beginning to look like Colefax in Denver!
Can't wait to see the revision!!
Please note that when you plan for a higher density commercial center, detached sidewalks may not be appropriate, as they disrupt curb to sidewalk flow. (people tend to cut across the grass/landscape). Additionally, it can also hamper the visibility of the building or façade. Should you wish to create a "greener" atmosphere utilize a required % green space, garden, ect. after the sidewalk and before the building.
The city needs to be concentrating on making North avenue a clean, inviting street that businessesss will want to invest in. This includes re-vamping the area of North from 15th to 29th. That area is becoming a ghost town. Clean up the old hotels, make a nice park, give incentives to businesses that move to North ave, or that work to clean up the open/vacant properties on that stretch.
Thank you for requesting public comments.
While one of the more expensive options might create more overall convenience and aesthetic appeal, one of the less expensive options should be considered above all. In this time when jobs and budgets are being cut, a sense of place is important, but so is working within the means available.
I hope there is a plan to attract some businesses to North Ave because the alarming trend is businesses shutting down and moving toward the mall area. North Ave is becoming a ghost town.
The city needs to do whatever it takes to make this side of town more pleasant. I have noticed that a lot of the businesses on North ave. after 12th have been leaving giving the look of a ghetto. Some areas along North ave. remind me of areas from downtown Los Angeles. Please make our side of town more attractive to new businesses and tourists as well. Thats how I want to see my tax dollars at work.
Hope you can find some funding! Thanks to Dave Thornton and the rest of the City and RTPO staff for all of their efforts. /
North Avenue is the hub and any improvements will be greatly appreciated!

The priority should be the appearance of North Avenue. Right now it's an embarrassment to the city. When you drive down past the college it feels like you are driving into the ghetto in downtown denver. Grand Junction should be a proud city. Look at Montrose, the aesthetics of their city if beautiful and they don't receive near the amount of visitors as Grand Junction. They also have more desirable companies setting up shop their. The look and feel of the town could have a lot to do with that.	
project a corridor with good lighting and greenbelts	
Please leave some routes for motor vehicles!!!	
I suggest making a multiple use right of way on one side of North Ave - similar to the Riverfront trail. I doubt if the bike-perdestrian traffic will excede that on the Riverfront trail. I know that it's not "ideal" but with the limited space on North Ave and funding problem why design a plan that is not practical.	
Sign controls are needed to phase out the current hodge podg of signs and require monument unified signs. Way finding signs are also needed.	
This web page doesn't allow me to put my way I want to answer. It seems like it is programmed to only accept a / certainm response. The survey is unfair because the page doesn't work right.	
Most people that I know, only use North Ave as a traffic corridor. It will never be what it used to be as far as a shopping mecca, so I think the planners need to focus on other areas. Leave the memories behind. I personally do not drive past 12th street. I stay on the west side of town to avoid the druggies and addicts and the homeless that abound on North. If I have to drive past 12th, I use Patterson. I also do not feel safe on that side of town and I have the safety of my 4 year old to think of. The "element" that live on the east side, are not people that I associate with, so until you get them off the street, I will stay near the mall and out in Fruita.	
Some architectural and signage control would be good. A recent drive the length of North Avenue left me with a distaste for the area, not only because of the loss of businesses but more because of the mix of structures & signs. It's as if there is/was no sense of pride. Give the area some aesthetic appeal that all valley residents can be proud of and visitors won't refer to it as Grand Junkyard. Interesting that given the fact that of the choices above only (1) does not include bike lanes or parallel parking. It's a no brainer you've already put plans in place & public opinion doesn't really mean much so why this survey?	
The parking on 7th street should teach that if people cannot find it convenient it will not be used. Too dangerous to park on North, too dangerous to have North Avenue as a bike way to get to work unless banning of cars and trucks are banned from driving on North between 29 Road and 1st street	
North avenue is a major artery for traffic in Grand Junction and proper expansion and planning in regards to bike/scooter lanes, bus stops off of traffic, appropriate policing.	
It's a dying corridor of businesses that need all the help they can get and encourage new and existing businesses.	
People who want to walk would probably prefer to do so in less congested areas where they don't have to breathe in exhaust fumes. North Avenue is still a major east-west route through town, and people look to get through town quickly. If people want a shopping park, etc., let's put our efforts into further developing Main St. downtown.	

Total responses

195

North Avenue West Corridor Plan Questionnaire Results

Updated on: 3/8/2011

	Totals
1) What brings you to this part of North Avenue?	
a. Live within a couple of blocks of the corridor	10
b. Work here	6
c. Own a business here	9
d. Own property here	8
e. Obtain services here	17
f. Pass through here to get to other places in town	23
g. Other: 1)Go to school. 2)Go to church. 3)grew up three blocks from area. 4)Try to ride my bike across North Avenue. 5)High school.	9

Comments 1)Church I attend is at 7th and Kennedy.

2) How do you access the corridor area?	
a. Walk	7
b. Bike	10
c. Bus	1
d. Private vehicle	43

Comments 1)Never walk or bike on North Avenue due to safety concerns. 2)Very difficult to walk on 12th. I ride my bicycle to run errands in the summer. 3)I wish I could ride my bike on North Avenue. 4)Light rail would be cool. 5)Cyclists & pedestrians are in harms way.

3) The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land used are lacking that you would use?	
a. Retail	16
b. Housing	10
c. Professional Services	11
d. Restaurants	27
e. Other: 1)Entertainment. 2)Hardware store. 3)Hotel 4)Services 5)Bicycle & pedestrian access 6)Movie	9
f. None	7

Comments 1)Combined retail and housing. 2)Please no bars; too close to residential areas. 3)We're not lacking in quantity of restaurants, but access is difficult and parking is almost non-existent (see Arby's and Taco Bell).

4) Are there currently any safety issues you would like to see addressed?

Comments 1)Pedestrian and vehicle traffic, especially to/from GJHS and Mesa State. 2)Bikers must use sidewalks with walkers. 3)Sidewalks right on road are uncomfortable. 4)College traffic at 1st and North, right turn on 1st. 5)Bike access on wider sidewalks. 6)Bike routes on side streets that parallel North Avenue. 7)Traffic 8)Wider sidewalks, bike paths, ease for pedestrians. 9)Foot traffic crossing North near Mesa State. 10)Line of sight when entering traffic. 11)12th and North pedestrian traffic - tubes? 12)Property vandalism 13)Sidewalks and cleanliness. 14)People drive too fast on North Avenue even though the speed limit is 30 mph. 15)North Avenue turning to one lane at west end past 1st Street. 16)Lighting and sidewalks. 17)Pedestrian and bicycle safety, especially in high school and college area. 18)Kids walking to and from school, especially at lunchtime. They need nice wide crosswalks and drivers need clear pedestrian notifications. 19)Traffic review at North & 1st. Traffic backs up in the right lane for traffic going straight and turning right. Motorists speed up in the left lane to pass motorists in the right lane. Sometimes it works if several cars are turning right. It's a bad area for cyclists and pedestrians. 20)Bike paths. 21)Pedestrian safety for GJHS and MSC. 22)Sidewalks too close to fast moving traffic. 23)Need better pedestrian crossings at 7th and North and 12th and North. 24)Good turn pullouts (left turns). 25)Pedestrian traffic looks like a problem. 26)College crossings Under 12th and North? 27)Pedestrian and bike traffic for GJHS students during lunch-better sidewalks. 28)Pedestrian walkways for MSC students. 29)Pedestrian and bike crossing at 12th and North. 30)Flashing/ blinking billboards and signs are too bright at night and distracting during the day. 31)12th Street/ Mesa State pedestrians. 30)Bicycle & pedestrian - we need "grade-separated thoroughfares" for bikes. 31)Forward parking. 32)Wider sidewalks. 33)Walking and biking for high school students. 34)Skinny sidewalks right up against the street. 35)The small sidewalks. 36)The sidewalks are too narrow. 37)Pedestrian risks. 38)Sidewalks just end or are not present in some locations. 39)Size and location of sidewalks. Also in regards to right turn lanes. 40)Crossing North Avenue.

5) What is your biggest concern regarding this section of North Avenue?

- | | | |
|----|------------------------|----|
| a. | Aesthetics | 25 |
| b. | Safety | 32 |
| c. | Impact to Neighborhood | 13 |
| d. | Identity | 12 |

Comments 1)Pedestrian and bike crosswalk at 12th and North, event pedestrian access. 2)All very important. 3)Plant trees by bus stops. 4)Some parking in front of buildings conflict with sidewalks. 5)Long term economic viability. 6)Pedestrian and motorized traffic movement during major public events (JUCO, 4th of July, sports, etc.) 7)Closure of businesses. 8)It's hard to shop on North Avenue, too many bloody cars! It's dying as a shopping area because it's an unpleasant place to be. 9)The better looking, the more people. 10)Looking good brings in people.

6) What would you like to see improved or changed?

Comments 1)Concerned about nuisance bars and vehicle and pedestrian traffic generated by GJHS and Mesa State. 2)Sidewalks need to be off road a bit. 3)Some sites dated on road, such as tattoo parlors bring down neighborhoods. 4)Lighting, area needs to be more inviting. 5)Median need work. 6)Smaller signs 7)Make it a destination. 8)More pedestrian friendly. 9)Mixed use property all along North Avenue, such as what has been done at Mesa State. 10)Improved bus stops, more green space (parks) entrances. 11)Aesthetics, safety and maintain neighborhoods/housing. 12)Bus pull outs and redo sidewalks. 13)Quality of bike/walk sidewalks/lanes. 14)Encourage tree canopy for shade and aesthetics. 15)Incentives/tax incentives to owners and developers to remodel, upgrade and redevelop. 16)Incentivize green building and energy-efficiency. 17)More flexibility and support for development from the City. 18)We need better access and parking to help make North Avenue businesses successful. 19)Avoid u-turns, wider lanes and install wider crosswalks near the schools and stadium. 20) Revitalize area; look and feels is old like the 1960's. 21) Store front parking is hazardous 2nd to 5th Streets. Harbert Lumber's is the best. 22) City to help owners to renew store fronts. 23)Pedestrian and bike safety. 24)Make us of side streets for parking access. 25)Improve signage so intersections are more prominent to facilitate #24. 26)Uniform signs. 27)More landscaping. 28)College crossings Under 12th and North? 28)Roadway/center island. 29)Planning for this segment of North Avenue seems moot without a firm agreement with Mesa State College as to where and how they will grow in the future. No agreement? No City tax dollar support. 30)Safety for bikes and pedestrians without impeding traffic. No roundabouts. 31)Remove billboards and electronic signs. 32)Redevelopment to stave off the westward business movement to 6 & 50 Corridor. 33)Walking bridge for students across 12th Street. Too many pedestrians just hit the button and start walking without even looking. 34)Traffic congestion. 35)I know this would be very expensive, but bury or elevate the road in some areas, increase the width at the right-of-way, add bike & pedestrian sidewalks/bike paths-not right next to the road. People will not use sidewalks or bike paths that are too close to North Avenue, due to the speed and volume and type of vehicles. 36)More bike friendly.

Other Comments: 1)Would like to see an area near the college similar to Olde Towne in Fort Collins. 2)Bicycle friendly. 3)Stop light or round-a-bout @ 3rd. 4)Thanks for asking for our input! 5)North Avenue in this section is a hodgepodge of buildings, signs and uses. It's not appealing and I avoid it. 6)Future development, south side of alley between 3rd and 5th Streets, rezoned for commercial redevelopment. 7)Thanks. 8)Areas around MSC, GJHS and Lincoln Park need to have pedestrian and bike access that does not impede traffic and provides safety to them (under and over passes). 9)Make Glenwood/Tiger from 7th to 5th one way west. 10)During GJHS lunch hour, program lights for four-way walk (all vehicles stops) similar to 16th Street in Denver. 11)Cut new right turn only lanes at 7th and North to speed up traffic. 12)Build diagonally an overhead crosswalk at 12th and North for student and Lincoln Park foot traffic. 13)Get the fast food restaurants (McDonalds, KFC, etc.) to help pay for it; let them have a 4' x 8' sign below the top of the bridge. 14)I like what you're doing. The concerns already listed cover my feelings. Grand Junction can make North Avenue a much more appealing area and has my support. I don't have any reservations about doing what is needed. 15)I would like to see the junction of North and the I70 Business Loop landscaped. 16)Traffic and pedestrians will not go away, they will get worse. "People and places" will beget cars and traffic. The problems exist now and require mitigation now.

By far the largest stakeholder affecting the success of any improvement strategy is Mesa State, which can tell the City to go to hell if it wants to in terms of planning and zoning. This is unacceptable. Without some type of consensus and a binding agreement between the City and the college as to where and how they can grow, this entire process seems an exercise in theoretical community planning. Might as well stay at home and play Sim City.

17)I would like to see some redevelopment of properties that could benefit from working together to improve parking, landscaping and pedestrian access. 18)I would love to see pedestrian overpasses or underpasses and 7th and North and 12th and North. 19)Bus pullouts. 20)Trees and xeriscaping. 21)No roundabouts. 22)New hotel needed. 23)I think that all of the street stuff is unnecessary. We need to focus on our schools. We are laying off teachers. We are crowding our classrooms and we need to give this money that is allocated for streets to our schools and help our children. 24)Need public transportation for the North Avenue corridor as well as other corridors, that are tourist friendly, perhaps seasonal or year round. The City needs an evening bus to take people to the various activities at Mesa State College, downtown, Lincoln Park, etc. We need more public accessibility. 25)Need to be careful about gentrification of the area. 26)North Avenue is not a pedestrian friendly environment. It is not a bike friendly environment. 27)Panhandling should not be allowed. 28)Leash laws for animals are not enforced and need to be. Animals are allowed to roam free at area parks, etc. 29)Need to make Mesa State College a University. 30)As a business owner attempting to reopen a two year closed business, could you waive our fees; give us a waiver of some kind to raise incentives? 30)Businesses supporting student population needed. 31)Improve safety for students, pedestrians and vehicles. 32)Reduce North Avenue from four lanes to two lanes, at least from 5th Street to 12th Street. 33)User friendly services. 34)The aesthetics of the land. 35)It needs to look a lot nicer. 36)I think there needs to be more eating establishments. 37)More modern and good looking. I feel it needs to be more pleasing to residents as well as tourists. 38)User-friendly look, facilities and transportation routes. 39)6 & 50/North Avenue is an eyesore.

**CITY OF GRAND JUNCTION, COLORADO
ORDINANCE NO. 4571**

**AN ORDINANCE ADOPTING THE GRAND JUNCTION
GREATER DOWNTOWN PLAN AND AMENDING THE FUTURE LAND USE MAP
AND TEXT OF THE COMPREHENSIVE PLAN**

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

RECITALS.

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

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

A Westside Downtown Redevelopment Plan was adopted by the City in January 2004. This plan included the area bounded on the north by Main Street, on the east by 5th Street, on the south by South Avenue, and on the west by the Railroad. A preferred plan for redevelopment defined redevelopment of various land use and presented concepts for a circulation plan. Design guidelines and standards for the area were considered and incorporated as appropriate within the Greater Downtown Plan. Adoption of the Greater Downtown Plan will repeal and replace the Westside Downtown Redevelopment Plan.

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

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

Area-Wide Goals and Policies

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

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

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

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

Downtown District Goals and Policies

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

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

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

Goal 4: Stabilize and enhance the historic residential neighborhoods.

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

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

Rail District Goals and Policies

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

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

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

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

River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront

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

Goal 3: Create/enhance redevelopment opportunities and partnerships

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

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

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

The Greater Downtown Plan was heard in a public hearing by the Grand Junction Planning Commission on March 12, 2013 where the Planning Commission recommended that the City Council adopt the Plan.

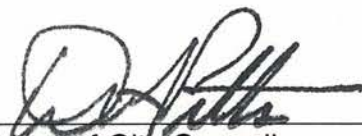
NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

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

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

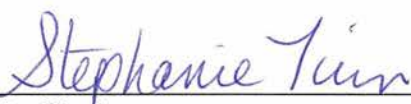
INTRODUCED on first reading the 6th day of March, 2013 and ordered published pamphlet form.

PASSED and **ADOPTED** on second reading the 20th day of March, 2013 and ordered published in pamphlet form.



President of City Council

ATTEST:



City Clerk



I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4571 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 6th day of March, 2013 and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 20th day of March, 2013, at which Ordinance No. 4571 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 5th day of April 2013.

Stephanie Tuin

Stephanie Tuin, MMC
City Clerk

Published: March 8, 2013
Published: March 22, 2013
Effective: April 21, 2013



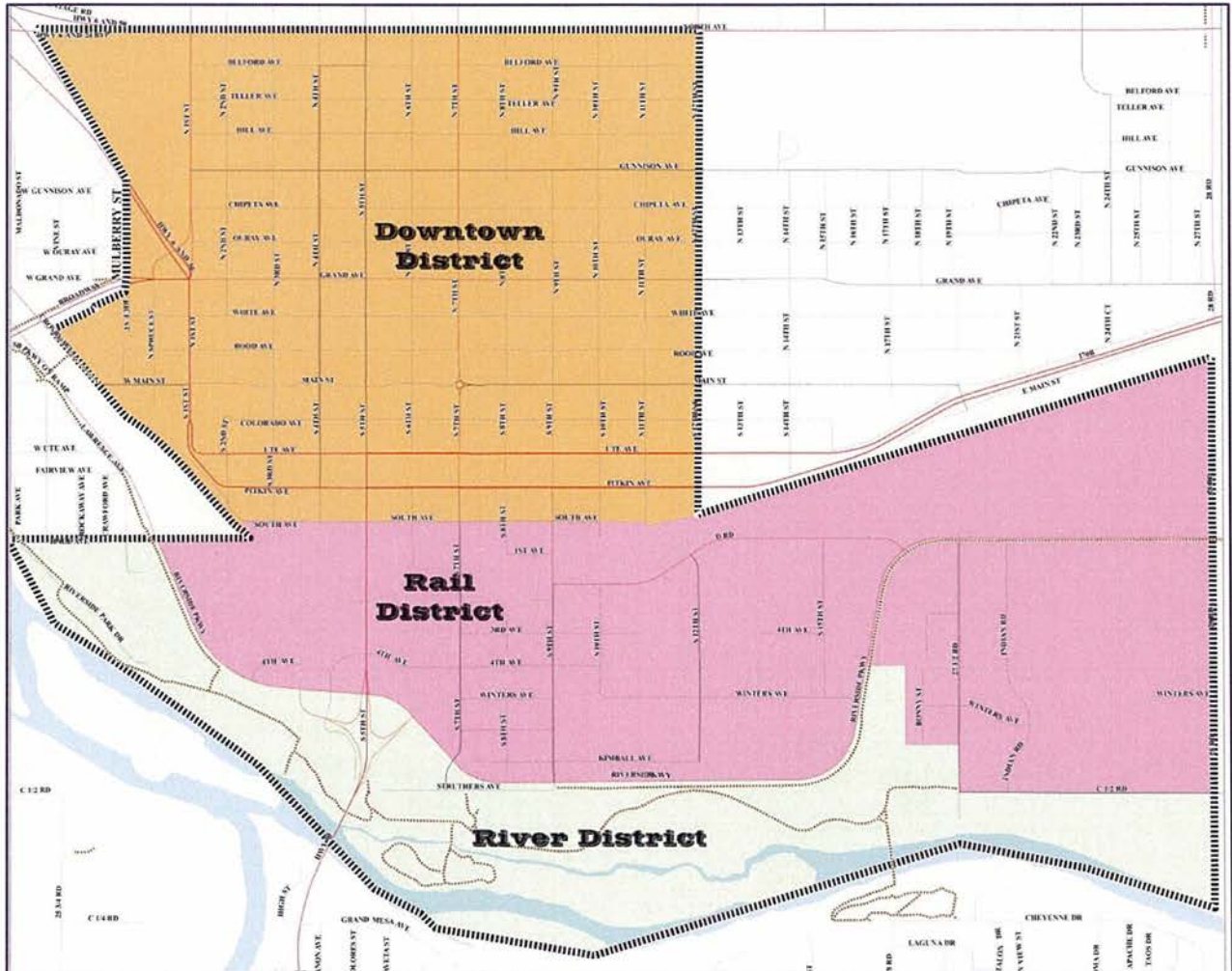
Greater Downtown Plan



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1. STUDY AREA CONTEXT

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



2. PLANNING BACKGROUND

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

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

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

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

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

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

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

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

3. COMPREHENSIVE PLAN

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

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

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

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

D. A Grand Green System of Connected Recreational Opportunities – Take advantage of and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces.

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

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

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

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

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

Goal 6. Land use decision will encourage preservation of historic buildings and their appropriate reuse. For purposes of the Greater Downtown Plan and Overlay District, a historic building is defined as one that would be eligible for inclusion on the City Register of Historic Sites, Structures and Districts according to criteria outlined in the Zoning and Development Code.

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

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

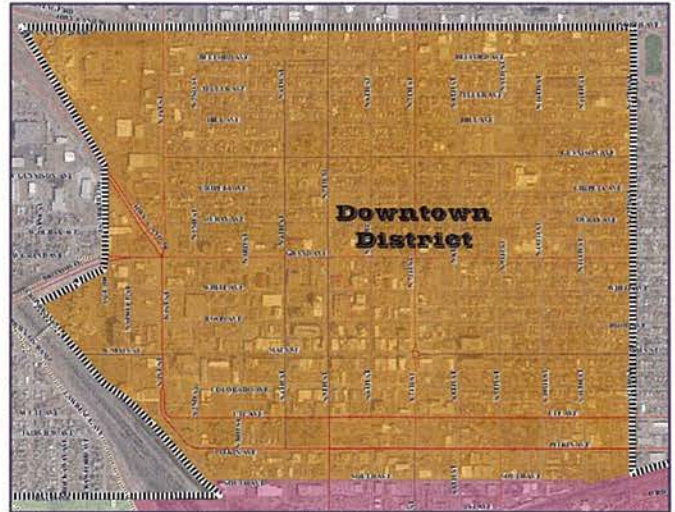
4. SITE ANALYSIS

A. Downtown District

The Downtown District encompasses the original square mile, the area south of North Avenue between 1st Street and Highway 6 & 50, a small triangle of properties north of Grand Avenue and west of Highway 6 & 50, and the area south of Grand Avenue between 1st Street and the railroad tracks (see map on following page).

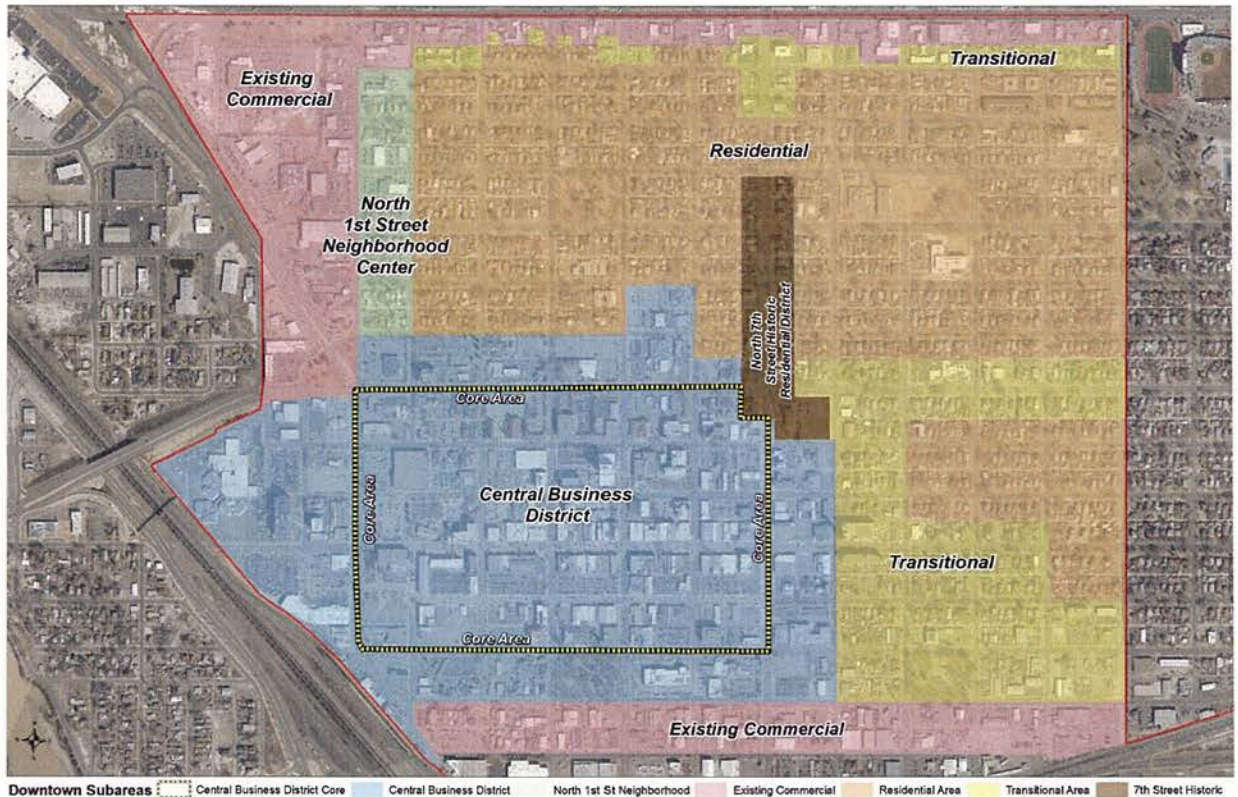
The Downtown District should retain its role as the City's center and a regional destination. With a diverse mix of land uses, civic and public amenities, art and cultural facilities, the Downtown District offers a hub of activity that supports and reflects the regional demographics. Every effort should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

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



- On average, urban residents spend a greater percentage of household income on retail expenditures, particularly on items such as apparel and food away from home. This indicates an opportunity for additional specialty retail and entertainment space in the Downtown District.
- Housing within the Downtown District has been and is expected to continue to increase in density with smaller households comprised of young and old, and moderate and lower-income residents. However, with a growing concentration of middle-aged, moderate- to high-income households in the City as a whole, there is an opportunity for the Downtown District to attract more diverse, higher-income resident base. The entirety of Grand Junction (urban and fringe) faces a growing shortage of quality affordable housing for its very low- and moderate-income residents, as well as working-wage families. This planning process emphasized the need for a set of strategies tailored specifically to the housing challenges present within the Downtown District.
- Downtown commercial vacancy and rental rates are approaching levels required to support new development and/or redevelopment. However, "seed" money will likely be necessary to leverage private investment in projects that will catalyze reinvestment activity throughout the Downtown District.
- Among the higher growth employment sectors in Mesa County are service industries often consisting of small businesses. This represents an opportunity for the Downtown District to develop not only additional live/work units, but also to promote the adaptive re-use of historically significant buildings and less traditional spaces including former church facilities.
- Forecasts indicate that more than one million square feet of employment space (office), more than 1.6 million square feet of retail space and nearly 1,100 residential units could be absorbed in the market over the next ten years, from which the Downtown District could benefit. The degree to which the Downtown District is able to capture new demand within the trade area and beyond will be a function of the redevelopment process itself. Redeveloping key catalyst areas as residential, retail, employment and community destinations will necessarily increase its ability to capture not only a greater share of trade area demand, but also to reach beyond those boundaries.

- The Downtown District is comprised of many uses that result in a number of diverse neighborhoods. While some areas within downtown are comprised of one single use, such as residential or business/commercial, there are many areas that include a range of uses, such as along Grand Avenue. In order to more fully understand specific issues facing the many, diverse neighborhoods within downtown, the Downtown District was divided into seven subareas: Central Business District (CBD), Central Business District Core Area (Downtown Core), Transitional, Residential, North 1st Street Neighborhood Center (Neighborhood Center), Existing Commercial, and the North Seventh Street Historic Residential District.



Central Business District (CBD). The CBD contains primarily commercial uses and is located generally south of Ouray Avenue. The CBD also contains a significant number of public and civic facilities. While much of the CBD is zoned to permit a wide range of uses, there are several new projects that have integrated uses into one cohesive project. Pedestrian accessibility and amenities, public facilities, traffic patterns, building heights and commercial development densities combine to create an urban character that attracts local businesses, employees, residents and visitors to the CBD. Within the CBD, the Downtown Core includes the streets and development patterns that most depend on and are defined by the heaviest pedestrian activity.



Main Street Character

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

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



New Infill Development Building on Right



Residential Subarea Character

Residential Subarea. A significant amount of the Downtown Core contains single family residential uses. The large number of older, historic structures results in a definitive architectural character that local residents want preserved. The North Seventh Street Historic Residential District contains 34 historic homes with a high concentration of early Twentieth Century architectural styles and construction methods. The district covers five blocks of North Seventh Street and is the most intact historical residential area in Grand Junction with a variety of Queen Anne, Colonial Revival and Mission style homes. A detailed analysis of ,and specific guidelines and standards applicable only to, properties within the North Seventh Street Historic Residential District were adopted in 2012 and thus, the District is not further addressed in the Greater Downtown Plan.

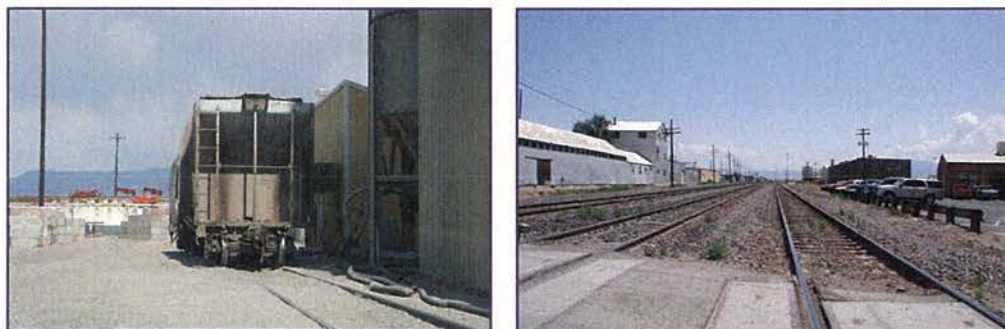
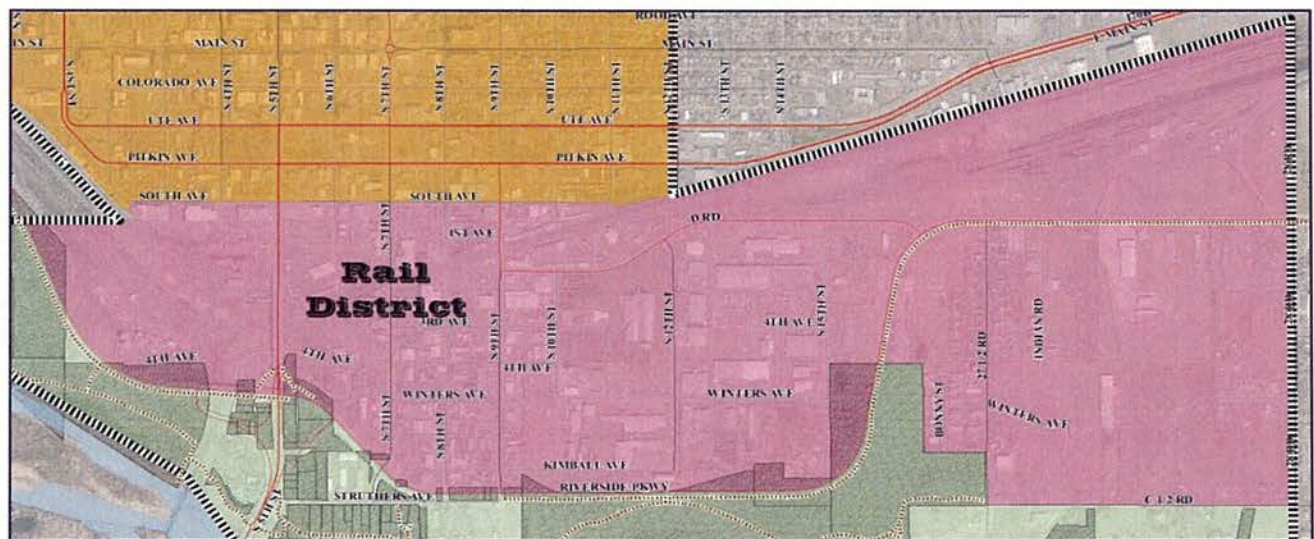
Along the edges of the downtown residential areas, commercial activity is encroaching on established single-family residential neighborhoods. Although existing residents expressed their satisfaction with existing development and uses along North 1st Street and North Avenue, many participants expressed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

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

Existing Commercial. This subarea of the Downtown District corresponds with developed commercial corridors on the north/northwest and south sides of the District that have a different character than the type of uses that exist in the other subareas.

B. Rail District

The Rail District is the area bounded by South Avenue and the railroad tracks to the north, Riverside Parkway and C-1/2 Road along the west and south and 28 Road on the east. The man-made framework of the area consists of the buildings and infrastructure that already exist, some of which is very old, and some of which was recently constructed. The railroad tracks along the northern portion of the Rail District as well as the sidings that come into the area are very important considerations. Several spurs continue to be heavily used by the industry in the area, while others have been abandoned but may be available for future use. The former Grand Junction Steel site, located in the center of the Rail District historically received three to four rail cars per week of raw material and finished products were then trucked from the site. Castings, Inc. handles approximately 480,000 pounds of materials and products in containers by rail each week. Thus, as in the past and as long as it continues to be used as a means of transport, the railroad is a valuable asset to this area and to the community as a whole.



Existing Sidings in the Rail District

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

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

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



Existing Single Family Residence

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



Remnant Building from Sugar Beet Factory

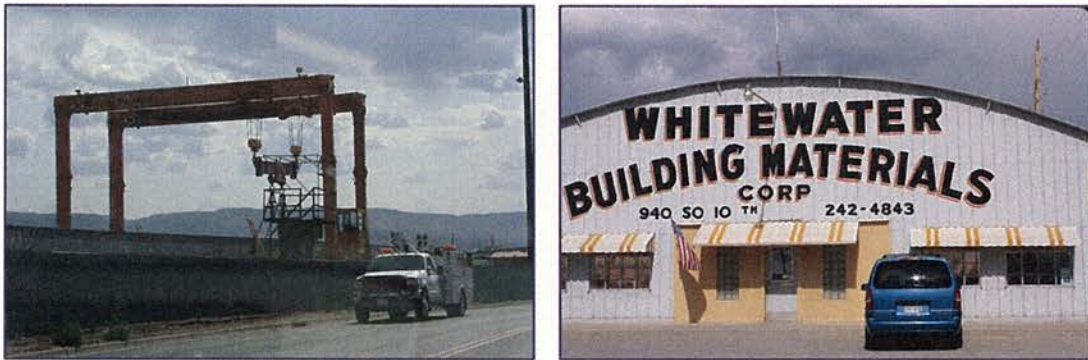


Existing Business on South 7th Street

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

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

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



Existing Heavy Industrial Uses

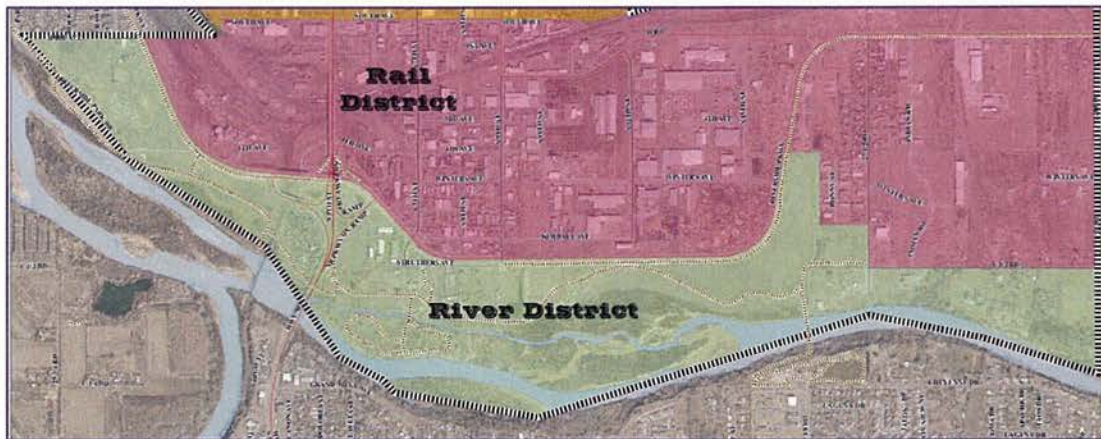
On the eastern side of the Rail District, much of the property is held in larger ownerships and is vacant or underutilized. There is also a small pocket of existing residential use along 27-1/2 Road just south of the Riverside Parkway but which have been zoned for future commercial/industrial uses for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

C. River District

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

Colonias Park site, the Botanical Gardens property, the Jarvis property, some remnants of land that were acquired for construction of the Parkway and State Parks properties on the east end of the District.

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



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

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



Botanical Gardens

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

The proximity of the area to Orchard Mesa influences the plan both physically and visually. There are also recreation and open space uses



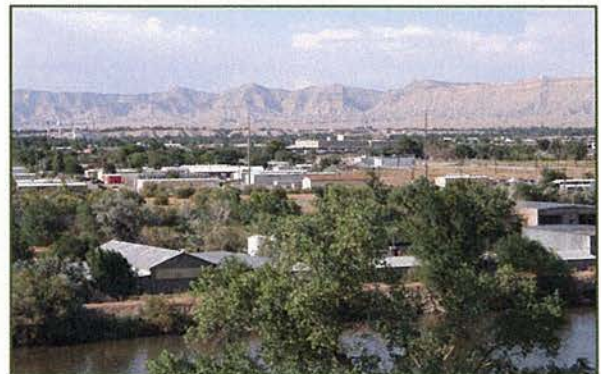
within and nearby – Eagle Rim Park on Orchard Mesa and the Botanical Gardens along the Colorado River. The Greater Downtown Plan addresses how these spaces should be connected, enhanced and integrated into redevelopment of the area.

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

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

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

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



Views of the Rail and River District from Eagle Rim Park

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

5. GREATER DOWNTOWN GOALS AND POLICIES

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

In addition to these meetings, two public open houses were held (December 2011 and February 2012) and questionnaires and information were available on the City's web site for several weeks to invite similar input from other property owners, tenants and citizens at large. Participants were asked to evaluate

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

A. Area-Wide Goals and Policies

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

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

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

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

Goal 2: Establish and improve entry points into the Greater Downtown area (refer to the Wayfinding and Signage Map in Section 6.F.).

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

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

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

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

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

Policy 4a: Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area.

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

B. Downtown District Goals and Policies

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

Policy 1a: Define subareas and corridor areas for groupings of land uses that are complimentary to the rest of the Greater Downtown area.

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

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

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

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

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

Policy 1g: Study alternatives for 4th and 5th Streets including returning these streets to the 2-way grid system between Ute Avenue and North Avenue.

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

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

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

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

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

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

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

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

Goal 4: Stabilize and enhance the Residential Subareas.

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

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

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

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

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

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

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

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

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

C. Rail District Goals and Policies

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

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

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

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

Policy 2b: Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.

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

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

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

Policy 4a: The City will implement the Grand Valley Circulation Plan in the Rail District, including construction of new streets as development occurs in the Industrial and Commercial/Industrial areas.

D. River District Goals and Policies

Goal 1: Create/maintain/enhance a green waterfront

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

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

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

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

Goal 3: Create/enhance redevelopment opportunities and partnerships

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

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

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

6. IMPLEMENTATION STRATEGIES

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

A. Downtown District Future Land Use and Zoning

Future Land Use. The Downtown District is formulated around seven general land use designations: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use, Residential Medium High Density, Residential Medium Density and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan and are illustrated in Figure 1. A more detailed description of the land use designations may be found in the Comprehensive Plan. The Blended Land Use Map that is included in the Comprehensive Plan and allows for increases in residential density in compatible areas does not apply to properties within the Downtown District. This is

due to the strong public sentiment in the Downtown District residential neighborhoods that the existing historic character of the single family development be protected.

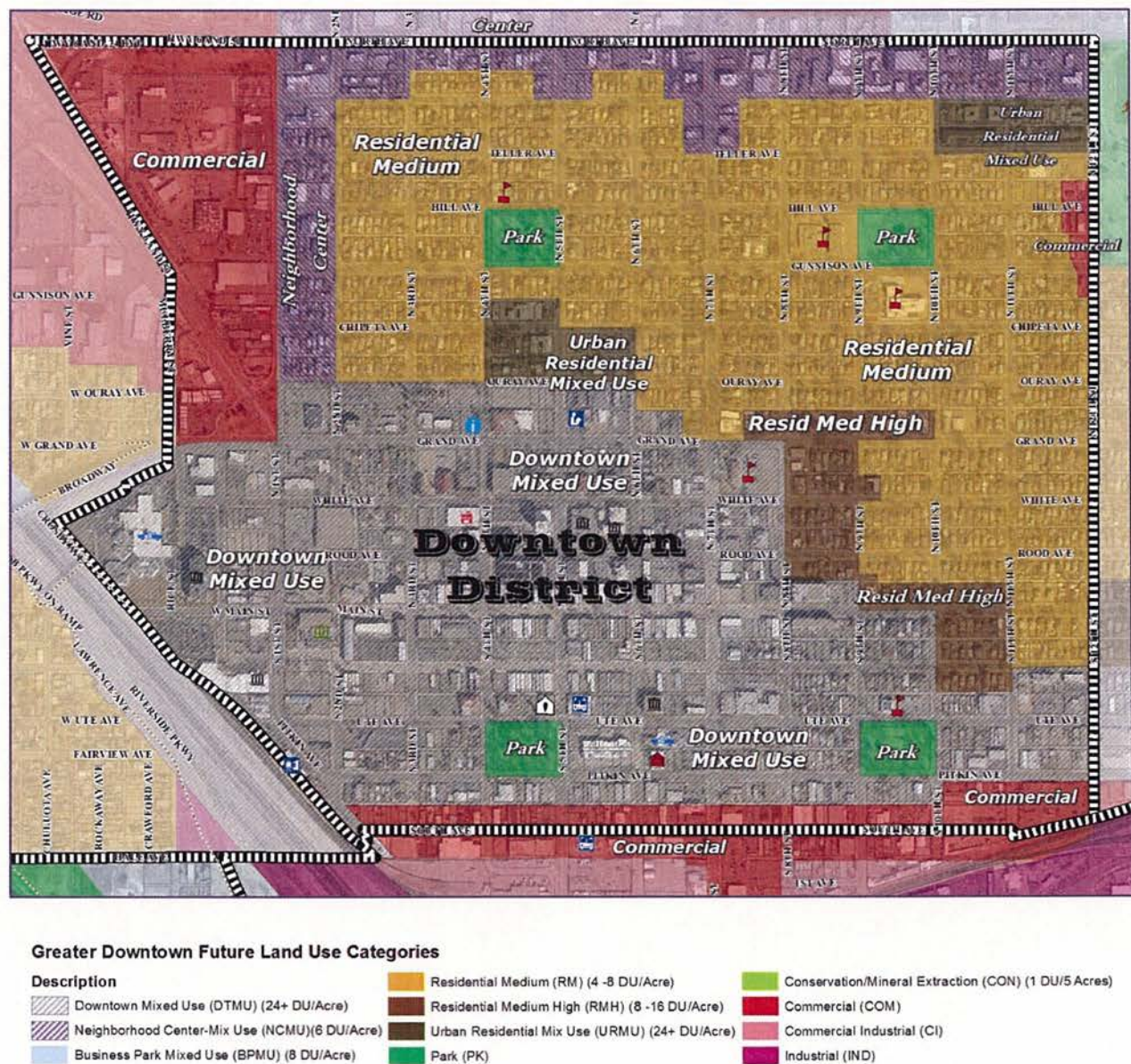
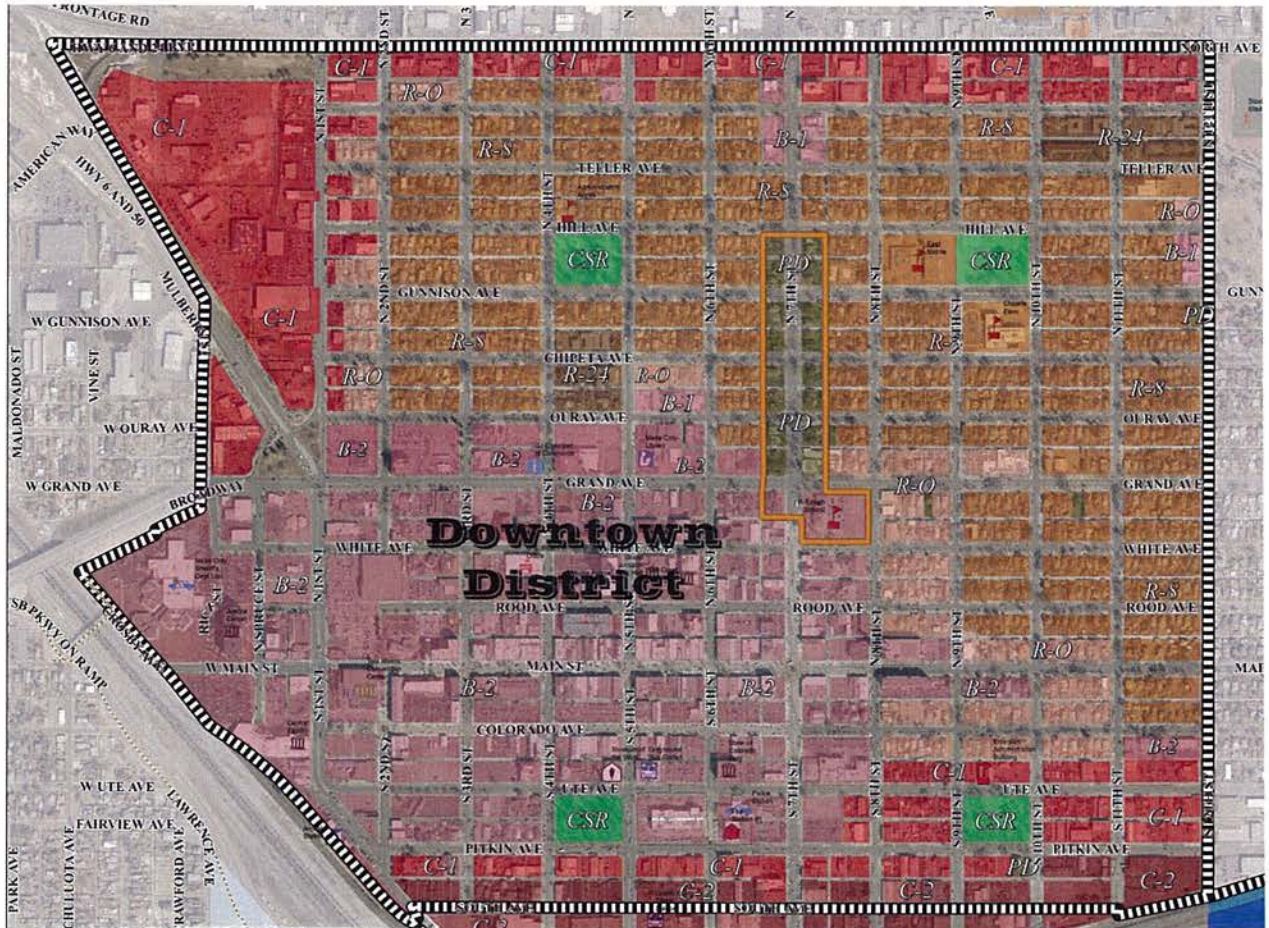


Figure 1 Downtown District Future Land Use Plan

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



Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 2 Downtown District Zoning Map

B. Rail District Future Land Use and Zoning

Future Land Use. The Rail District is shown in Figure 3 and is formulated around five general land use designations: Business Park Mixed Use, Commercial, Commercial Industrial, Industrial and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.

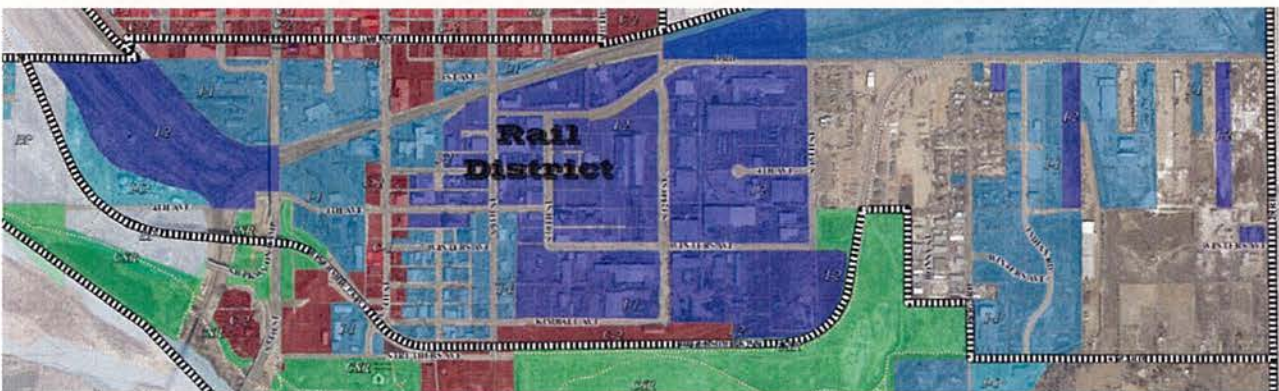


Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4-8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8-16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

Figure 3 Rail District Future Land Use Plan

Zoning. Proposed zoning within the Rail District is shown in Figure 4 and includes the Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), Light Industrial, and General Industrial (I-2) zone districts. The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Rail District may be found in the Zoning and Development Code.



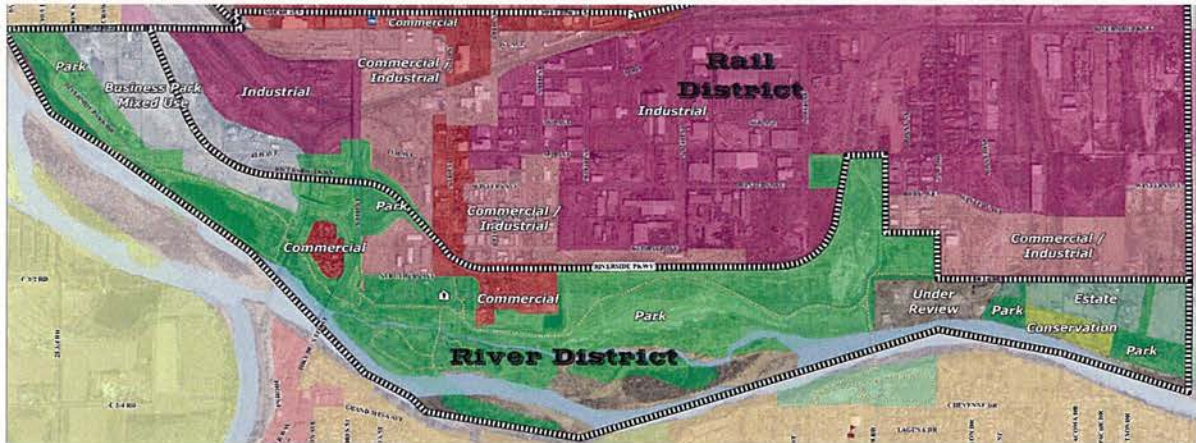
Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning in Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 4 Rail District Zoning Map

C. River District Future Land Use and Zoning

Future Land Use. The River District as shown in Figure 5 is formulated around six general land use designations: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.

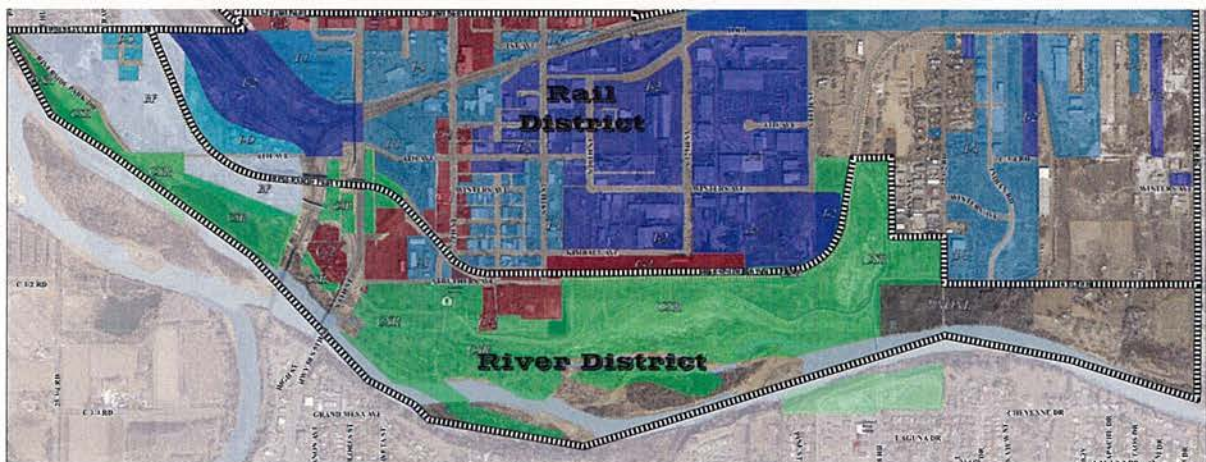


Greater Downtown Future Land Use Categories

Description	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Park (PK)	Industrial (IND)

Figure 5 River District Future Land Use Plan

Zoning. Proposed zoning within the River District is shown in Figure 6 and includes the following zone districts: Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), and Light Industrial (I-1). The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the River District may be found in the Zoning and Development Code.



Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Figure 6 River District Zoning Map

Greater Downtown Plan

D. Development Standards

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

E. Conceptual Plan for Traffic Circulation in Greater Downtown

The Grand Valley Circulation Plan adopted by the City of Grand Junction and Mesa County serves as the traffic circulation plan for the Greater Downtown area. The following conceptual plan for traffic circulation in Greater Downtown describes the policies for streets and corridors in the Greater Downtown, depicts preferred conceptual designs and proposes additional unclassified streets which support those policies. This conceptual plan for circulation does not modify the Grand Valley Circulation Plan, but provides preferred concepts and designs for future consideration and development of public rights-of-way.

Policies:

- a. Conduct a more detailed traffic analysis of the area to determine needed intersection control, street cross-sections, pedestrian and vehicle facilities, additional streets and access control, and amend the Grand Valley Circulation Plan accordingly.
- b. Continue the review process for the Grand Valley Trails Plan to determine needed pedestrian and bicycle transportation facilities such as trails, pedestrian paths and bike lanes, and amend the Grand Valley Trails Plan accordingly.

In the Grand Valley Circulation Plan, urban streets are classified according to their function in the transportation network. The two components of function of the Grand Valley Circulation Plan are (1) to provide access to properties and (2) to carry traffic safely and efficiently from point to point. In order to preserve safety and capacity and to enhance the quality of living, these two components should be inversely related, such that busier streets have limited access (resulting in more efficient flow) and quieter streets provide access to properties.

Major Street Corridors. The components of the major street system are identified on the Grand Valley Circulation Plan. These corridors primarily function as carriers of traffic from point to point. The conceptual circulation plan in the Greater Downtown Plan includes proposed unclassified roadways shown in yellow on Appendix C.

As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS). The conceptual circulation plan in the Greater Downtown Plan provides preferred alternatives for specific design and layout of certain streets, corridors and intersections in the planning area. For example, in commercially-zoned areas, the Commercial Street cross-sections of TEDS will apply, but modifications *may* be made according to the conceptual circulation plan illustrated and described here (street cross-sections, illustrations and text).

- **North Avenue** – Arterial Street. A potential layout for North Avenue between 1st and 12th Streets was adopted with the North Avenue West Corridor Plan. The layout is incorporated into the Greater Downtown Plan as depicted in Figure 7.

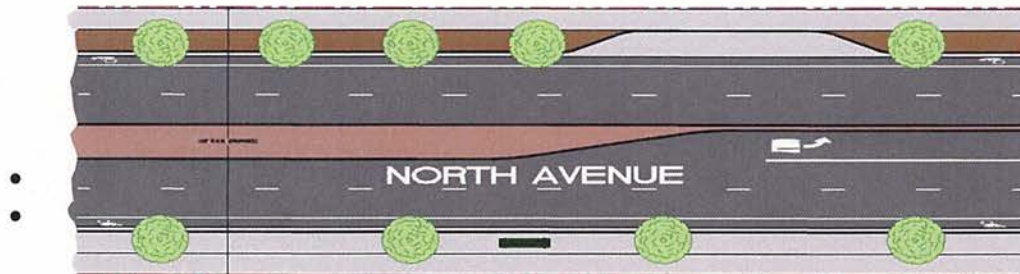


Figure 7 North Avenue Cross-Section

- **Grand Avenue** – Arterial Street. While Grand Avenue is an established street with improved streetscape elements the length of the segment within Greater Downtown (1st to 12th Streets), there could be improvements made in some blocks that would enhance traffic flow, pedestrian safety and visual aesthetics. A typical, potential median improvement to Grand Avenue is shown in Figure 8. The segment of Grand Avenue between 1st Street and 7th Street also has the potential to be used as a “sharrow”. A sharrow is marked as in Figure 9 so that the travel lane may be used by both bicycle and vehicular traffic.

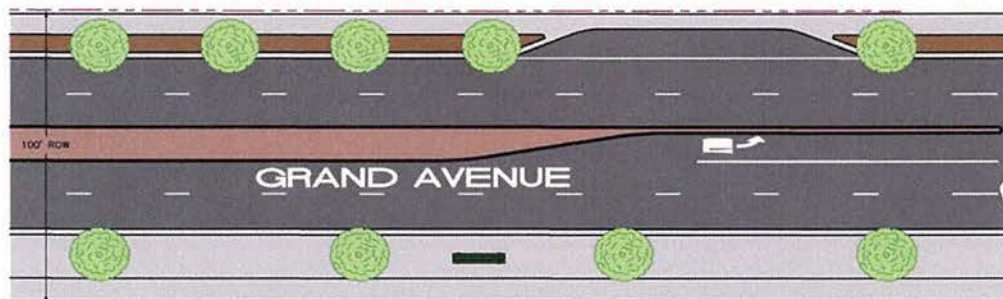


Figure 8 Grand Avenue Cross-Section



Figure 9 Example of a Sharrow

- **North 1st Street** – Arterial Street. The segment of North 1st Street from Grand Avenue to North Avenue is deficient in street design and pedestrian amenities. The Greater Downtown Plan envisions eventual redevelopment of this street to improve safety, drainage, pedestrian circulation, access and improve on-street parking. A potential layout is shown in Figure 10.

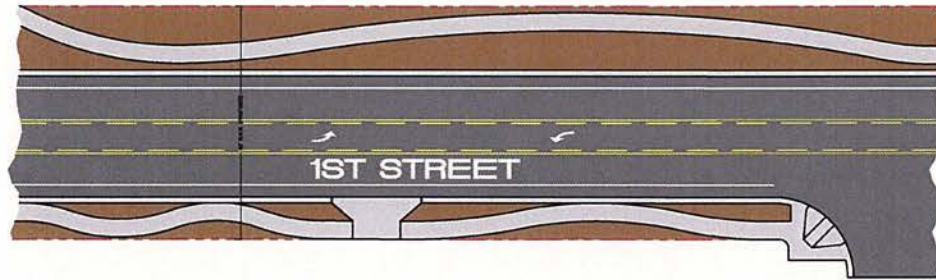


Figure 10 1st Street Cross-Section

- **1st Street and Grand Avenue Intersection** – The Colorado Department of Transportation (CDOT) completed an Environmental Assessment for the I-70B/6 & 50 corridor which recognized circulation needs at the 1st and Grand intersection. A potential design is shown in Figure 11. This design is incorporated into the Greater Downtown Plan as are any potential improvements CDOT may include in this project on 1st Street from Grand Avenue to Pitkin Avenue.



Figure 11 Proposed Design 1st Street and Grand Avenue

- **7th Street and Grand Avenue Intersection** – A design for a roundabout was included with the plans for 7th Street improvements that were completed in 2007-2008. The roundabout was not constructed at that time, but the intersection still warrants vehicular and pedestrian improvements. The plan as originally proposed is shown in Figure 12.

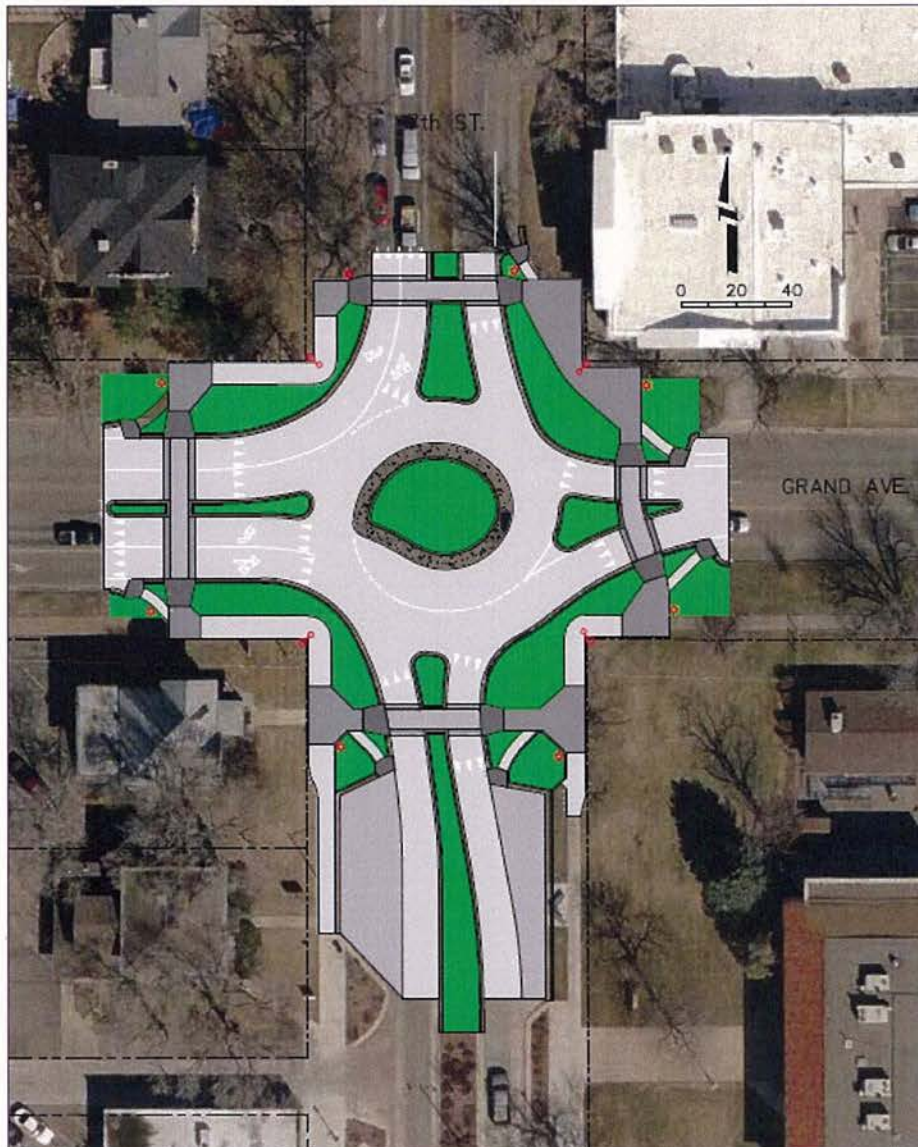


Figure 12 Proposed Design 7th Street and Grand Avenue

- **West Main Street and Spruce Street Intersection** – Vehicular and pedestrian traffic has increased on the West Main Street corridor due to activity at the County Justice Center and the Mesa County Central Services building. To ease traffic flow through the area and improve pedestrian safety, this potential project for a roundabout at Spruce and West Main Streets was originally conceived during the visioning of Main Street in 2008 (Figure 13). The roundabout would serve as a visual anchor to the west end of Main Street just as the one at 7th Street serves the east end. The roundabout would also allow for a circulator bus to serve the Main Street corridor from Spruce Street to 7th Street.

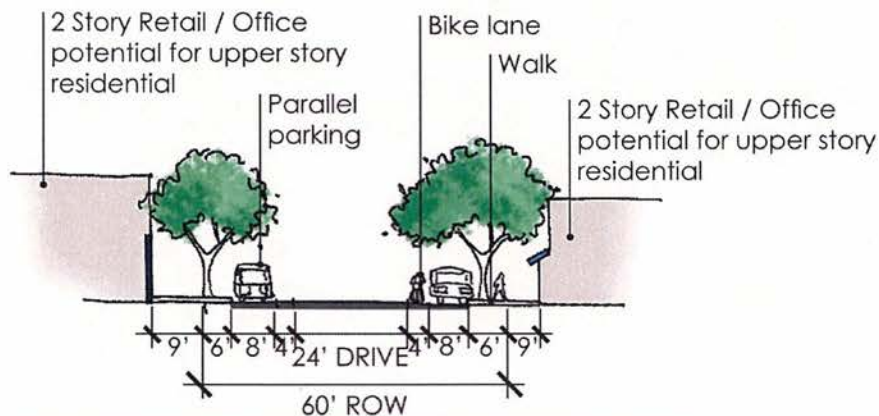


Figure 13 Proposed Design West main Street and Spruce Street

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

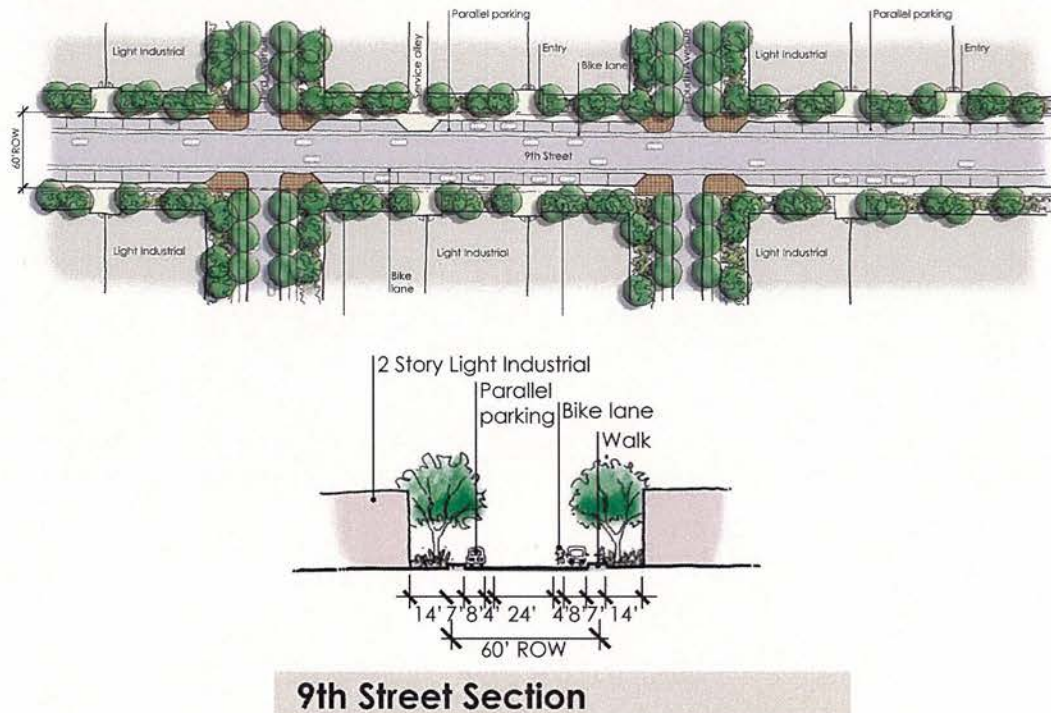


- South 7th Street** – Suggest 2 lanes; bike lanes; on-street parking both sides; detached walks with landscaping. The streetscape plan for South 7th Street should be enhanced with a similar design as was constructed on 7th Street south of Grand Avenue. Generally, the design would continue the 7th Street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



7th Street Section

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



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



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

Local Streets. The components of the local street system are identified on the Grand Valley Circulation Plan. The primary function of the local street network is to provide access to and connections among individual parcels and subdivisions, provide a safe network for movement of pedestrians and bicycles, and serve short length trips to and from collector and higher order streets. Trip lengths on local streets should be short with a lower volume of traffic moving at slower speeds. As properties develop and redevelop within the greater downtown area, the Grand Valley Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS).

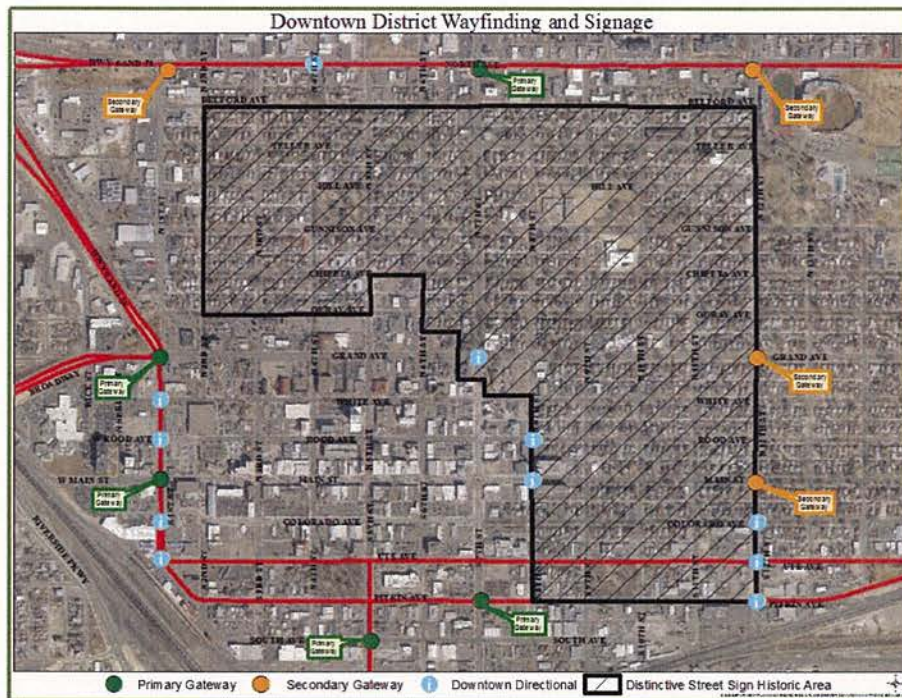
Trails. The Grand Valley Trails Plan shows the location of future bicycle facilities, trails and pedestrian paths. As development or redevelopment occurs, trails, paths, bike lanes and pedestrian facilities will be constructed in accordance with the adopted Grand Valley Trails Plan. Also the City may construct these facilities using Transportation Capacity Payments (TCP) funds as part of one or more capital improvement project(s). The Grand Valley Trails Plan is currently undergoing review by the City of Grand Junction and Mesa County. The conceptual circulation plan of the Greater Downtown Plan includes, in Appendix C, the a preferred alternative for trails, paths, bike lanes and pedestrian facilities in the Greater Downtown planning area. The preferred alternative shown comes from a 2012 draft of proposed amendments to the Grand Valley Trails Plan, and it includes the following:

- Extension of Riverfront Trail from Las Colonias Park east to 28 Road (and beyond).
- Bike routes (signs but no separate lane) on Grand Avenue from 7th Street east and 28 Road between the Riverside Parkway and C ½ Road.
- Sharrow bike routes (bikes share slightly wider lane with cars as depicted in Figure 9) on Grand Avenue between 1st and 7th Streets.

Riverside Parkway Pedestrian Overpass. This conceptual circulation plan envisions one or more pedestrian overpasses from the commercial areas of the Rail District to the riverfront areas and Las Colonias Park. Activities and uses in the future park, types of development along the north side of the Parkway will determine where such facilities may be needed. An overpass on the western end in the vicinity of 7th or 9th Streets could also serve as an entrance feature to the neighborhood as further discussed in Section F.

Public Transportation. Grand Valley Transit (GVT) presently serves the Downtown District but does not provide service in the Rail and River Districts. Future transit needs within the Rail and River Districts should be monitored as development or redevelopment occurs in these areas and as Las Colonias Park sees more activity.

F. Entryways and Signage



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

Downtown District Entryways and Signage

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

- 7th Street and North Avenue
- 1st Street and Grand Avenue
- 1st Street and Main Street
- 5th Street and South Avenue
- 7th Street and Pitkin Avenue

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

Rail and River District Entryways

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

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

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

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

G. Economic Redevelopment

Downtown District Economic Redevelopment

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

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

- **The Downtown District is one submarket that competes with other submarkets in Grand Junction.** The downtown environment, while presenting tremendous opportunity for investment in a setting uniquely positioned to offer both heart and history, carries with it certain limitations, particularly for land-intensive non-destination-oriented land uses. Several market sectors, however, not only survive, but also thrive in a downtown setting. Recognize the obstacles

associated with downtown development and encourage regulatory and financial solutions including public subsidies and creative financing mechanisms.

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

Rail and River District Economic Redevelopment

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

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

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

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

H. Greater Downtown Area Parks

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

1. Hawthorne Park – 400 Gunnison Avenue

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



2. Washington Park – 10th Street and Gunnison Avenue

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

3. Whitman Park – 5th Street and Pitkin Avenue

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

4. Emerson Park – 9th Street and Pitkin Avenue

- Restroom scheduled for replacement in 2013
- Playground area for ages 2-5 is good
- Playground for ages 5-15 scheduled for replacement in 5 to 7 years
- Playground surfacing replaced in 2012
- Development of a new master plan for the park recommended (see potential concepts below)

Potential Concepts for Whitman and Emerson Parks

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

5. Las Colonias Park – Struthers Avenue and 7th Street

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



I. City-Owned Jarvis Property

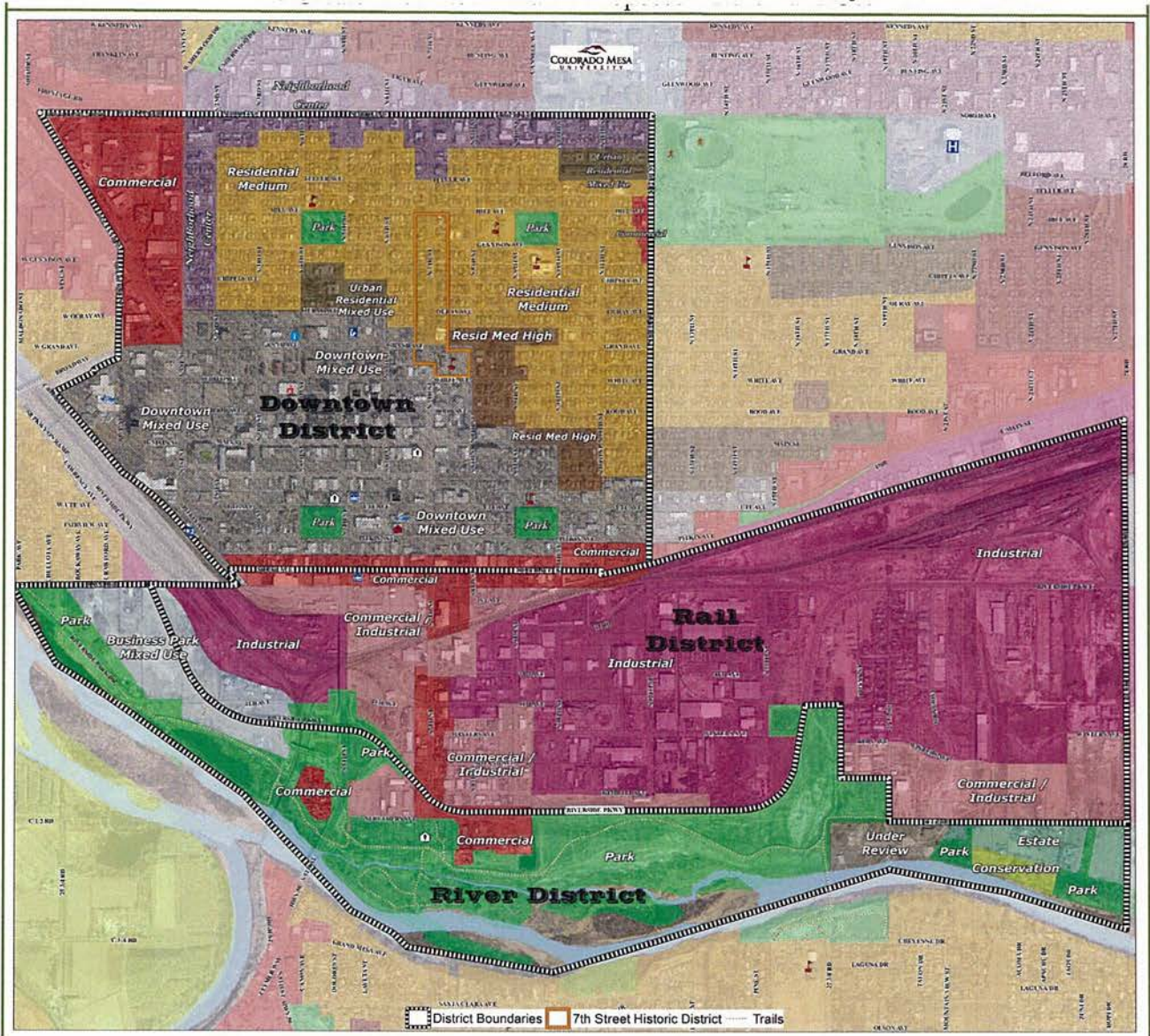
The City completed an initial planning analysis for the City-owned property on the west side of 5th Street between the Colorado River and the Riverside Parkway known as the Jarvis Property. The property is constrained by natural features and the encroachment of the Parkway, but does have approximately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

The initial study was to chart a direction for revitalization of the property. It summarized the key assets, identified some important issues and potential impediments to development, analyzed current market conditions and outlined a concept for organizing potential development of the property. The property and potential project are viewed as a unique opportunity for the City to chart the future of a rare property type, a place where it may be possible to provide a mix of uses, including residences, along the bank of the Colorado River. The major opportunities and constraints identified for potential development of the Jarvis Property were to: continue the riverfront greenway through the property, restore habitat, relocate the high voltage power facilities that run through the site, and provide flood protection for the property.

APPENDICES

- A. Future Land Use Map
- B. Zoning Map
- C. Conceptual Plans for Traffic Circulation and Trails
- D. Development Concepts

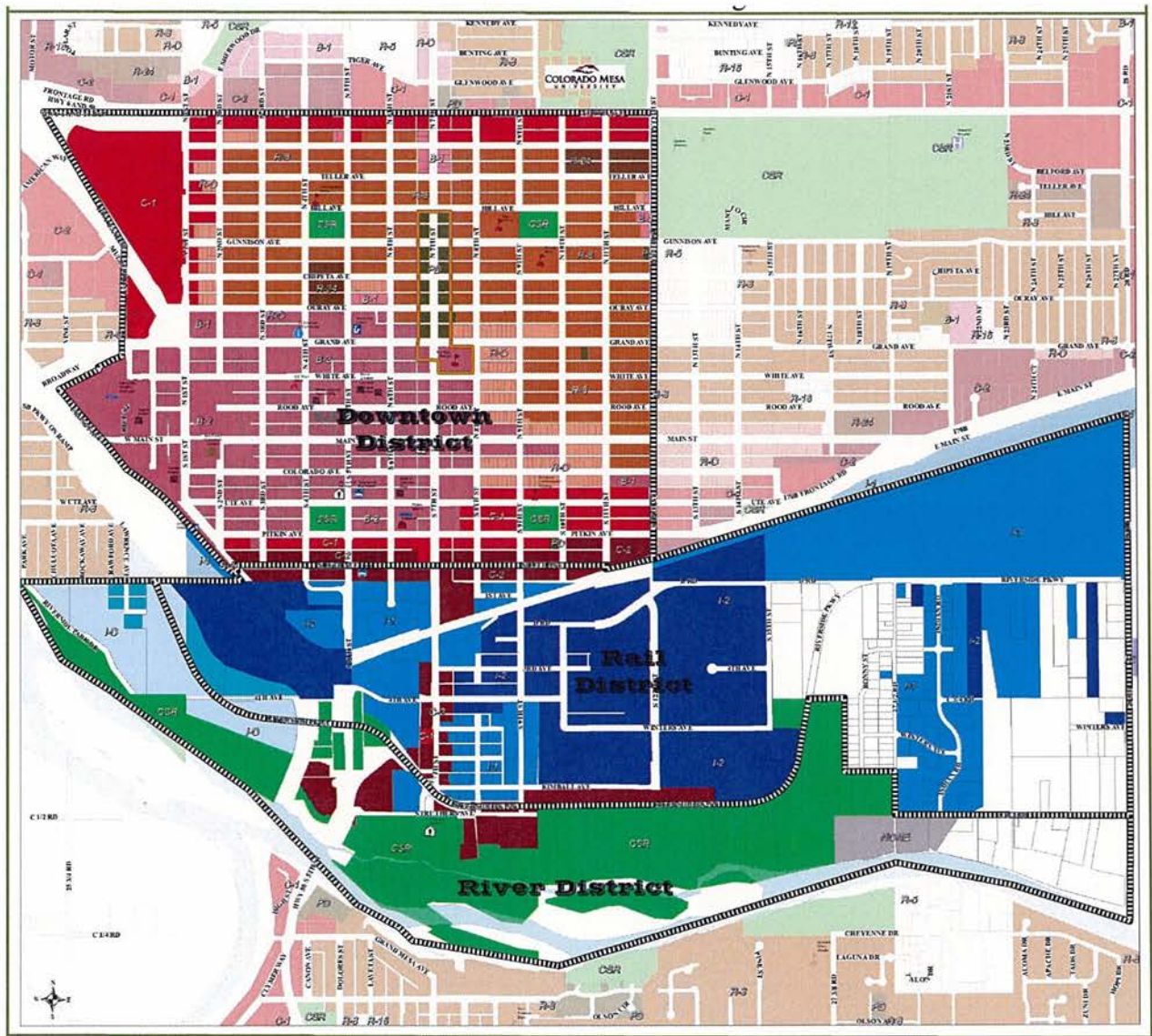
Appendix A – Future Land Use Map



Greater Downtown Future Land Use Categories

Description	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Park (PK)	Industrial (IND)

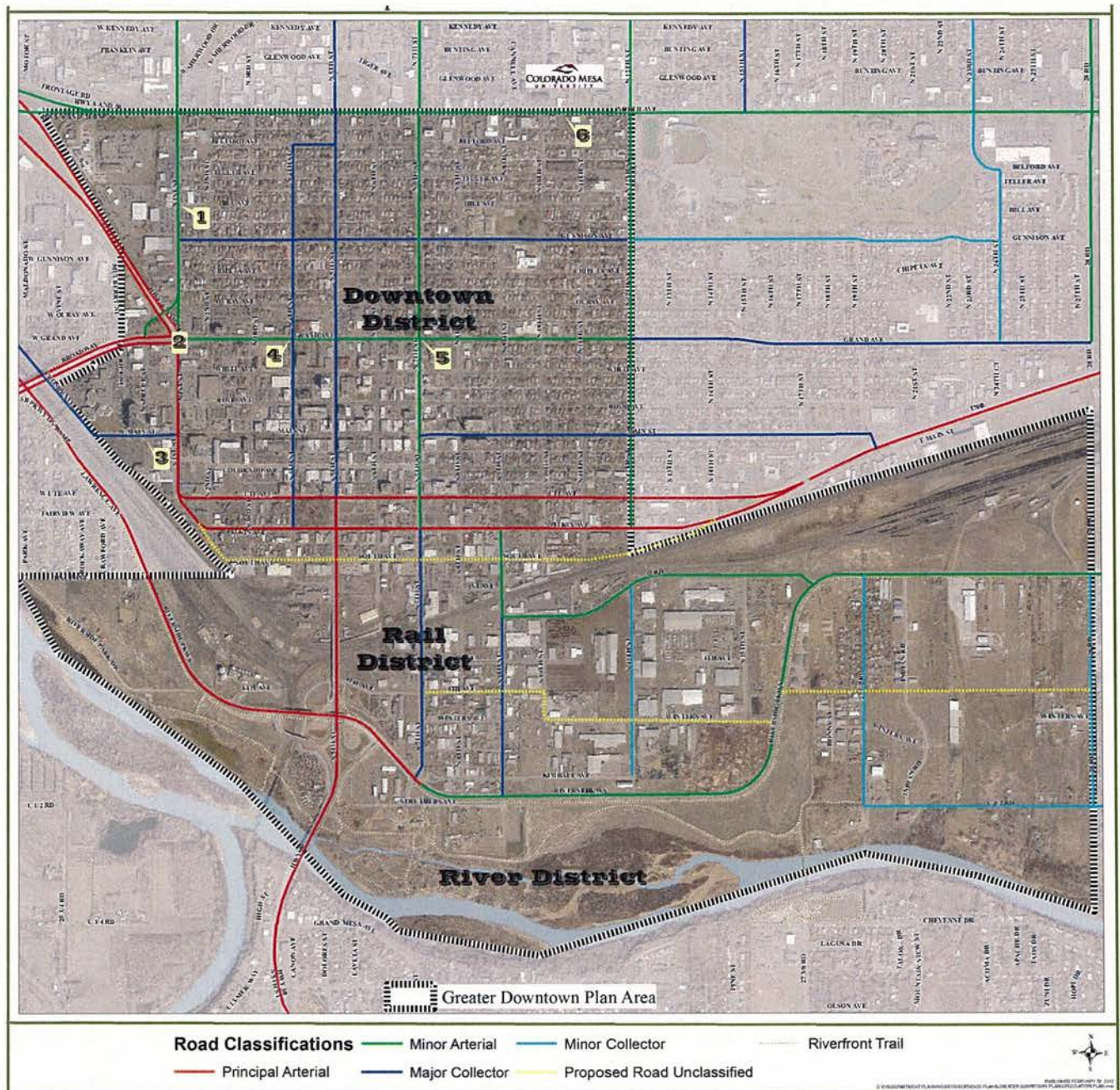
Appendix B – Zoning Map



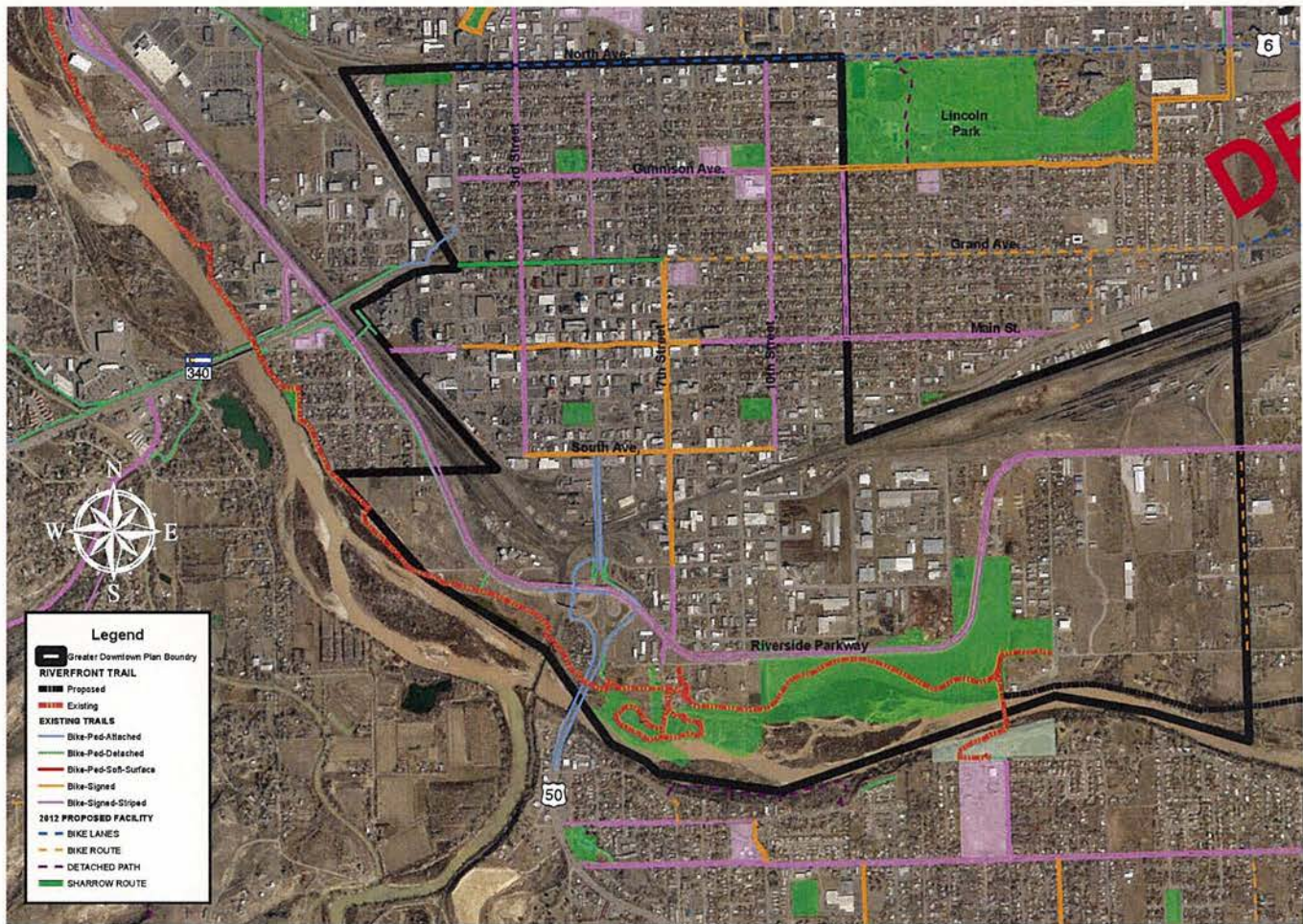
Greater Downtown Zoning Categories

R-8 (5.5-8 units/acre)	R-O (Residential Office)	BP (Business Park)	I-O (Industrial Office Park)	CSR (Community Services & Rec.)
R-24 (16-24 units/acre)	B-1 (Neighborhood Business)	C-1 (Light Commercial)	I-1 (Light Industrial)	NONE (Zoning In Process)
PD (Planned Development)	B-2 (Downtown Business)	C-2 (General Commercial)	I-2 (General Industrial)	

Appendix C – Conceptual Plans for Traffic Circulation and Trails

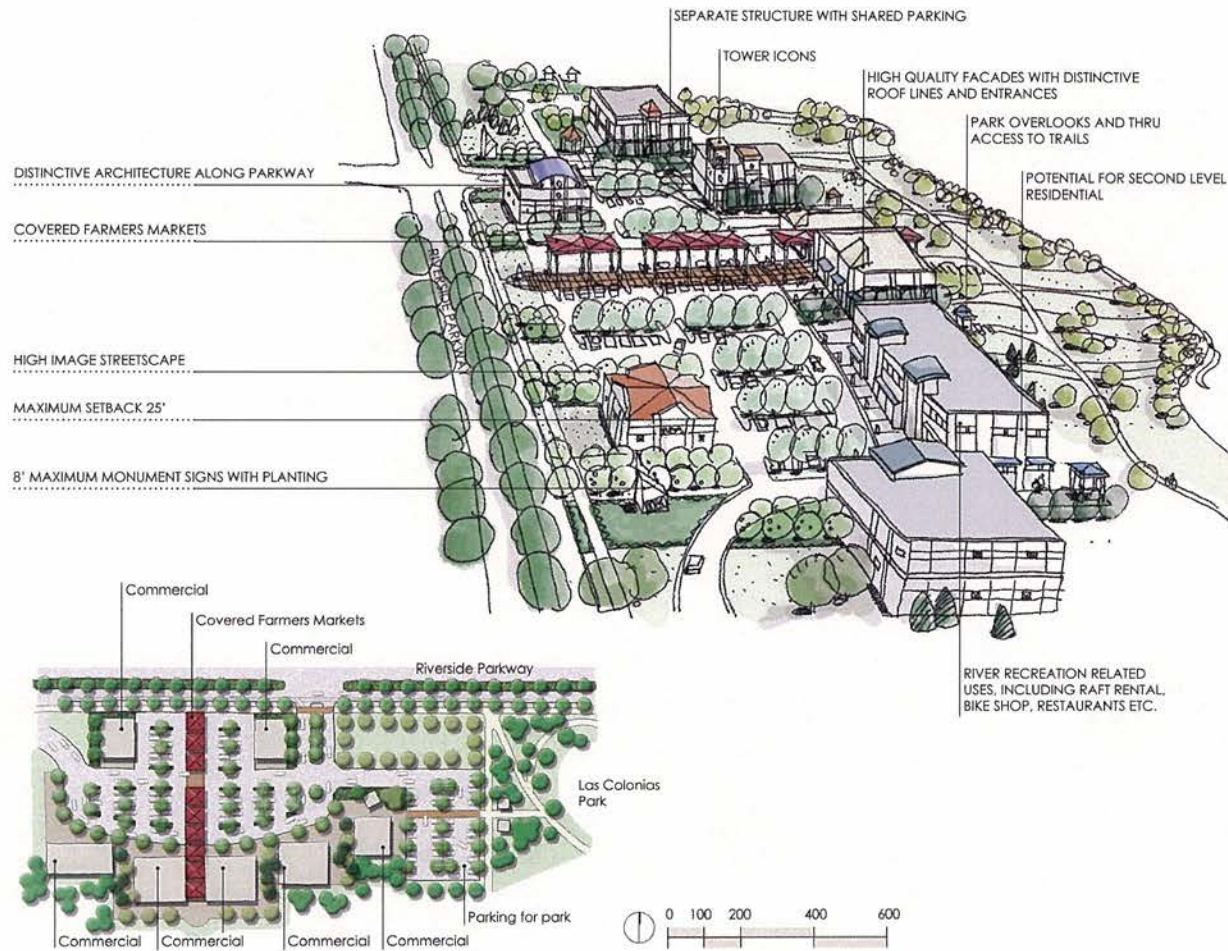


Conceptual Traffic Circulation Plan

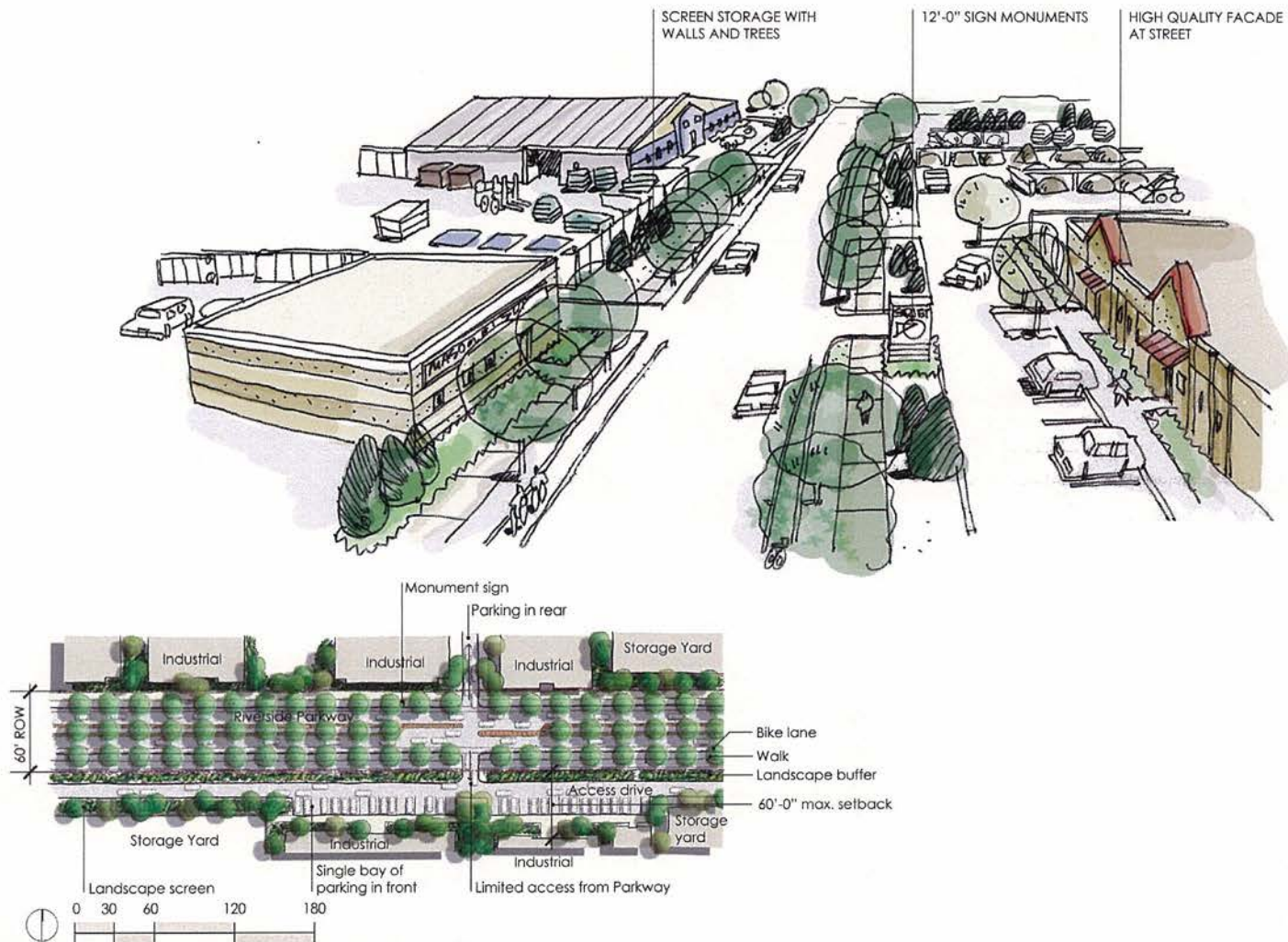


Conceptual Trails Plan

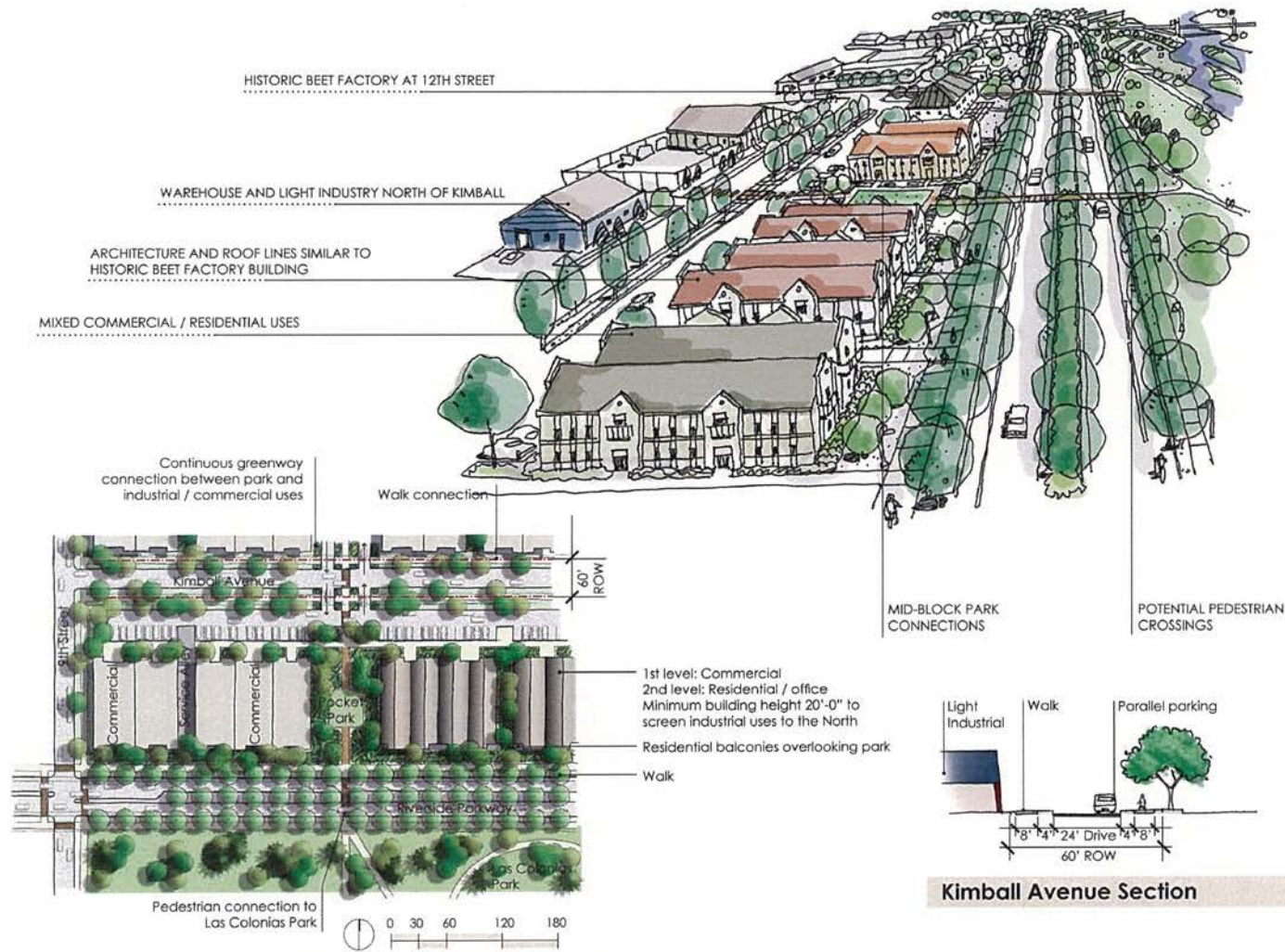
Appendix D – Development Concepts



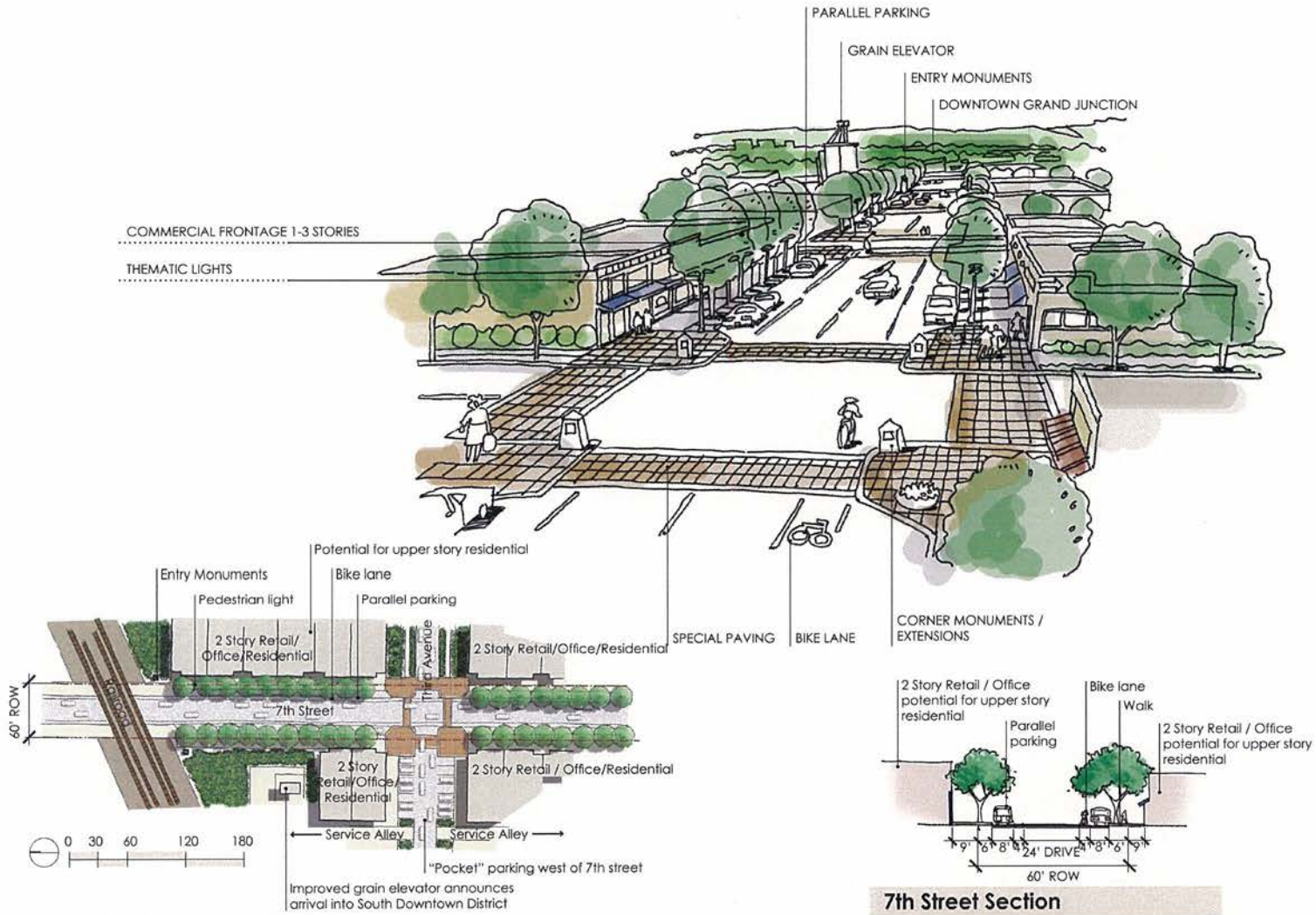
7th and Struthers Redevelopment



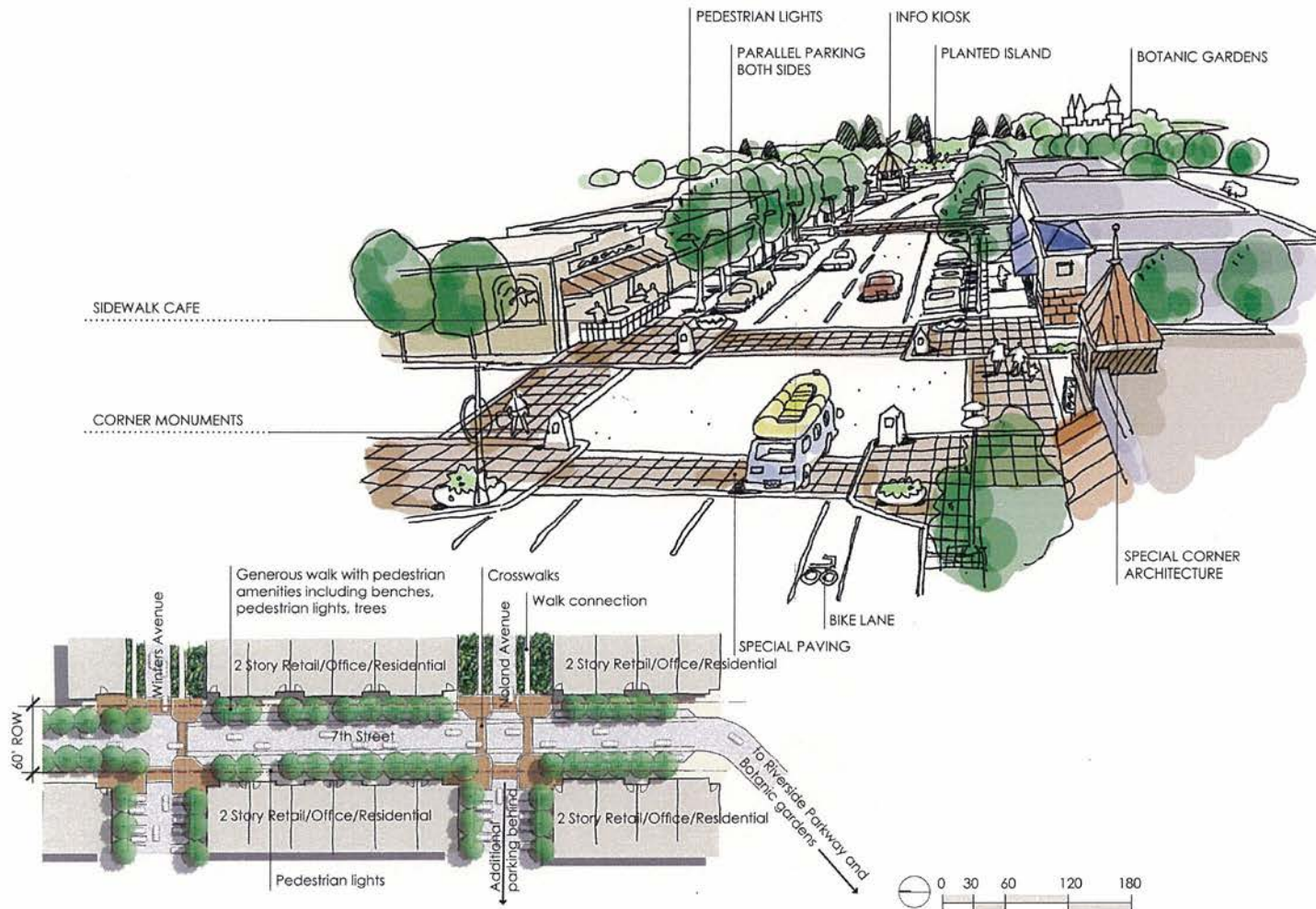
Riverside Parkway Between 27 1/2 and 28 Road



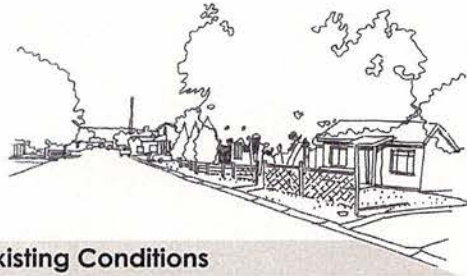
Riverside Parkway Between 5th Street East and 12th Street



7th Street Looking North



7th Street Looking South



Existing Conditions

FRONT YARD PATIO

TREE LAWN

NO PARKING ON SOUTH SIDE

GARDEN GATES

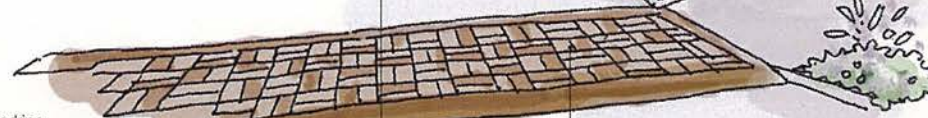
NEW BUILDING OF COMPATIBLE STYLE AND SCALE

IRON FENCE

6'-0" GARDEN STRIP

NEW SIDEWALK, CURB AND GUTTER

REHABILITATE EXISTING STRUCTURES



ON STREET PARKING NORTH SIDE

RAISED BRICK CROSSWALK WITH CORNER PLANTING



Noland Avenue

EXHIBIT B: Amendment to the text of the Comprehensive Plan

Existing Text:

Downtown Mixed Use (DMU)

Density: 24+ du/acre

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

Applicable Zones

R-16

R-24

B-2

C-1

MXR – 3, 5, 8

MXG – 3, 5, 8

MXS – 3, 5, 8



Comprehensive Plan
Grand Junction



33

Proposed Text:

Applicable Zones

R-16

R-24

RO

B-2

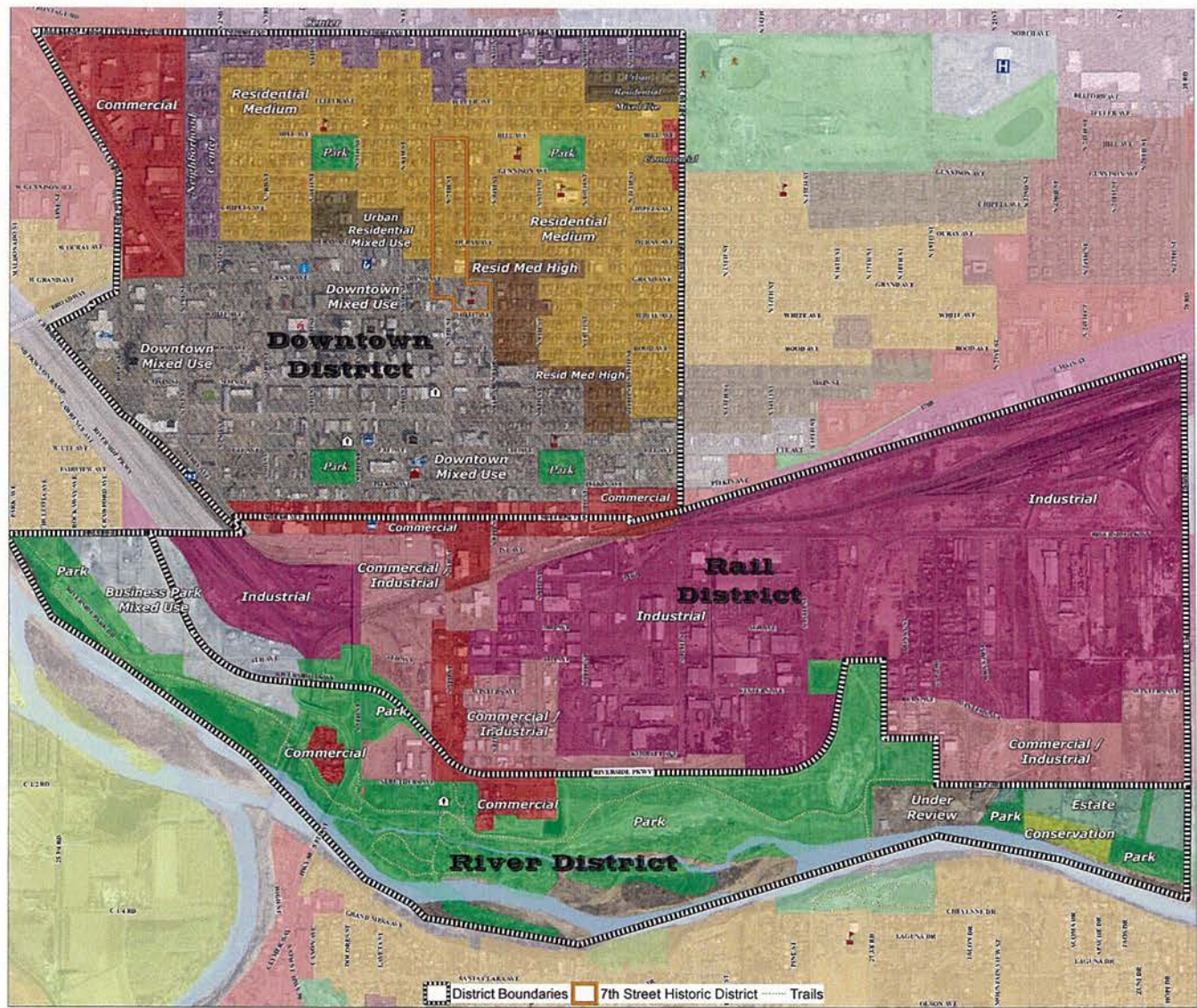
C-1

MXR – 3,5,8

MXG – 3,5,8

MXS – 3,5,8

EXHIBIT C – GREATER DOWNTOWN PLAN FUTURE LAND USE MAP



Greater Downtown Future Land Use Categories

 Neighborhood Center (NCMU)
 Business Park Mixed Use
 Industrial (IND)
 Residential Med High (RMH)
 Park (PK)
 Urban Residential Mixed Use (URMU)

 Downtown Mixed Use
 Commercial (COM)
 Commercial Industrial (CI)
 Residential High Mixed Use or Resid. Med High
 Conservation (CON)

FILED JANUARY 16
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20535



GRAND JUNCTION PLANNING COMMISSION
September 24, 2024, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:32 p.m. by Chairman Teske.

Those present were Planning Commissioners; Keith Ehlers, Kim Herek, Shanon Secrest, Ken Scissors, Orin Zyvan, and Sandra Weckerly.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Manager), Tim Lehrbach (Senior Planner), and Jacob Kaplan (Planning Technician).

There were 0 members of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. Approval of Minutes

Minutes of Previous Meeting(s) from September 10, 2024.

Commissioner Scissors moved to approve the consent agenda.

Commissioner Secrest seconded; motion passed 7-0.

REGULAR AGENDA

1. Plan Amendments

CPA-2024-559/ZCA-2024-560/TEDS-M-2024-561

Consider a Request by the City of Grand Junction to Approve Amendments to Title 31 One Grand Junction Comprehensive Plan, Title 22 H Road/Northwest Area Plan and Title 29 Transportation Engineering Design Standards in the Grand Junction Municipal Code, and to Repeal the H Road/Northwest Area Plan, North Avenue Corridor Plan, North Avenue West Corridor Plan, and Greater Downtown Plan.

Staff Presentation

Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff

There were no questions for staff.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, September 17, 2024, via www.GJSpeaks.org.

There were no public comments.

The public comment period was closed at 6:00 p.m. on September 24, 2024.

The public hearing was closed a 6:00 p.m. on September 24, 2024.

Discussion

Commissioner Ehlers reiterated that these plan amendments were just to clean up existing plans and did not impact property owner's ability to develop their properties.

Commissioner Zyvan commended the staff's efforts toward implementing and simplifying the Comprehensive Plan.

Motion and Vote

Commissioner Zyvan made the following motion "Mr. Chairman, on the request to amend Title 22 H Road/Northwest Area Plan, Title 29 *Transportation Engineering Design Standards*, and Title 31 the *One Grand Junction Comprehensive Plan* and to retire the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan*, and *Greater Downtown Plan*, City file number CPA-2024-559, ZCA-2024-560, and TEDS-M-2024-561, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

OTHER BUSINESS

Staff reminded the commission that the next Planning Commission workshop on October 3 has been cancelled.

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 6-0.

The meeting adjourned at 6:04.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY RELOCATING MAPS, POLICIES, AND/OR INFORMATION FROM THE *H ROAD/NORTHWEST AREA PLAN*, *NORTH AVENUE CORRIDOR PLAN*, *NORTH AVENUE WEST CORRIDOR PLAN*, AND THE *GREATER DOWNTOWN PLAN* TO THE *COMPREHENSIVE PLAN*, TITLE 31 OF THE *GRAND JUNCTION MUNICIPAL CODE (GJMC)*

**AND TO REPEAL PORTIONS OF GJMC TITLE 22 THE *H ROAD/NORTHWEST AREA PLAN*, RESOLUTION NO. 58-07, AND TO AMEND THE TITLE OF GJMC TITLE 22 AS THE
H ROAD/NORTHWEST AREA OVERLAY AND AMEND CHAPTER 22.12**

AND REPEALING GJMC TITLE 32 NORTH AVENUE CORRIDOR PLAN (RESOLUTION NO. 174-07), GJMC TITLE 32 NORTH AVENUE WEST CORRIDOR PLAN (ORDINANCE NO. 4486), AND GJMC TITLE 36 GREATER DOWNTOWN PLAN (ORDINANCE NO. 4571)

AND AMENDING THE TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL (ORDINANCE NO. 5185)

RECITALS:

On April 18, 2007, the Grand Junction City Council adopted Resolution 58-07. That Resolution approved the *H Road/Northwest Area Plan* and adopted the plan as part of the *Grand Junction Growth Plan*. It was later incorporated into the 2010 *Grand Junction Comprehensive Plan* and then into the 2020 *One Grand Junction Comprehensive Plan*. The Plan included the policies and performance standards of an overlay district that were stated in the plan and incorporated by reference as if fully set forth, by Ordinance No. 4066 adopted April 18, 2007.

On December 3, 2007, the Grand Junction City Council adopted Resolution 174-07. That Resolution approved the *North Avenue Corridor Plan* and adopted the plan as part of the *Grand Junction Growth Plan*. It was later incorporated into the 2010 *Grand Junction Comprehensive Plan* and then into the 2020 *One Grand Junction Comprehensive Plan*.

On November 2, 2011, the Grand Junction City Council adopted Ordinance 4486. That Ordinance approved the *North Avenue West Corridor Plan* and adopted the plan as part of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

On March 20, 2013, the Grand Junction City Council adopted Ordinance 4571. That Ordinance approved the *Greater Downtown Plan* and adopted the plan as part of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

On December 6, 2023, the Grand Junction City Council adopted Ordinance 5185. That Ordinance repealed and replaced the 2010 *Transportation Engineering Design Standards (TEDS)* manual with the 2023 *Transportation Engineering Design Standards (TEDS)* manual for use in the City's Urban Development Boundary.

On December 16, 2020, the Grand Junction City Council adopted Ordinance 4971. That Ordinance approved the 2020 *One Grand Junction Comprehensive Plan (Comprehensive Plan)*. By and with Ordinance 4971 the City council specified that the *Comprehensive Plan* "will control when area plans, adopted prior to the Comprehensive Plan, are inconsistent with the Comprehensive Plan (e.g., the 2007 H Road Northwest Area Plan, 2007 North Avenue Corridor Plan, 2011 North Avenue West Corridor Plan and 2013 Greater Downtown Plan)." Because the *Comprehensive Plan* is intended to serve as a guide to public and private growth decisions through the year 2040 and provide direction to achieve the City's vision of its future, and because the *Comprehensive Plan* is shaped by the community's values, ideals, and aspirations about the management of the community's resources, it is proper that it should fully reflect and define the community's view of its future. The *Comprehensive Plan* includes Plan Principles, states goals and strategies, and maps intended uses, boundaries, opportunities, and constraints to help the community implement and achieve the desired future.

Furthermore, the *Comprehensive Plan* contemplates and provides that the existing corridor and area plans are elements of the *Comprehensive Plan* and are reviewed with the *Comprehensive Plan* for vision and policy direction for development within the Urban Development Boundary (UDB) planning area.

Also, the *Comprehensive Plan* provides that corridor and area plans are to be reviewed and updated to ensure that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and promote more opportunity for additional neighborhoods.

In 2023, the City began the review process of the subarea plans and is preparing amendments for adoption in 2024. During this second update, the 2007 *H Road/Northwest Plan* has been reviewed, and it has been determined that it may be retired except for Chapter 22.12, which implements the Overlay zone adopted by Ordinance 4066, and with the following elements from that plan retained and relocated within the *Comprehensive Plan*.

1. Incorporating narrative summary language regarding circulation, access, streetscape and signage development into the Industrial Areas section found in Chapter 4.

2. Adding the study area boundary to the Industrial Area-Specific Policies map in in Chapter 4.

The 2007 *North Avenue Corridor Plan*, 2011 *North Avenue West Corridor Plan* and 2013 *Greater Downtown Plan* have been reviewed, and it has been determined that they may be retired as elements of the *Comprehensive Plan* with the following elements from those plans retained and relocated within the *Comprehensive Plan*.

1. Incorporating narrative summary language regarding mix and relationship of uses, circulation, access, building form and character, parking and services, streetscape, and signage development for the North Avenue Corridor into the Commercial Areas section found in Chapter 4.
2. Adding the North Avenue Corridor study area boundary to the Commercial Area-Specific Policies map in Chapter 4.
3. Modifying a reference in Chapter 2, Plan Principle 4, Strategy, Mix of Uses from “Greater Downtown Plan” to “Greater Downtown Overlay”.
4. Adding the Greater Downtown Overlay study area boundary to the Downtown and University Districts map found in Chapter 2 and amending the “Rail District” boundary to conform to the adopted boundary in the Greater Downtown Overlay District.
5. Attaching the Greater Downtown Maps into Appendix B following the Neighborhood Planning Area Map.

As a result, it is necessary that Appendix B: Technical Maps be updated to maintain and preserve these elements from the retired corridor and area plans to remain a part of the *Comprehensive Plan*.

With the repeal of the specified corridor and area plans, it is further necessary to retain and incorporate the following elements from the *North Avenue West Corridor Plan* within the *Transportation Engineering Design Standards (TEDS)* manual.

1. Add the North Avenue cross-section after the G Road cross-section in the Appendix.

Additional amendments will occur throughout the *Comprehensive Plan* to indicate where necessary to clarify that the corridor and area plans have been repealed.

After due consideration, the Planning Commission and City staff recommend that the City Council amend the *One Grand Junction Comprehensive Plan* to relocate, summarize, and clarify elements of the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan* and *Greater Downtown Plan*, within the *Comprehensive Plan* and retire the plans by repealing Resolution 58-07, Resolution 174-07, Ordinance 4486, and Ordinance 4571.

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

In consideration of and with the adoption of the foregoing Recitals the following amendments are made to the *Comprehensive Plan* (with additions underlined and deletions appearing with strikethroughs):

GJMC TITLE 31, *Comprehensive Plan* of the City of Grand Junction, Colorado is hereby amended as follows:

Chapter 31.04.010

Exhibit A-1 attached hereto and incorporated herein including language of the plans a change of “Greater Downtown Plan” to “Greater Downtown Overlay” page 23.

Exhibit A-2 attached hereto and incorporated herein including language of the plans being repealed to Chapter 2 Plan Principle 5: Strong Neighborhoods and Housing Choices page 29.

Exhibit A-3 attached hereto and incorporated herein including additional language explaining the North Avenue Corridor under Commercial Areas after the section on Commercial Corridor page 69 and revising the map to add the North Avenue Overlay boundary page 70.

Exhibit A-4 attached hereto and incorporated herein including additional language explaining the H Road/Northwest area under Industrial Areas after the section on Rail page 75 and revising the map to add the H Road/Northwest Overlay boundary page 76.

Exhibit A-5 attached hereto and incorporated herein including language of the plans being repealed to Appendices, Appendix A pages 93 and 94.

Exhibit A-6 attached hereto and incorporated herein adding Downtown District Subareas Map and the Greater Downtown Overlay Corridors Map in Appendix B added after the “Neighborhood Planning Map” page 98. The Downtown District Subareas Map, page 99 and the Greater Downtown Overlay Corridors Map, page 100 are added as additional Technical Maps.

With the relocation of information/policies/maps from the *H Road/Northwest Area Plan*, *North Avenue Corridor Plan*, *North Avenue West Corridor Plan* and *Greater Downtown Plan* to the Chapters referenced above, the remainder of the information and policies included within the plans are superfluous or have otherwise been superseded by the adoption of the 2020 *Comprehensive Plan* and amendments thereto such that the corridor and area plans are hereby repealed and no longer of effect.

1. Resolution No. 58-07 is hereby repealed – *H Road/Northwest Area Plan* is retired and removed as an element of the *Comprehensive Plan*.
2. Resolution No. 174-07, GJMC Title 32 is hereby repealed - the *North Avenue Corridor Plan* is retired and removed as an element of the *Comprehensive Plan*.

3. Ordinance No. 4486, GJMC Title 32 is hereby repealed - the *North Avenue West Corridor Plan* is retired and removed as an element of the *Comprehensive Plan*.
4. Ordinance No. 45-71, GJMC Title 36 is hereby repealed – the *Greater Downtown Plan* is retired and removed as an element of the *Comprehensive Plan*.

The Grand Junction Municipal Code shall be amended as follows:

- A. Amend *H Road/Northwest Area Plan* GJMC TITLE 22 Policies and Performance Standards Chapter 22.12 of the City of Grand Junction, Colorado to the H Road/Northwest Area Overlay is hereby repealed and replaced as follows:

Exhibit B-1 attached hereto and incorporated herein includes removing language superfluous to and superseded by and from the Plan Chapters 22.04 and 22.08 but preserving Chapter 22.12 Policies and Performance Standards that are adopted as part of the H Road/Northwest Area Overlay District within the H Road/Northwest Area zoning overlay district. Title 22 is renamed “H Road/Northwest Area Overlay.”

- B. GJMC TITLE 29, *Transportation Engineering Design Standards (TEDS)* manual of the City of Grand Junction, Colorado is hereby amended as follows:

Appendix

Exhibit C-1 attached hereto and incorporated herein includes adding the North Avenue cross section in the Appendix following the G Road cross section exhibit.

The full text of this Ordinance, including the amended One Grand Junction Comprehensive Plan, amended GJMC Title 22 and amended Transportation Engineering Design Standards (TEDS) Manual, as hereby adopted in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter and ordinances of the City.

INTRODUCED on first reading the ____ day of _____ 2024 and ordered published in pamphlet form.

ADOPTED on second reading the ____ day of _____ 2024 and ordered published in pamphlet form.

ATTEST:

Selestina Sandoval
City Clerk

Abram Herman
President of the City Council

DRAFT

Exhibit A-1

EXHIBIT A-1

How We Will Get There

1. Cultivate energetic and livable greater Downtown and university districts that balance the needs of residents, students, and visitors.

a. MIX OF USES. Support a diverse mix of land uses that is tailored to support the vision and unique focus for the University District and for each of the three subdistricts that comprise Downtown District: Downtown; the Rail District; and the River District. Land use in these three areas should develop consistent with the Greater Downtown Plan Overlay as may be amended, and all four following district areas consistent with the policies of this Comprehensive Plan. Key considerations for each of these areas include:

i. Downtown District: Main Street. Vibrancy and walkability are priorities for Main Street and nearby streets, including Colorado Avenue and 2nd Street. Zoning standards for Downtown are designed to bring buildings to the sidewalk and allow for taller, tightly arranged structures. Successful small businesses and a mix of uses connect directly to achieving these goals.

ii. Downtown District: Historic Residential Core.

Protecting the long-standing residential areas from nonresidential intrusion. Infill in these areas should be pursued when design and intensity are compatible with the existing residential fabric, such as accessory dwelling units.

iii. Rail District. Freight infrastructure and existing stock of industrial buildings make the Rail District a critical hub for industry and employment. The area provides an essential linkage from Downtown to the river and should provide a mix of uses, including residential uses. All uses should be planned in ways that will protect existing and future nonresidential development, especially those uses with access and need of rail spurs.

iv. River District. Much of this area is slated for mixed use development with an abundance of open space amenities and direct access to the Colorado River. Additional destination-oriented amenities should be developed along the riverfront with a focus on how the natural riverine environment interacts with the built environment. The Riverside neighborhood located on the north end of the district should be planned to retain its historic character, which includes a mix of uses such as home businesses, grocery, retail, and institutional uses. Tailor the River District to a more urban neighborhood context that contributes to the enjoyment and quality of life of residents and visitors.

v. University District. This area should provide abundant housing options for students and employees of the University and should be encouraged to grow to meet the commercial and services needs of both residents and students. Colorado Mesa University anchors this district.

b. VIBRANT TOGETHER. Support Downtown Grand Junction in efforts to implement their Plan of Development "Vibrant Together." This plan emphasizes the need for infill development, placemaking, and connectivity as key elements of a successful Downtown.

c. HOUSING OPTIONS. Encourage a variety of housing options at a range of price points to support a more diversified workforce and composition of residents in Downtown and University areas including professionals, service workers, entrepreneurs, students, and retirees, among others.

d. NEIGHBORHOOD SERVICES. Encourage neighborhood-serving retail such as grocers, pharmacies, childcare facilities, and other basic services as a key component of the overall mix of uses in Downtown and University districts.

e. RECREATION. Support the continued enhancement and expansion of recreational amenities that celebrate the River District's riverfront setting and centralized location within the region.

f. ARTS AND CULTURE. Strengthen Downtown's role as the region's center for culture and arts by enhancing and promoting arts, music, culture, heritage, and historic preservation.

g. RAILROAD QUIET ZONES. Study and consider establishing a Quiet Zone at public streets in areas where residential or businesses experience significant disruption or quality of life is diminished by frequent train horn use.

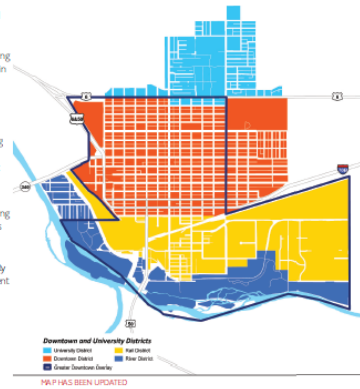


Exhibit A-2

EXHIBIT A-2

4. *Promote the integration of transportation mode choices into existing and new neighborhoods.*

a. NEIGHBORHOOD

CONNECTIONS. Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens, and other gathering spaces to provide opportunities for interaction and strengthen a sense of community.

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.

c. MISSING LINKS.

Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.

d. INFRASTRUCTURE IMPROVEMENTS.

Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

5. *Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.*

a. NEIGHBORHOOD

PARTNERSHIPS. Foster partnerships with Neighborhood Associations to identify specific needs, develop and implement programs/projects, identify infrastructure deficiencies, and otherwise assist in building capacity in individual neighborhoods.

b. CONNECTEDNESS.

Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors, especially those that are underserved or identify as minorities.

c. INNOVATIVE DESIGN.

Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2013)** (repealed by Ordinance _____, 2024) includes three subdistricts: Downtown, Fall, 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.

The **Orchard Mesa Neighborhood Plan (2014)** (repealed by Ordinance 5227, August 2024) 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.

The **Pear Park Neighborhood Plan (2004)** (repealed by Ordinance 5227, August 2024) 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.

The **Redlands Neighborhood Plan (2002)** (repealed by Ordinance 5227, August 2024) the Redlands Neighborhood 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.

The **North Avenue Corridor Plan (2007, 2011)** (repealed by Ordinance _____, 2024) 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, and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

The **H Road/Northwest Area Plan (2006)** (repealed by Ordinance _____, 2024) addresses the development of a 250-acre area around the 21 1/4 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.

The **Horizon Drive District (2020)** incorporated consistent standards for the Horizon Drive Business Improvement District area. These standards include achieving high quality development and distinctive character for the

Exhibit A-3

EXHIBIT A-3



North Avenue Corridor

North Avenue is a corridor for people and places, a crossroads of Grand Junction, a corridor to the future. A place where business, education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities.

Mix and Relationship of Uses

Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor by creating pockets of redevelopment that will stimulate further improvements. The North Avenue corridor must be redeveloped to provide a sustainable and future success for the area from 28th Road to just east of 29th Road is envisioned. This can create a gateway for the 28th Road intersection that blends into a regional retail area to anchor the east end of the corridor.

Previous visioning and planning for the North Avenue Corridor identified three subdistricts within the 4-mile corridor. These subdistricts include a student and entertainment district, a university in Colorado Mesa University, where student housing, office buildings, and the opportunity for a quality hotel to serve the area would enhance and revitalize the corridor. An area where similar housing is located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to

serve the hospital and surrounding neighborhood, is envisioned for the area between 28th Street and 28th Road. A multi-family and attached residential district connecting neighborhoods to the north with potential office space to the south is identified for the corridor between 28th Road and 28th Road. A mixed-use area with residential over retail incorporated with the governmental functions and potential public space for the area from 28th Road to just east of 29th Road is envisioned. This can create a gateway for the 28th Road intersection that blends into a regional retail area to anchor the east end of the corridor.

Circulation and Access

Reducing the quantity of curb cuts along North Avenue enhances the overall traffic safety and character of the corridor and improves vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses and where multiple access points are not needed. Consolidated curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk. It results in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site. Each new development project should provide connectivity to the pedestrian network.

Building Form and Character

Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of the street edge. Building construction and building signage located directly on the face of the building identifies businesses in these buildings along North Avenue. Front door access to retail/commercial uses should be provided with additional access from the interior side, providing easy access from nearby parking areas. Other improvements include eye easers such as stairs, corridors, or pocket parks which create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses. These improvements along with building adjacent to the street define curb cut entrances and relocate parking to areas to the side and behind buildings. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.

Parking and Services

Streetscape elements should include pedestrian signage, benches, and street trees. A high priority should be placed on the undergrounding of utilities, redefining signage, sidewalk connectivity, and other improvements that enhance the streetscape functionality and safety.

Streetscape and Signage

There are many tools that can be used in design of a streetscape that improve the look, functionality and safety of a corridor along with establishing a sense of place that brings people back. The creation of a unified street edge along North Avenue improves the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian lighting, trees, benches and other amenities creates a pedestrian environment and encourages walking and riding a bicycle. Improvements along with redefining curb cut entrances with monument signs can reduce the visual clutter of the pole-mounted signs and provide an opportunity for street trees and can be seen by pedestrians and passing traffic.

One Grand Junction Comprehensive Plan - City of Grand Junction

Area Specific Policies - 69

EXHIBIT A-3 MAP HAS BEEN UPDATED

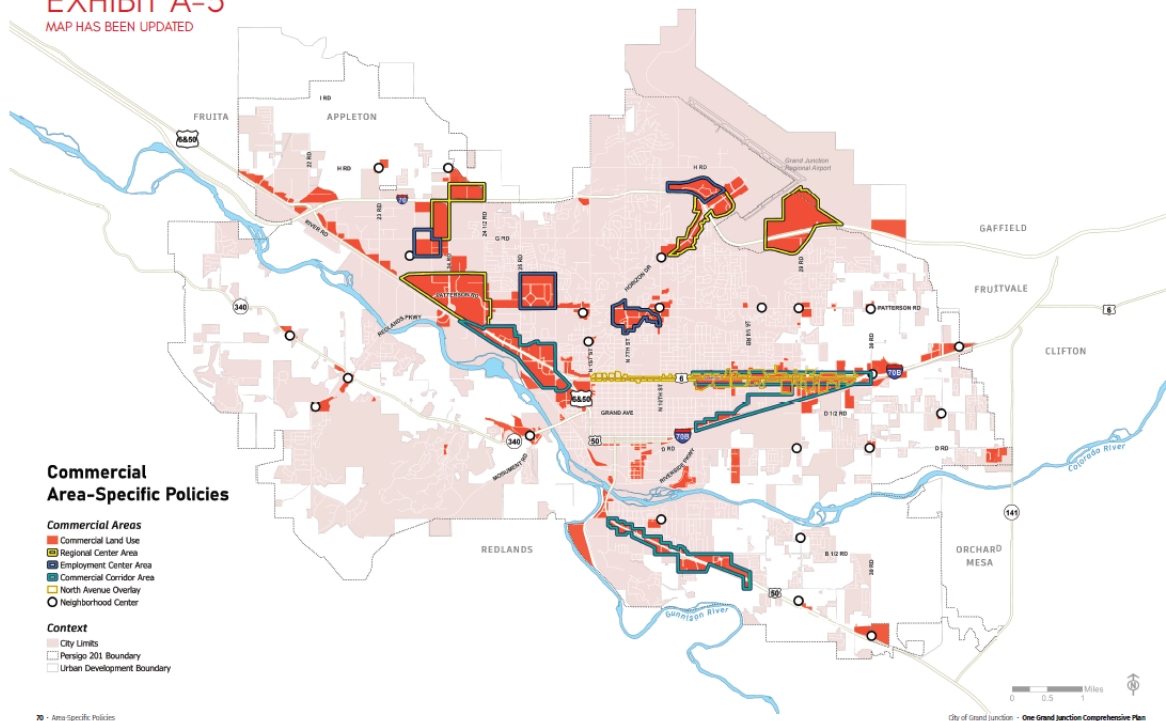


Exhibit A-4



Industrial Areas

Industrial Areas are a critical component to the city's economy. Industrial Areas within Grand Junction, located generally along the railroad alignment or near the airport, account for most of Mesa County's total industrial space. The City should continue to promote opportunities for reinvestment and new development within designated Industrial Areas. Industrial areas are located to capitalize on existing transportation and shipping infrastructure.

Airport Industrial

Airport Industrial Areas support a mix of small and large footprint warehouse/flex space, manufacturing and assembly facilities, logistics, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan, including airport critical zones and aviation areas. The area also supports uses that are oriented toward aviation, unmanned aerial systems, aerospace industries, and logistics-related transportation and services. Uses are compatible with or not detrimental to the continued viability of airport operations.

Mix and Relationship of Uses

Airport Industrial areas support a mix of small and large footprint warehouse/flex space, manufacturing and assembly facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan.

Circulation and Access

Circulation and access within Airport Industrial Areas should be designed to accommodate truck traffic. Truck traffic should utilize designated haul routes in the city. Transit routes and bus stops should be considered in appropriate areas for transportation to and from the Airport as well as to uses with high employment density.

Building Form and Character

Buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Buildings should be organized to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings should be incorporated to the extent practical.

Rail

The Rail Industrial area provides for industrial activities but differs from other industrial areas in that they have proximate access to, if not direct access to, rail lines and spurs.

Mix and Relationship of Uses

Rail areas support a mix of employment uses including large- and small-scale manufacturing, processing, wholesaling, office and flex space as well as warehouse/flex space. Other uses include research facilities, incubators, logistics, and smaller ancillary and supporting industrial, commercial, and office uses especially those that may need the use of rail lines or rail spurs.

More intensive uses, whether from density or intensity, hours of operation, loading and storage, noise, or odor should not compromise uses in adjacent areas, especially those within the 7th and 8th street corridors as well as commercial uses abutting or near the Riverside Parkway.

Circulation and Access

Circulation and access within the Rail Areas should be consistent with any adopted Sub-Area Plan and be designed to accommodate truck traffic and access to rail and rail spurs. Direct heavy truck traffic to designated truck routes. Transit routes and bus stops should be considered if a Rail area has high employment density.

Building Form and Character

Industrial and manufacturing buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Organize buildings to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings to the extent practical.



H Road / Northwest Area

The H Road/ Northwest Subarea is adjacent to residential land uses to the east of 24th Street and the north of H Road. The built environment and impacts industrial land uses can have on adjacent residential land uses can include negative impacts to residential living. Various mitigation and performance standards can provide relief for area residents from some of these impacts.

Circulation and Access

Limiting truck traffic away from residential areas is desired.

Streetscape and Signage

There are many tools that can be used in design of a streetscape that improve the look of a corridor, along with establishing the mitigation of noise, outdoor operations, and other impacts from industrial uses that affect nearby residential land uses. Performance standards can include such measures as the location of loading docks and fleet/warehouse parking, screening of outdoor storage and display, the location of trash dumpsters, the location of general parking areas, and architectural standards for building facades. Screening landscaping areas can provide additional buffering and screening. Limiting signage size and height can reduce the visual clutter.

One Grand Junction Comprehensive Plan - City of Grand Junction

Area Specific Policies - 35

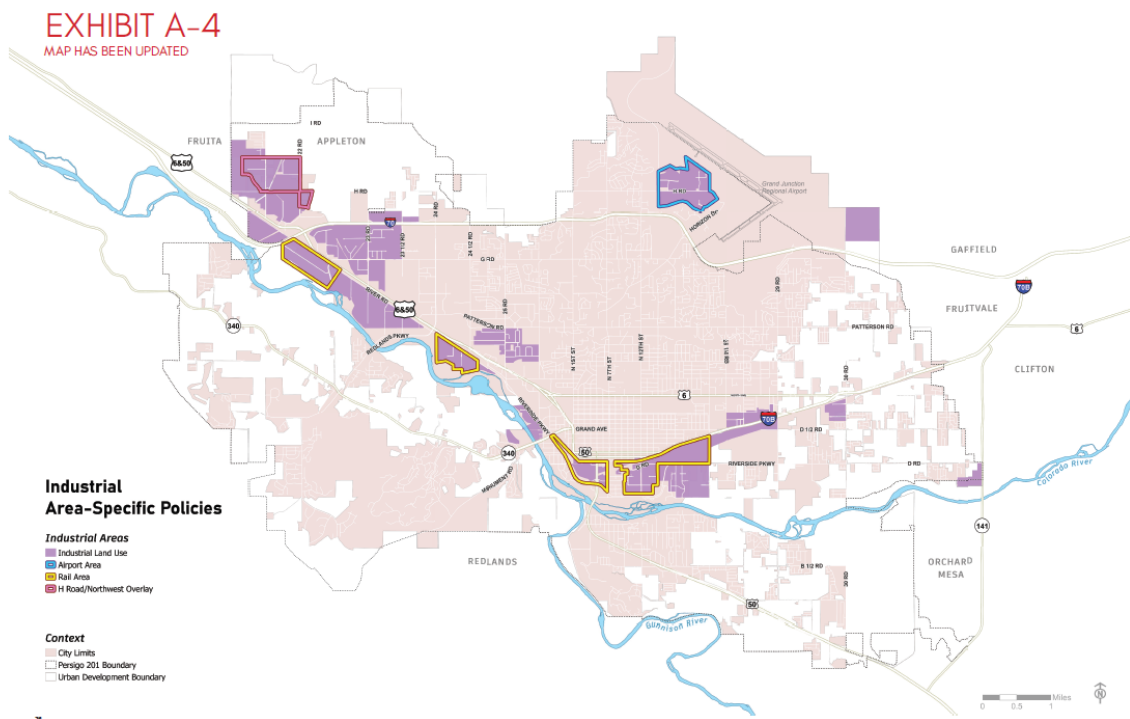


Exhibit A-5

EXHIBIT A-5

Appendix A: Issues and Opportunities Report

Issues and Opportunities Report

The Issues and Opportunities Report (IOR) provided a snapshot of existing conditions in Grand Junction in 2019 at the outset of the planning process. It established an understanding of the current characteristics, challenges, and aspirations of the City and its residents. The IOR presented existing conditions, and when relevant, identified issues and opportunities relating to the community outreach process; zoning and development controls; existing land use and development; community facilities and infrastructure; transportation and mobility; open space, and growth areas.

The report reviewed existing Grand Junction studies, plans, and reports to recognize the amount of time and resources invested in these plans and to discern the information that remains useful and relevant to the planning process. The IOR methodically examined existing conditions for purposes of explanation and interpretation. It laid the foundation for the vision, goals, and strategies within the One Grand Junction Comprehensive Plan by identifying issues to be addressed and opportunities that should be maximized. The IOR was an interim deliverable within the planning process, containing information and analysis conducted in the early steps of the process.

The IOR is available on the City's website at www.gjcity.org.

The IOR includes information about past planning efforts and adopted plans. A review of these adopted plans and policies was essential for understanding the community and areas of specific past planning efforts. A summary of these plans is included for ease of access and reference in this appendix.

2010 Comprehensive Plan

In 2010 the City of Grand Junction adopted the Comprehensive Plan to provide a basis for making decisions concerning the future growth and development in the community and surrounding planning areas; to coordinate and give direction to public and private development; and to protect the public interest. The Plan is founded on six Guiding Principles that influence all goals, policies, and recommendations. They are Concentrated Centers, Sustainable Growth Patterns, Housing Variety, A Grand Green System of Connected Recreational Opportunities, Balanced Transportation, and A Regional Center. To further implement the Guiding Principles, the plan includes 15 Key Concepts focusing on land use and development, growth, density concentration and transitioning, public facilities, parks and other open space amenities, water management, public transit, community character, and river access. The Comprehensive Plan also incorporated components of several subarea plans which are summarized in this section.

Many of the subareas represent more recent planning efforts which will be recognized and referenced in the One Grand Junction Comprehensive Plan. The 2010 Plan introduced the concept of future growth projected around concentrated centers. Centers of various sizes and at various locations around the region are envisioned as mixed-use, combining housing, working, and shopping. The plan identified these centers to reduce driving for shopping while accommodating projected growth. City, village, and neighborhood centers were included; the Plan also established mixed-use opportunity corridors along certain major roads. The goal of encouraging mixed-use development and reducing driving for shopping and other errands by focusing on centers and corridors will be evaluated, and if appropriate, certain elements may be updated and incorporated into the new Comprehensive Plan. Infill and enhancement of the City Center is a high priority of the 2010 Plan. Much of the future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land. Growing inward utilizes existing services, reduces sprawl, and reinvests and revitalizes the City Center which includes downtown.

Future Land Use and the Blended Map

The 2010 Comprehensive Plan utilized a dual approach to articulating future land use, incorporating both a future land use map and a unique blended land use map to plan for residential density. The Blended Map is discussed further in the Land Use and Development section.

24 Road Corridor Subarea Plan

The 24 Road Corridor Subarea Plan was completed in 2000 and revisited in 2018 to evaluate various land use and development alternatives along the corridor and identify a preferred pattern for future development. It is further supported with an implementation strategy for procuring developments as well as design standards and guidelines for those developments.

Greater Downtown Plan (repealed by Ordinance 2020)

The Greater Downtown Plan (2013) 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 were provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

Orchard Mesa Neighborhood Plan

(repealed by Ordinance 5227, August 2024)

The Orchard Mesa Neighborhood Plan was adopted in 2014 and focused on managing growth in the Orchard Mesa neighborhood with specific focus on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The subarea implemented a blended residential future land use categories map to provide additional housing opportunities within the Orchard Mesa Plan area.

Pear Park Neighborhood Plan

(repealed by Ordinance 5227, August 2024)

The 2004 Pear Park Neighborhood Plan focused 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 were goals of this Plan.

EXHIBIT A-5

Redlands Neighborhood Plan

(repealed by Ordinance 5227, August 2024)

Completed in 2003, the Redlands Neighborhood Plan was a growth management plan to remove inconsistencies in the future land use map. Goals for the Redlands Planning Area on the west side of the city. The Neighborhood Plan examined geological hazards, mineral resources, potential impacts to wildlife and open space and trail head access. The goals for this Plan include character preservation, maintaining the Pear Park Grand Junction buffer zone and natural area conservation.

Horizon Drive District Plan

Horizon Drive District Plan was completed in 2020 and incorporated consistent standards for the Horizon Drive Business District Area through an overlay zone. These standards include achieving high quality development and distinctive character within this important gateway to Grand Junction. The overlay district was established with the Horizon Drive District Plan.

North Avenue Corridor Plan

(repealed by Ordinance 2020)

The North Avenue Corridor Plan was completed from 12th Street east in 2007 and from 12th Street west in 2011. The Plan promotes the revitalization of the main North Avenue thoroughfare from the Interstate 70 Business Loop on the west to Interstate 70 Business Loop on the east. Community goals include developing a Subarea and Entertainment District, mixed use Neighborhood Center, high-density residential neighborhood, civic gathering spaces throughout, and a regional retail anchor on the east end of the corridor. In 2011 a zoning overlay district was established.

H Road/Northwest Area Plan

(repealed by Ordinance 2020)

The H Road/Northwest Area Plan was completed in 2006 and addressed the development of a 250-acre area around the 21st Road and H Road intersection. It includes reclassification of rural land uses in these areas to commercial and industrial, address land performance standards to integrate impacts on residential neighborhoods, and the establishment of a robust network of community recreational future growth.

Location Assessment Report

The Location Assessment Report was developed in 2015 by Chubb Concepts and CSR Advisors as a marketing tool for the City of Grand Junction and Mesa County to attract new business. It summarizes the community's competitive advantages and weaknesses and identifies strategies to capitalize upon the five focus areas are:

- Product Improvement - Improving the "product" that is Grand Junction and Mesa County
- Packaging - creating a marketing suite to sell the product
- Operational Effectiveness - developing a broad term strategy for success and creating a consistent brand
- Location Targeting - creating competitive cost marketing strategies
- Brand Identity - creating consistent branding

The Report also categorizes economic development assets, challenges and opportunities with an overall goal of finding economic prosperity at the intersection of various industries and sectors. This report has also been reviewed in relation to the demographic and market components of the existing conditions analysis.

Downtown Grand Junction Housing Study

A study of downtown housing potential was conducted in 2016 for the Grand Junction Downtown Development Authority (DDA). The study was conducted in response to continuing discussions and indications of the need for market rate housing in the Downtown. The report concludes that downtown and more residential buildings and mixed-use development would not only address unmet demand for housing, it would also serve as a catalyst for additional development and investment. The study indicated that the primary buyers and renters of downtown housing would be young professionals and families seeking the report. Further identified specific locations where development may be best suited, but also indicated that it may be necessary to revitalize the first projects in order to catalyze future investment. The recommendations and assessment presented in the report are consistent with the initial observations and analysis conducted by this consulting team for the Comprehensive Plan Update. There is an absence of middle-class downtown in the City of Grand Junction would be a prime location. Opportunities for downtown multifamily housing and mixed-use development will be specifically addressed in the Comprehensive Plan.

Grand Junction Strategic Plan

The Strategic Plan, completed in 2023, is a near-term guide for City officials and staff to prioritize resources over the course of two years. It includes two guiding principles: Partnership and Responsible Governmental Responsibility and Fiscal Responsibility. Along with four subgoals: Direct Public Safety, Planning and Infrastructure, Diversification of Our Economic Base, and Communication, Outreach and Engagement. Each directive includes its own set of initiatives to implement as well as success metrics to track progress. The Strategic Plan is consistent with initial observation and input received in focus groups and meetings. The first implementation section of this plan will address many of the same topics.

Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2017 as an additional resource to the 2010 Pear Park Plan. The assessment is intended to address the current and future needs of the City and the Parks and Recreation Department. The Assessment is further examined in the Parks and Recreation Facilities section of the IOR.

Vibrant Together: A Downtown

This 2019 plan was adopted in 2019 by the Downtown Development Authority (DDA) and the City of Grand Junction. The plan references the 2013 Greater Downtown Plan and provides the updated goals for the area, including:

- Goal 1: Vibrancy - Downtown is the "heart of it all," a center of activity 16 hours a day, 7 days a week for all ages and income levels.
- Goal 2: Downtown Living - Downtown offers a diversity of quality housing choices by all price points to bring more people to live, work and play downtown.
- Goal 3: Identity - Downtown is recognized as the hub of regional culture for the western slope.
- Goal 4: Connectivity - Downtown is connected to local destinations and outdoor amenities through sidewalks, trails, and transit options.
- Goal 5: Safety and Comfort - Downtown is a safe and comfortable environment that's welcoming to all.

This document recognizes that Grand Junction's Downtown is a hub for the region's central place for culture, commerce and activity. As noted in other plans that include an assessment of the Downtown, this study is consistent with this assessment of the potential for Downtown redevelopment and investment. While the Comprehensive Plan is looking at the entire planning area and other subareas, the important role that Downtown will play during the next 20 years will be an important focus.

2019 Grand Junction Municipal 3-Mile Plan

Under Colorado statutes, municipalities have the authority to execute annexations in the City's three-mile extension of jurisdiction, or annex growth area and boundary. The local ordinance approving the 2019 3-Mile Plan is examined in the Growth Area section of the IOR.

Exhibit A-6

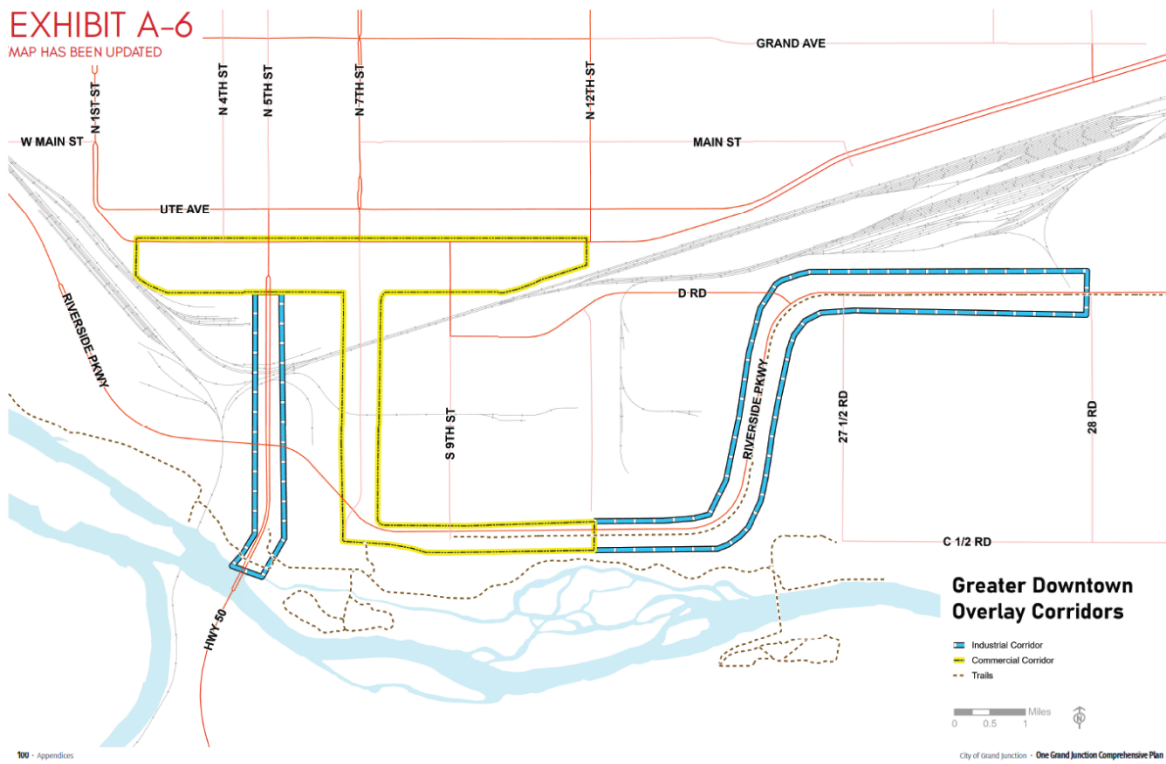
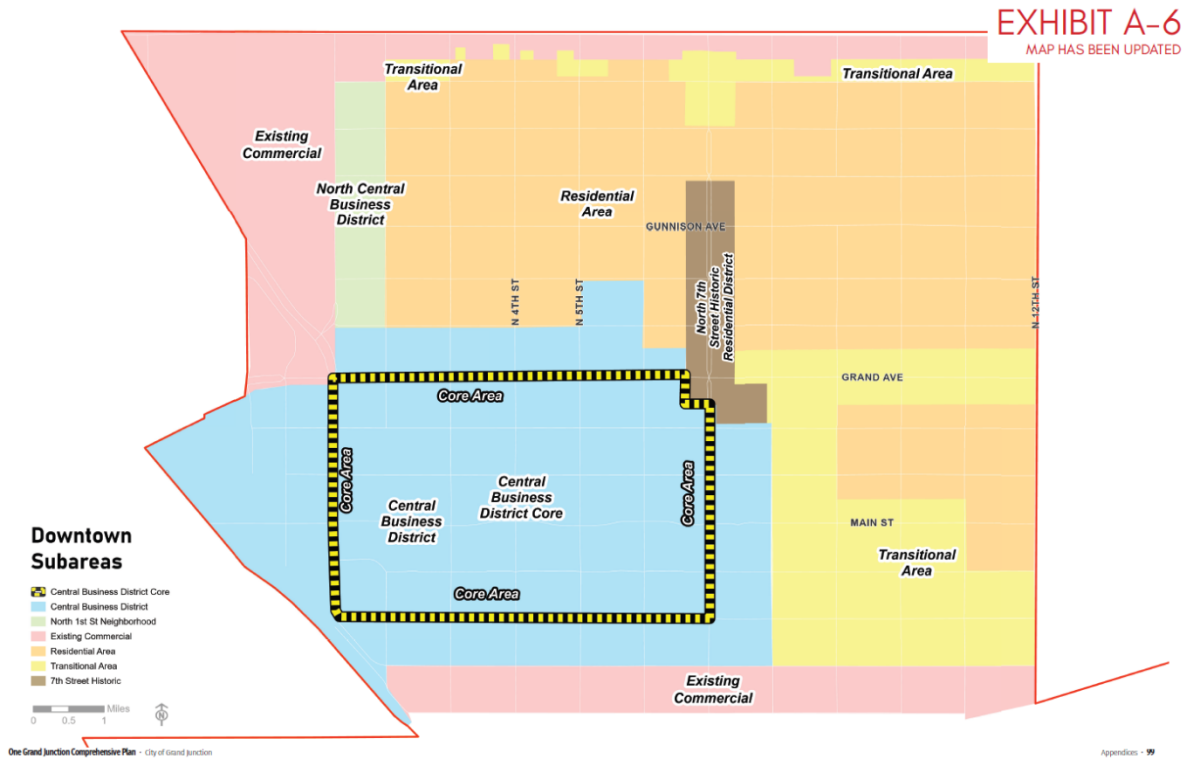


Exhibit B-1

Title 22. H Road/Northwest Area Overlay Plan

Chapter 22.04 is repealed in its entirety.

Chapter 22.08 is repealed in its entirety.

Chapter 22.12. Policies and Performance Standards

Article I. Policies

§ 22.12.010. Affected area.

The following performance standards shall affect the entire H Road/Northwest Area Plan Overlay.



The Affected Area includes those parcels bounded in in red.

§ 22.12.030. Billboards.

All signage as defined under the existing development codes and regulations of the City and County as off-premises signs are not allowed anywhere within the H Road/Northwest Area Overlay boundaries.

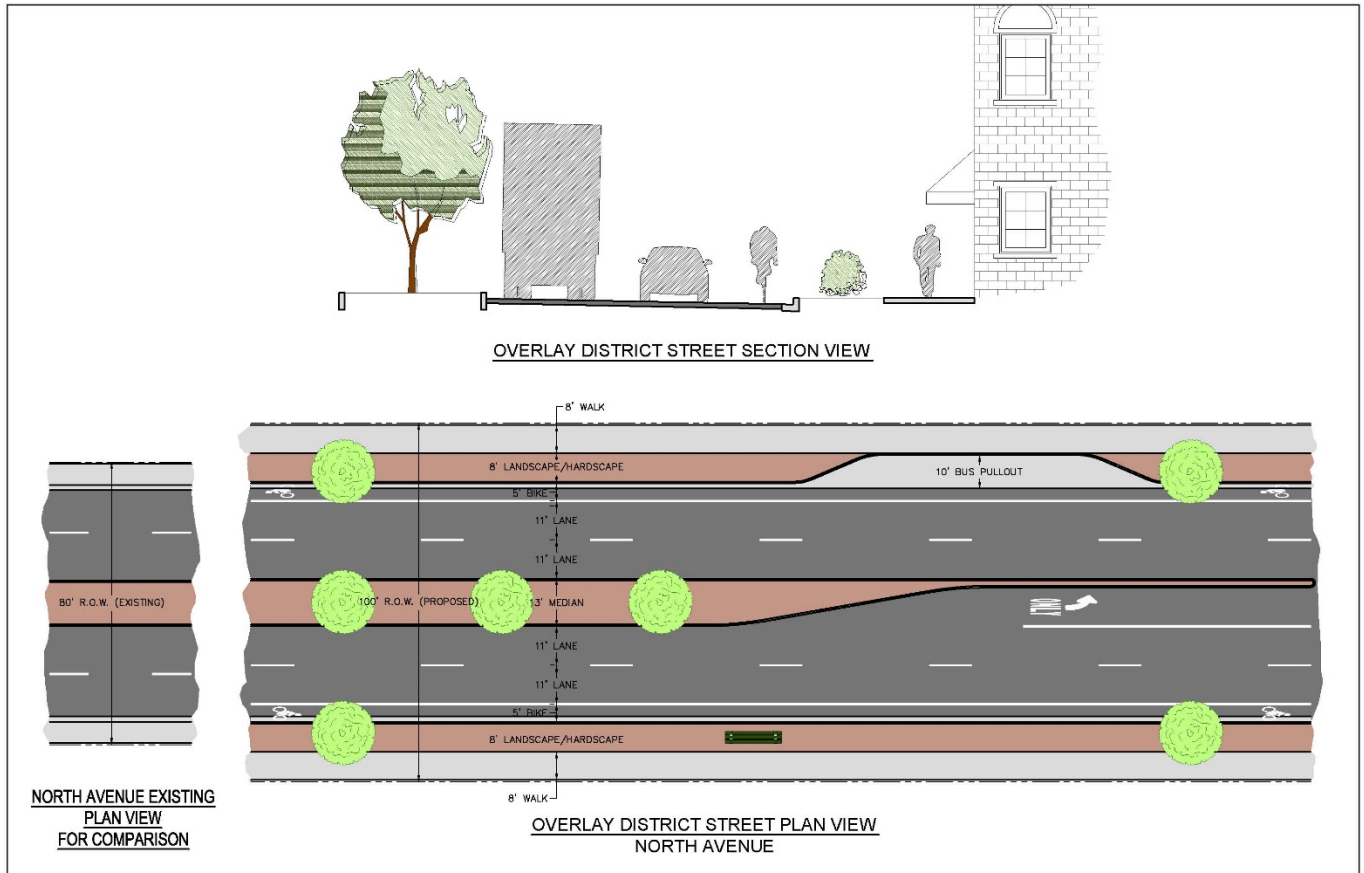
The remainder of Chapter 21.12. remains in full force and effect.

DRAFT

Exhibit C-1

Title 29 – Transportation Engineering Design Standards (TEDS) Manual – Add to Exhibits after G Road.

North Avenue



North Avenue ROW 100'											
Type	# of Travel Lanes	Travel Lanes	Median/ Turn Lane	Bike Lane (on Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
Minor Arterial with Trail	4	11	13	5				8	8	Not Required for North Avenue	.5

DRAFT



Grand Junction City Council

Regular Session

Item #4.a.iii.

Meeting Date: November 6, 2024

Presented By: Andrea Phillips, Interim City Manager

Department: City Manager's Office

Submitted By: Jodi Welch, Interim Finance Director

Information

SUBJECT:

Introducing the Appropriation Ordinance for the 2025 Budget, Presentation, First Public Hearing and Setting a Second Public Hearing for December 4, 2024

RECOMMENDATION:

The 2025 Recommended Budget will be presented at this meeting and then will be open for the City Council to hear public comment on the budget. A second public presentation and hearing is scheduled for December 4, 2024.

EXECUTIVE SUMMARY:

The budget is the highest expression of the City Council's policies and decision-making. It articulates the initiatives, investments, and services provided by and through elected officials and staff. The budget represents the allocation of resources to achieve the goals identified by the City's Comprehensive Plan and the City Council's Strategic Outcomes. The City Council authorizes the Annual Budget through the appropriation of spending at the fund level.

The 2025 Recommended Budget totals \$359.1 million (\$359,071,120), a \$36.6 million or 11.3 percent increase from the 2024 Adopted Budget of \$322.5 million. This increase is primarily driven by significant capital projects and debt service for new bond issuances supporting the construction of the Community Recreation Center and the Persigo Wastewater Treatment Plant expansion and rehabilitation. Additionally, operational increases include wage and benefit adjustments to retain and attract talent, particularly within our Police and Fire Departments, and rising costs in fleet management and information technology. The only change since the introduction of the 2025 Recommended Budget is a reduction of Council dues and memberships as directed by Council at the October 28 budget workshop.

The 2025 Budget is balanced and the General Fund has a surplus of \$114,245. The

projected 2025 ending General Fund balance is \$40.8 million; minimum reserve of \$27.7 million; internal loans of \$1 million; with the remaining amount available of \$12.1 million.

The budget is developed over the course of several months and includes the projection of revenues as well as planned expenses. The 2025 Budget has been discussed with the City Council during three budget workshops on September 30, October 14, and October 28. Economic Development funding and capital presentations occurred at the September 30 workshops; on October 14, the total budget was introduced, and major operating departments were presented to the City Council. The Persigo Joint Sewer Board budget work session was also held on October 14. On October 28, the Downtown Development Authority, Downtown Business Improvement District, and the Horizon Drive Business Improvement District presented to Council, followed by a Visit Grand Junction presentation, discussion on nonprofit funding, Council dues and memberships, and all other budget follow-up from the previous workshops.

The City continues to proudly serve the community by delivering essential services in public safety, engineering, transportation, parks, recreation, community development, and utilities. While the City will face tough decisions in the future to ensure that core services remain sustainable, the City's near-term financial position is solid. This budget reflects a financial plan that aligns with the long-term strategic vision of the City Council and positions the City well to meet the needs of the community in 2025 and beyond.

BACKGROUND OR DETAILED INFORMATION:

The development of the 2025 Budget includes all city departments and involves over 30 employees, totaling over 3,000 hours of staff time. This extensive effort begins with evaluating the local economy, market conditions, and emerging trends, which are used to develop revenue forecast models that serve as the foundation for budget development. While the City Council and staff receive community input throughout the year, staff also hosts dedicated community events during the same time period, offering additional opportunities for public engagement.

Throughout the process, staff develops labor, operating, and capital budgets, culminating in a detailed, line-item review of each department's budget by the Interim City Manager and an internal review team. To ensure transparency and thoroughness, three budget workshops are scheduled with City Council, and detailed budget documents are provided for each workshop. These documents are also made available to the public online.

At the September 30 workshop, Council heard presentations from Economic Development and lodging tax share partners including: Grand Junction Sports Commission, Grand Junction Area Chamber of Commerce, Industrial Development Inc, Air Alliance, Grand Junction Economic Partnership, Business Incubator Center, and Western Latino Chamber of Commerce. Also at this workshop, staff highlighted community feedback on the 2025 budget and priorities from the 2024 Community Satisfaction Survey. Finally, major capital projects were presented and discussed.

The October 14 workshop was the presentation of the total 2025 Recommended Budget as well as the detailed presentation of budgets for the major operating departments of the City, including Police, Fire, General Services, Parks and Recreation, Engineering and Transportation, Community Development, and Water Utility. The Joint Persigo Sewer Budget Workshop was also held on October 14 where the joint board comprised of all City Council members and all County Commissioners heard detailed presentations of the operating and capital budgets for the Sewer Fund. The Board of County Commissioners and the City Council will then adopt the Persigo budget formally through their respective processes.

The October 28 budget workshop included presentations from the Downtown Development Authority and the Downtown Business Improvement District, the Horizon Drive Business Improvement District, and Visit Grand Junction. Council also discussed recommendations for changes to the nonprofit funding process, reviewed and discussed Council dues and memberships, and follow up from the previous workshops including staffing, a question on information technology line item budget, dedicated resources for Parks and Recreation capital projects, and the self-insurance program.

The budget documents attached to this staff report represent the culmination of the budget process for the City's 2025 Recommended Budget of \$359.1 million. The 2025 Appropriation Ordinance is the legal adoption of the City's budget (and the DDA's budget) by the City Council for the upcoming fiscal year. In accordance with the Charter, the City Manager shall prepare the annual budget and, upon approval of it and the appropriation ordinance, expend sums of money to pay salaries and other expenses for the operation of the City. The documentation of the proposed revenue and expenses prepared and maintained by the Interim Finance Director in support of the budget and ordinance, including and pursuant to Article VII, Paragraph 57 of the City Charter regarding the setting of the City Manager's salary, are incorporated by and made part of this ordinance by this reference as fully set forth, and accordingly, this request is to appropriate certain sums of money to defray the necessary expenses and liabilities of the accounting funds of the City of Grand Junction based on the 2025 Budget.

FISCAL IMPACT:

The 2025 appropriation ordinance and budget are presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City and the Downtown Development Authority. The appropriation ordinances are consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and are supported by the supplementary documents incorporated by reference.

SUGGESTED MOTION:

I move to introduce the proposed ordinance appropriating certain sums of money to defray the necessary expenses and liabilities of the City of Grand Junction pursuant to

Article VII of the City Charter, and to defray the necessary expenses and liabilities of the Downtown Development Authority for the year beginning January 1, 2025, and ending December 31, 2025, and set a public hearing for December 4, 2024. Together with the documentation of the proposed revenue and expenses prepared in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57 regarding the setting of the City Manager's salary with Ordinance No. 5235 are incorporated by and made part of this ordinance by this reference as if fully set forth.

Attachments

1. 01 2025 Appropriation Ordinance First Reading November 6, 2024
2. 02 2025 Budget Reconciliation to Appropriation Ordinance
3. 03 2025 Budget Fund Balance Worksheet
4. 04 2025 Economic Development Funding
5. 05 2025 Capital Project List
6. 06 2025 Capital Descriptions
7. 07 10-Year Capital 2025-2034
8. 08 2025 Line Item Budget by Department, By Fund, By Classification
9. 09 2025 Line Item Budget By Fund, By Classification
10. 10 DDA 2025 Budget Fund Balance Worksheet
11. 11 2025 DDA Line Item Budget By Fund, By Classification
12. 12 2025 Certificate of Participation Supplemental Budget Information

ORDINANCE NO. ____

AN ORDINANCE APPROPRIATING CERTAIN SUMS OF MONEY TO DEFRAY THE NECESSARY EXPENSES AND LIABILITIES OF THE CITY OF GRAND JUNCTION, COLORADO AND THE DOWNTOWN DEVELOPMENT AUTHORITY FOR THE YEAR BEGINNING JANUARY 1, 2025, AND ENDING DECEMBER 31, 2025

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

SECTION 1. That the following sums of money, or so much therefore as may be necessary, be and the same are hereby appropriated for the purpose of defraying the necessary expenses and liabilities, and for the purpose of establishing emergency reserves of the City of Grand Junction, for the fiscal year beginning January 1, 2025, and ending December 31, 2025, said sums to be derived from the various funds as indicated for the expenditures of:

Fund Name	Fund #	Appropriation
General Fund	100	\$ 112,211,044
Enhanced 911 Fund	101	\$ 3,488,155
Visit Grand Junction Fund	102	\$ 5,110,054
D.D.A. Operations	103	\$ 1,348,119
CDBG Fund	104	\$ 499,552
Parkland Expansion Fund	105	\$ 509,792
Lodgers Tax Increase Fund	106	\$ 2,881,157
First Responder Tax Fund	107	\$ 14,537,709
Conservation Trust Fund	110	\$ 600,782
Cannabis Sales Tax Fund	111	\$ 147,362
Community Recreation Center Tax Fund	116	\$ 4,693,612
Sales Tax CIP Fund	201	\$ 29,168,394
Storm Drainage Fund	202	\$ 270,000
Major Projects Capital Fund	204	\$ 56,068,693
Transportation Capacity Fund	207	\$ 27,650,000
Water Fund	301	\$ 14,753,877
Solid Waste Removal Fund	302	\$ 7,915,046
Golf Courses Fund	305	\$ 3,126,417
Parking Authority Fund	308	\$ 1,124,503
Ridges Irrigation Fund	309	\$ 397,416
Information Technology Fund	401	\$ 16,321,937
Fleet and Equipment Fund	402	\$ 10,854,498
Communication Center Fund	405	\$ 10,077,856
Facilities Management Fund	406	\$ 3,528,801
Insurance Fund	440	\$ 25,743,723
General Debt Service Fund	610	\$ 9,206,236
D.D.A. T.I.F. Debt Service	611	\$ 3,083,428
GJ Public Finance Corp Fund	614	\$ 701,800
Joint Sewer Operations Fund	900	\$ 69,894,431

SECTION 2. The documentation of the proposed revenue and expenses prepared and maintained by the Finance Director in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57 regarding the setting of the City Manager's salary with Ordinance 5235 are incorporated by and made part of this ordinance by this reference as if fully set forth.

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this 6th day of November 2024.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this _____ day of _____, 2024

President of the Council

Attest:

City Clerk



**2025 Budget-Reconciliation of Fund Balance Worksheets to Appropriation Ordinance
November 6, 2024**

Fund #	Fund Name	Per Fund Balance Worksheets			Total 2025 Appropriations
		Total Expense	Transfers Out	Contingency Funds	
100	General Fund	\$ 111,911,044	\$ -	\$ 300,000	\$ 112,211,044
101	Enhanced 911 Fund	\$ -	\$ 3,488,155	\$ -	\$ 3,488,155
102	Visit Grand Junction	\$ 4,890,054	\$ 220,000	\$ -	\$ 5,110,054
103	D.D.A. Operations*	\$ 1,348,119	\$ -	\$ -	\$ 1,348,119
104	Community Development Block Grant Fund	\$ 238,561	\$ 260,991	\$ -	\$ 499,552
105	Parkland Expansion Fund	\$ -	\$ 509,792	\$ -	\$ 509,792
106	Lodgers Tax Increase Fund	\$ 1,680,675	\$ 1,200,482	\$ -	\$ 2,881,157
107	First Responder Tax Fund	\$ 14,148,741	\$ 388,968	\$ -	\$ 14,537,709
110	Conservation Trust Fund	\$ -	\$ 600,782	\$ -	\$ 600,782
111	Cannabis Sales Tax Fund	\$ -	\$ 147,362	\$ -	\$ 147,362
116	Community Recreation Center Tax Fund	\$ 443,280	\$ 4,250,332	\$ -	\$ 4,693,612
201	Sales Tax Capital Improvements Fund	\$ 24,492,490	\$ 4,675,904	\$ -	\$ 29,168,394
202	Storm Drainage Fund	\$ 270,000	\$ -	\$ -	\$ 270,000
204	Major Projects Capital Fund	\$ 56,068,693	\$ -	\$ -	\$ 56,068,693
207	Transportation Capacity Fund	\$ 27,650,000	\$ -	\$ -	\$ 27,650,000
301	Water Fund	\$ 14,753,877	\$ -	\$ -	\$ 14,753,877
302	Solid Waste Removal Fund	\$ 7,695,046	\$ 220,000	\$ -	\$ 7,915,046
305	Golf Courses Fund	\$ 3,026,417	\$ -	\$ 100,000	\$ 3,126,417
308	Parking Fund	\$ 1,124,503	\$ -	\$ -	\$ 1,124,503
309	Ridges Irrigation Fund	\$ 397,416	\$ -	\$ -	\$ 397,416
401	Information Technology Fund	\$ 16,321,937	\$ -	\$ -	\$ 16,321,937
402	Fleet and Equipment Fund	\$ 10,604,498	\$ -	\$ 250,000	\$ 10,854,498
405	Communicatins Center Fund	\$ 10,077,856	\$ -	\$ -	\$ 10,077,856
406	Facilities Management Fund	\$ 3,453,801	\$ -	\$ 75,000	\$ 3,528,801
440	Insurance Fund	\$ 25,743,723	\$ -	\$ -	\$ 25,743,723
610	General Debt Service Fund	\$ 9,206,236	\$ -	\$ -	\$ 9,206,236
611	*DDA TIF Debt Service Fund	\$ 3,083,428	\$ -	\$ -	\$ 3,083,428
614	GJ Public Finance Debt Service Fund	\$ 701,800	\$ -	\$ -	\$ 701,800
900	Joint Sewer System Fund	\$ 69,894,431	\$ -	\$ -	\$ 69,894,431
*per DDA Fund Balance Worksheet					



2025
Budget

November 6, 2024

	PROJECTED BEGINNING FUND BALANCES	TOTAL REVENUE	LABOR	NON PERSONNEL OPERATING	TOTAL OPERATING EXPENSE	DEBT SERVICE	MAJOR CAPITAL	TOTAL EXPENSE	TRANSFERS IN	TRANSFERS OUT	NET SOURCE (USE) OF FUNDS	CONTINGENCY	NET CHANGE IN FUND BALANCE	PROJECTED ENDING FUND BALANCE
General Government														
100 - General Fund	40,647,681	111,034,424	71,409,122	40,501,922	111,911,044	-	-	111,911,044	1,290,865	-	414,245	300,000	114,245	40,761,926 *
101 - Enhanced 911 Fund	6,664,420	4,300,970	-	-	-	-	-	-	-	3,488,155	812,815	-	812,815	7,477,235
102 - Visit Grand Junction Fund	241,507	3,768,064	649,571	4,240,482	4,890,054	-	-	4,890,054	1,200,482	220,000	(141,508)	-	(141,508)	99,999
104 - Community Development Block Grant Fund	-	499,552	-	238,561	238,561	-	-	238,561	-	260,991	-	-	-	-
105 - Parkland Expansion Fund	148,890	1,160,227	-	-	-	-	-	-	-	509,792	650,435	-	650,435	799,325
106 - Lodging Tax Share Fund	12,152	2,893,157	-	1,680,675	1,680,675	-	-	1,680,675	-	1,200,482	12,000	-	12,000	24,152
107 - First Responder Tax Fund	3,589,195	13,507,942	11,288,887	2,859,854	14,148,741	-	-	14,148,741	-	388,968	(1,029,767)	-	(1,029,767)	2,559,428
110 - Conservation Trust Fund	652	882,448	-	-	-	-	-	-	-	600,782	281,666	-	281,666	282,318
111 - Cannabis Tax Fund	1,406,307	1,454,784	-	-	-	-	-	-	-	147,362	1,307,422	-	1,307,422	2,713,729
115 - Public Safety Impact Fee Fund	1,212,640	723,603	-	-	-	-	-	-	-	-	723,603	-	723,603	1,936,243
116 - Community Recreation Center Tax Fund	1,883,229	3,732,166	367,722	75,559	443,280	-	-	443,280	-	4,250,332	(961,446)	-	(961,446)	921,783
201 - Sales Tax Capital Improvements Fund	7,232,931	21,408,051	-	7,492,235	7,492,235	-	17,000,255	24,492,490	888,774	4,675,904	(6,871,569)	-	(6,871,569)	361,362
202 - Storm Drainage Development Fund	541,825	200,000	-	-	-	-	270,000	270,000	-	-	(70,000)	-	(70,000)	471,825
204 - Major Projects Fund	64,828,775	1,500,000	-	-	-	-	56,068,693	56,068,693	-	-	(54,568,693)	-	(54,568,693)	10,260,082
207 - Transportation Capacity Fund	21,904,772	24,036,527	-	200,000	200,000	-	27,450,000	27,650,000	-	-	(3,613,473)	-	(3,613,473)	18,291,299
405 - Communications Center Fund	1,482,691	6,444,906	6,428,956	3,135,960	9,564,916	-	512,940	10,077,856	2,988,155	-	(644,795)	-	(644,795)	837,896
610 - General Debt Service Fund	1,751	-	-	3,500	3,500	9,202,736	-	9,206,236	9,206,236	-	-	-	-	1,751
614 - Grand Junction Public Finance Corporation Fund	17,982	400,000	-	2,500	2,500	699,300	-	701,800	301,800	-	-	-	-	17,982
Subtotal	\$ 151,817,400	\$ 197,946,821	\$ 90,144,258	\$ 60,431,248	\$ 150,575,506	\$ 9,902,036	\$ 101,301,888	\$ 261,779,430	\$ 15,876,312	\$ 15,742,768	\$ (63,699,065)	\$ 300,000	\$ (63,999,065)	\$ 87,818,335

Enterprise Operations														
301 - Water Fund	3,406,843	12,843,613	5,303,611	5,399,110	10,702,721	1,256,156	2,795,000	14,753,877	-	-	(1,910,264)	-	(1,910,264)	1,496,579
302 - Solid Waste Fund	1,353,097	7,857,317	3,080,734	4,179,312	7,260,046	-	435,000	7,695,046	-	220,000	(57,729)	-	(57,729)	1,295,368
305 - Golf Courses Fund	316,705	3,246,285	1,149,139	1,789,480	2,938,619	87,798	-	3,026,417	120,000	-	339,868	100,000	239,868	556,573
308 - Parking Fund	239,926	1,198,384	463,870	416,865	880,735	243,768	-	1,124,503	-	-	73,881	-	73,881	313,807
309 - Irrigation Fund	173,634	391,518	155,153	201,101	356,254	16,162	25,000	397,416	-	-	(5,898)	-	(5,899)	167,735
900 - Joint Sewer System Fund	53,997,966	21,755,575	5,450,750	6,837,154	12,287,904	3,750,750	53,855,777	69,894,431	-	-	(48,138,856)	-	(48,138,856)	5,859,110
Subtotal	\$ 59,488,171	\$ 47,292,692	\$ 15,603,257	\$ 18,823,022	\$ 34,426,279	\$ 5,354,634	\$ 57,110,777	\$ 96,891,690	\$ 120,000	\$ 220,000	\$ (49,698,998)	\$ 100,000	\$ (49,798,999)	\$ 9,689,172

Total															\$ 211,305,571	\$ 245,239,513	\$ 105,747,515	\$ 79,254,270	\$ 185,001,785	\$ 15,256,670	\$ 158,412,665	\$ 358,671,120	\$ 15,996,312	\$ 15,962,768	\$(113,398,062)	\$ 400,000	\$(113,798,062)	\$ 97,507,509
														Contingency	\$ 400,000													
														City of Grand Junction 2025 Budget	\$ 359,071,120													

*General Fund Balance	\$ 40.8 million
Internal Loans	\$ 1.0 million
Minimum Reserve	\$ 27.7 million

Internal Service Operations														
401 - Information Technology Fund	2,306,357	16,046,937	3,896,375	12,375,561	16,271,936	-	50,000	16,321,937	-	-	(275,000)	-	(275,000)	2,031,357
402 - Equipment Fund	3,268,811	10,983,482	2,040,465	4,076,652	6,117,117	-	4,487,382	10,604,498	-	-	378,984	250,000	128,984	3,397,795
406 - Facilities Management Fund	196,239	3,450,995	1,055,474	2,398,328	3,453,802	-	-	3,453,801	-	-	(2,807)	75,000	(77,807)	118,432
440 - Insurance Fund	3,913,870	26,900,755	712,948	25,030,776	25,743,724	-	-	25,743,723	-	-	1,157,032	-	1,157,032	5,070,902
Total	\$ 9,685,277	\$ 57,382,169	\$ 7,705,262	\$ 43,881,317	\$ 51,586,579	\$ 0	\$ 4,537,382	\$ 56,123,959	\$ 0	\$ 0	\$ 1,258,209	\$ 325,000	\$ 933,209	\$ 10,618,486

Total Appropriated City Funds \$ 431,482,847



2025 Economic Development Funding to Partners
Funded by .75% Sales Tax Fund and Vendors Fee Cap
November 6, 2024

PARTNER/AGENCY	USE OF FUNDS	2025 BUDGET
ECONOMIC DEVELOPMENT		
Business Incubator Center	Sponsorship for Incubator Program	\$ 53,600
CMU - Classroom Building (Reduces in 2026)	Building Commitment	500,000
CMU - Scholarships	Scholarship for Local SD51 Youth	550,000
Downtown Business Improvement District	Marketing Downtown GJ	15,269
Grand Junction Economic Partnership	Operational funding	40,000
Grand Valley Transit	Operations	902,123
ECONOMIC DEVELOPMENT FUNDING (From .75% Sales Tax)		\$ 2,060,992
ECONOMIC DEVELOPMENT PARTNERSHIP		
Business Incubator Center	Maker Space/Incubator Kitchen	\$ 72,000
Grand Junction Chamber of Commerce	Business Retention/Job Creation	40,000
Grand Junction Economic Partnership	Business Expansion/Job Creation	158,000
Grand Junction Economic Partnership	Incentives for Job Creation Attraction	85,000
Grand Junction Economic Partnership	Las Colonias Development Corp.	25,000
Industrial Development Inc.	Incentives for Job Creation Expansion	85,000
Western CO Latino Chamber of Commerce	Business Retention/Start Up Support	35,000
ECONOMIC PARTNERSHIP FUNDING (From Vendor Fee Cap)		\$ 500,000
TOTAL ECONOMIC DEVELOPMENT FUNDING		\$ 2,560,992

**2025 Capital Projects List
November 6, 2024**

<i>Line Ref #</i>	<i>Department</i>	<i>Project Title</i>	<i>2025 Budget</i>
201 - Sales Tax Capital Improvements Fund			
1	City Manager	Housing and Unhoused Projects and Services	\$ 2,200,000
2	City Manager	Kimball Infill Incentive (authorized 2023, sale of Dos Rios properties)	862,348
3	City Manager	Landing Infill Incentive (authorized 2023, sale of Dos Rios properties)	1,529,974
4	City Manager	Richmark Infill Incentive (authorized 2022, General Fund Reserve)	1,750,000
Total City Manager			\$ 6,342,322
5	Community Development	Accessory Dwelling Unit (ADU) Program (.75% tax)	250,000
6	Community Development	Salt Flats Infrastructure (General Fund Reserves \$1.9M, .75% tax \$843K, pursuing grant)	2,800,000
Total Community Development			\$ 3,050,000
7	Engineering & Transportation	North Avenue Enhanced Transit Corridor (State grant \$100K, .75% tax \$100k)	200,000
8	Engineering & Transportation	Ranchman's Ditch Trail (.75% tax)	900,000
9	Engineering & Transportation	22 1/2 Road Path Construction at Broadway Elementary (.75% tax)	134,000
10	Engineering & Transportation	Traffic Signal Upgrades (.75% tax)	280,000
11	Engineering & Transportation	Colorado River Levee Renovations (.75% tax)	120,870
12	Engineering & Transportation	Contract Street Maintenance (.75% tax, \$450k County Persigo Agreement)	3,590,000
13	Engineering & Transportation	Mill Tailing Repository Removal (DOLA \$100K)	100,000
14	Engineering & Transportation	Riverside Parkway at Highway 50 Retaining Wall (.75% tax)	1,000,000
15	Engineering & Transportation	Curb, Gutter, and Sidewalk Safety Repairs (.75% tax)	420,000
16	Engineering & Transportation	I70 Business Phase VI Streetlights (.75% tax)	386,636
17	Engineering & Transportation	Traffic Safety Improvements (.75% tax)	140,000
18	Engineering & Transportation	Bridge Repair (self-performed) (.75% tax)	115,500
19	Engineering & Transportation	Downtown to Dos Rios Bike/Ped Bridge Design (match .75% tax, pursuing \$200K grant)	50,000
20	Engineering & Transportation	Safe Routes to School Hermosa Avenue Sidewalk 12th to 13th Streets (CDBG \$160K)	160,000
21	Engineering & Transportation	Patterson Improvements at Matchett Park (.75% tax)	1,000,000
22	Engineering & Transportation	Safe Routes to School Ella Street Improvements (CDBG \$40k)	40,000
Total Engineering and Transportation			\$ 8,637,006
23	General Services	Street Maintenance - Chipseal/Crack fill (self-performed) (.75% tax)	\$ 1,300,000
24	General Services	Lifecycle Replacement of HVAC Systems and Building Equipment (.75% tax)	224,949
25	General Services	Flooring Replacement (.75% tax)	115,000
26	General Services	Las Colonias Amphitheater Improvements(Funded by OVG venue management group \$350K)	350,000
27	General Services	Trails - Asphalt Trail Replacements (self performed .75% tax)	320,000
Total General Services			\$ 2,309,949
28	Fire	Training Center Storm Drain/Connex (.75% tax, pursuing \$91K grant)	\$ 39,000
Total Fire			\$ 39,000
29	Parks and Recreation	Whitman Park Improvement Planning (self-performed) (\$400K Parkland, \$125K .75% tax)	\$ 525,000
30	Parks and Recreation	Water Conservation Projects - Turf to Native	50,000
31	Parks and Recreation	Stadium Improvements (\$214K partners, PIAB)	339,300
32	Parks and Recreation	Playground Repair and Replacement (Conservation Trust)	100,000
Total Parks and Recreation			\$ 1,014,300
Total 0.75% Sales Tax Capital Fund Projects			\$ 21,392,577
202 - Storm Drainage Development Fund			

**2025 Capital Projects List
November 6, 2024**

<i>Line Ref #</i>	<i>Department</i>	<i>Project Title</i>	<i>2025 Budget</i>
33	Engineering & Transportation	Riverside Parkway at 7th Street Drainage Improvements (\$200K Grand Valley Drainage District)	250,000
34	Engineering & Transportation	Drainage System Improvements	\$ 20,000
Total Drainage Fund Projects			\$ 270,000
204 - Major Projects Fund			
35	Parks and Recreation	Community Recreation Center Construction (bond proceeds, \$1.5M naming rights)	\$ 56,068,693
Total Major Projects Capital Fund Projects			\$ 56,068,693
207 - Transportation Capacity Fund			
36	Engineering & Transportation	24 1/2 Road, Patterson to G 1/4 Road	\$ 1,000,000
37	Engineering & Transportation	B 1/2 Road, 29 Road to 29 1/2 Road	500,000
38	Engineering & Transportation	F 1/2 Parkway, Market to Patterson	15,000,000
39	Engineering & Transportation	D 1/2 Road, 29 to 30 Road	5,000,000
40	Engineering & Transportation	24 Road and Riverside Parkway Interchange Design (TCP Fund \$200K, pursuing \$200K grant)	200,000
41	Engineering & Transportation	26 1/2 Road, Horizon Drive to Summerhill Way	2,750,000
42	Engineering & Transportation	Crosby Avenue, 25 1/2 Road to Main Street (\$1M State Grant)	3,000,000
Total Transportation Capacity Capital Projects			\$ 27,450,000
301 - Water Fund			
43	Utilities - Water	Gunnison River Infrastructure	\$ 100,000
44	Utilities - Water	Historic Water Treatment Plant Preservation (\$175k State grant)	225,000
45	Utilities - Water	Lead Water Line Replacements	100,000
46	Utilities - Water	Ranch Improvements/Sustainable Agriculture	100,000
47	Utilities - Water	Water Rights Infrastructure Development	100,000
48	Utilities - Water	Linden Ave Waterline Phase 1	1,400,000
49	Utilities - Water	Juniata Enlarged Ditch Piping (\$160k Federal Grant, \$100k State Grant, \$20k Colorado River District Grant)	320,000
50	Utilities - Water	Ouray Ave 7-12th Street Waterline Replacement	450,000
Total Water Projects			\$ 2,795,000
302 - Solid Waste Fund			
51	General Services	New Refuse Truck for Recycling Pickup	\$ 435,000
Total Solid Waste Projects			\$ 435,000
309 - Irrigation Fund			
52	Utilities - Water	Ridges Primary Pump MCC Replacement	\$ 25,000
Total Ridges Irrigation Projects			\$ 25,000
405 - Communications Center Fund			
53	Police	9-1-1 Telephone Upgrade (E911 surcharge)	\$ 512,940
Total Communications Center			\$ 512,940
900 - Joint Sewer Fund			
54	Utilities - Sewer	Lake Road lift station replacement	\$ 3,500,000
55	Utilities - Sewer	Sewer Improvement Districts	1,000,000
56	Utilities - Sewer	OM River Syphon	230,000
57	Utilities - Sewer	Grand Valley Byproducts lift station replacement	1,275,000
58	Utilities - Sewer	2025 Sewer Replacement Projects	3,898,000
59	Utilities - Sewer	2026 Sewer Replacement Projects	602,000
60	Utilities - Sewer	El Poso lift station replacement	205,000



2025 Capital Projects List
November 6, 2024

Line Ref #	Department	Project Title	2025 Budget
61	Utilities - Sewer	Wastewater Treatment Plant Imp and Asset Replace	736,000
62	Utilities - Sewer	Wastewater Treatment Plant Rehabilitation/Expansion Projects	38,409,777
63	Utilities - Sewer	Phase 2 Wastewater Treatment Plant Expansion	4,000,000
		Total Sewer \$	53,855,777
		TOTAL CAPITAL \$	162,804,987

2025 Capital Project Descriptions by Fund by Department November 6, 2024

201 – Sales Tax Capital Improvement Fund (.75% sales tax)

City Manager - Capital

1. **Housing and Unhoused Projects and Services – \$2,200,000** Housing and houselessness initiative to address the growing demand for affordable housing and to support individuals and families experience houselessness. This potentially includes working with developers and supporting nonprofits. In 2024 this was funded by one-time resources (including ARPA allocation) and this year it is funded with 0.75% sales tax.
2. **Kimball Infill Incentive - \$862,348** Infill Incentive authorized by council in 2023, funded with proceeds from the sale of Dos Rios properties in previous years that are part of the fund balance. The incentive is not available until the project is complete and will therefore be re-budgeted each year until completion.
3. **Landing Infill Incentive - \$1,529,974** Infill Incentive authorized by council in 2023, funded with proceeds from the sale of Dos Rios properties. The incentive is not disbursed until the project is complete which is expected in 2025.
4. **Richmark Infill Incentive - \$1,750,000** Infill Incentive authorized by council in 2022, funded with General Fund reserves transferred to capital fund. The incentive is not disbursed until the project is complete which is expected in 2025.

Community Development - Capital

5. **Accessory Dwelling Unit (ADU) Program - \$250,000** The City adopted Ordinance No. 5136 which established an ADU production program to incentivize and support the construction of ADUs within the City of Grand Junction. The production program provides and incentive up to \$15,000 for property owners that construction ADU's and commitment to leasing them as a long-term rental. This project funded with 0.75% sales tax.
6. **Salt Flats Infrastructure - \$ 2,800,000** This project is for backbone infrastructure which includes the extension of Grand Avenue with a multi-modal path, construction of 28 1/4 south to Grand Avenue, landscaping, lighting and all necessary utilities. The City is pursuing the More Housing Now grant for this project. Until the grant has been decided, the project will be funded by a \$1.9 million financial security guarantee funded from the General Fund in 2024 with the balance of the project funded with 0.75% sales tax.

Engineering and Transportation - Capital

7. **North Avenue Enhanced Transit Corridor - \$ 200,000** In 2022, the City provided the matching funds for the Grand Valley Regional Transportation Planning Office's North Avenue Enhanced Transit corridor study. The study evaluated pedestrian access analysis, traffic safety analysis, bus stop amenities analysis, transit speed, and reliability

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analysis, a detailed review of transit signal prioritization, and multimodal path analysis. The study helped identify and prioritize a series of projects. This project will construct detached multi-modal sidewalks along the north side of North Avenue between 28 1/2 Road and I-70B as well as on the south side from 29 Road to I-70B. Design and right-of-way acquisition in 2025 with construction in 2026 (\$4.35 million). This project is funded by Colorado Department of Transportation Grant, \$100,000, and the remaining \$100,000 by 0.75% sales tax.

8. **Ranchman's Ditch Trail - \$900,000** The City has been working with Grand Valley Irrigation Company on a section of the canal that could be used as a pilot project for trails on the canals. The selected reach is on Ranchman's Ditch which runs in large pipes along the south side of Patterson between 24 1/2 Road and 25 1/2 Road. This project is funded by the 0.75% sales tax.
9. **22 1/2 Road Path Construction at Broadway Elementary - \$ 134,000** The City is working with Mesa County and School District 51 on improving sidewalk/path infrastructure on 22 1/2 Road on the east side of Broadway Elementary after a recent ADA incident/complaint. The existing asphalt path has deteriorated with large cracks and the adjacent drainage channel provides less than ideal condition. The project would replace the existing path with 800 feet of 10-foot wide curb, gutter, and sidewalk. Other improvements are also included on Greenbelt and Foy Drives which will enable County participation in the project. This project is funded by the 0.75% sales tax.
10. **Traffic Signal Upgrades - \$ 280,000** The City currently owns 52 traffic signals with electronic controllers of varying age and functionality and operates the 46 state highway signals inside the City limits under a maintenance contract. Upgrades to signal equipment are required for safety and compliance with Federal requirements. This is an ongoing replacement/upgrade program for traffic signal controllers and other equipment. Maintaining a replacement cycle for signal controllers and equipment is necessary, primarily because of the limited-service life of the equipment which is exposed to in-the-field conditions. It is also necessary to keep pace with current technology supporting traffic signal coordination, vehicle detection, and emergency pre-emption systems; all of which contribute to safer and less congested roadways. This project is funded by the 0.75% sales tax.
11. **Colorado River Levee Renovations - \$ 120,870** The City of Grand Junction's levee was constructed in 1996 by the Army Corp of Engineers. It extends from the Union Pacific Railroad (UPRR) Railroad Bridge to the Las Colonias Amphitheater and protects most of the lower downtown. The Army Corp of Engineers deactivated the levee until several encroachments and culverts/discharge pipes could be corrected to meet current standards. This project is funded by the 0.75% sales tax.
12. **Contract Street Maintenance - \$ 3,590,000** Street Maintenance requires an ongoing annual commitment to maintain the City's \$266 million worth of street assets. A pavement management system is used to evaluate pavement quality and prioritize street

2025 Capital Project Descriptions by Fund by Department November 6, 2024

maintenance needs. Parameters used to determine the pavement condition for major streets include ride quality, structural adequacy, and surface distress. The City is divided into 12 Street Maintenance Areas (SMAs) with an area scheduled to receive a chip seal each year. However, each of the streets in an SMA is analyzed for the proper treatment, whether that be a fog seal, chip seal, micro surface, overlay, or total reconstruction. A pavement management system is used to evaluate pavement quality and prioritize street maintenance needs. In 2025, the City's street maintenance efforts will include: Contract Street Maintenance \$3,590,000 – The annual program includes contracting for street maintenance using treatments such as hot mix asphalt overlays, asphalt patching, high-density mineral bond (HA5), and street reconstructions. This work is bid and contracted out. For 2025, C 1/2 Road from 27 1/2 to 29 Road is proposed for minor reconstruction in partnership with Mesa County and developer of gravel extraction operation. Staff proposes to submit for \$450,000 in reimbursement from Persigo Agreement funds to offset impacts of annexation and the remaining \$3,140,000 be funded by the 0.75% sales tax.

13. Mill Tailing Repository Removal - \$ 100,000 The City receives uranium mill tailings encountered throughout western Colorado and stores them in an interim repository at City Shops per an agreement with the Department of Local Affairs from the late 1990s when the remediation of the Grand Junction mill site was deemed complete. Approximately every three years, the City works with the Department of Energy in opening the permanent repository at the Cheney Reservoir site southeast of Kannah Creek and transfers the tailings at the City Interim site to the permanent repository. Department of Energy has provided notice that the permanent repository will be opened in March 2025 to accept mill tailings accumulated at the City's interim facility. This project is funded by Colorado Department of Local Affairs grant, \$100,000.

14. Riverside Parkway at Highway 50 Retaining Wall - \$ 1,000,000 The Riverside Parkway interchange was constructed with tall mechanically stabilized earth (MSE) walls. These walls have settled and moved over the last 15 years since it was constructed. While the walls are still currently safe, geotechnical investigations were conducted in summer 2024 with recommendations pending fall 2024. The project will stabilize the walls ensuring longevity of the structures. In 2025, reconstruction of much of the curb, gutter, sidewalks, medians, and road surface is planned to repair the infrastructure damaged by the differential settlement. This project is funded by the 0.75% sales tax.

15. Curb, Gutter, and Sidewalk Safety Repairs - \$ 420,000 This program includes the replacement or repair of deteriorated or hazardous curbs, gutters, and sidewalks on City streets annually. It also includes replacement of curbs and gutters that do not properly drain. Tripping hazards on sidewalks are given the highest priority. Concrete replacement locations are determined from field surveys and community member complaints. Each location is rated and prioritized according to the type of problem and degree of hazard. The benefits include keeping curb, gutter, and sidewalks in a state of

2025 Capital Project Descriptions by Fund by Department

November 6, 2024

good repair providing a reliable surface for non-motorized users, and conveyance of stormwater without standing water. This project is funded by the 0.75% sales tax.

16. I-70B Phase VI Streetlights - \$ 386,636 This project includes the City paying for street light replacements and new pedestrian lighting along I-70B from Rood Avenue to 4th Street as part of the CDOT road improvement project. This project is funded by the 0.75% sales tax.

17. Traffic Safety Improvements - \$ 140,000 Annual Requests for Streetlights, Crosswalks, Traffic Calming, etc. This project is funded by the 0.75% sales tax.

18. Bridge Repair (self-performed) - \$ 115,500 The City has 38 major (greater than a 20 ft span) bridges and 46 minor (less than a 20 ft span) bridges to maintain. This item pays for materials for City crews to address maintenance items on some of the bridges to assure they remain in a state of good repair. These items include crack filling, abutment repairs, expansion joint gland replacements, and debris removal from around bridge piers. This project is funded by the 0.75% sales tax.

19. Downtown to Dos Rios Bike/Ped Bridge - \$ 50,000 (grant match) Pedestrian/Bike Bridge to connect downtown to the Riverfront at Dos Rios. This first phase of the project would develop an alternatives analysis, identify a preferred alternative, prepare 30% engineering plans, and complete necessary permitting and prepare for right-of-way acquisition. The total cost would be \$250,000. The City will be pursuing a \$200,000 Federal Highway grant and if awarded will return to Council for authorization. The grant match of \$50,000 is funded by the 0.75% sales tax.

20. SRTS - Hermosa Ave. Sidewalk 12th St. to 13 St - \$ 160,000 Hermosa Ave between 12th and 13th was developed without sidewalks. Development to the north and east has constructed sidewalks. This Safe Routes to School project completes sidewalk along one side of Hermosa Ave and allows residents to the north and east a loop to walk. This project is funded by CDBG.

21. Patterson Improvements at Matchett Park - \$ 1,000,000 Intersection Improvements to include raised median to implement Patterson Access Management Plan, signalized pedestrian crossing, and sidewalk extension on south side of Patterson to Legends Way. This improvement is the result of a traffic study conducted in 2024 that informed this design. That study was triggered by the passing of the Community Recreation Center (CRC) and the anticipated high volume of traffic that is expected to generate. These improvements will help ensure safe and efficient access to Matchett Park and the coming CRC. This project is funded by the 0.75% sales tax.

22. SRTS - Ella Street Improvements - \$ 40,000 This Safe Routes to School project includes construction of 170 feet of sidewalk, curb, and gutter along Ella Street, which does not currently have sidewalks on either side of the street. This will provide pedestrian access to West Middle School. This project is funded by CDBG.

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General Services - Capital

23. Street Maintenance – Chipseal and Crack Fill (self-performed) - \$ 1,300,000

Chipseal is a maintenance process for roads that helps protect and extend the life of asphalt pavement, playing a crucial role in maintaining a high Pavement Condition Index (PCI). Crack filling involves sealing existing cracks in the pavement to prevent water infiltration, which can cause further damage and deterioration. Patching involves repairing any significant defects or potholes in the road surface. The chipseal process applies a layer of hot liquid asphalt emulsion followed by aggregate chips and compaction. In some cases, an additional thin layer of diluted asphalt, known as a fog seal, is applied over the top of the chips to seal the surface and provide extra protection. Chipseal helps protect the asphalt from water damage, enhances skid resistance, and extends the life of the road. This cost-effective method ensures that roads remain in good condition, minimizing the need for more extensive and costly repairs in the future. This project is funded by the 0.75% sales tax.

24. Lifecycle replacements of HVAC Systems (multiple facilities) - \$ 222,949

Heating, ventilation, and air conditioning (HVAC) system replacement on multiple city facilities. This project also involves the lifecycle replacement of outdated equipment in city facilities, specifically focusing on evaporative coolers, electric water heaters, and gas-fired unit heaters. This project is funded by the 0.75% sales tax.

25. Flooring Replacement - \$ 115,000

This project addresses the replacement of the current 30-year-old Vinyl Composition Tile (VCT) flooring adhered to concrete in the Municipal Operation Center, as well as updating the interior paint and replace the existing Vinyl Composite Tile (VCT) flooring in city facilities due to age, wear, and structural issues. This project is funded by the 0.75% sales tax.

26. Las Colonias Amphitheater Improvements - \$ 350,000

Improvements to Las Colonias Amphitheater fully funded by OVG (contracted venue management group).

27. Trails - Asphalt Trail Replacements (self-performed) - \$ 320,000

The City has over 6.6 miles of asphalt trails over 25 years old and in various states of disrepair. This includes various trail locations along the Ridges, South Camp, Riverfront, and the South Rim Access to State Park. This program that began in 2022 will utilize Project Team staff to replace trails with concrete. A total of 9.2 miles will be replaced when completed in 2028 with an average of 1.4 miles per year. This project has been completed by City Staff and is proposed to be self-performed again in 2025. This project is funded by the 0.75% sales tax.

Fire - Capital

28. Fire Training Center Storm Drain/Connex Buildout - \$ 39,000

This project will enhance the Fire Department's training capabilities through the completion of a Connex

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live fire training prop and the installation of a drainage system at the base of the fixed facility burn tower located at the Colorado Law Enforcement Training Center. The Connex prop is a modular, multi-room structure that enables realistic fire training scenarios for fire personnel, police SWAT teams, hazmat units, and bomb squads. This training prop will allow training on the evolving character of Grand Junction to prepare for multi-family structure fires. The drainage system installation will protect the burn tower's foundation from water damage, ensuring the longevity and safety of this critical training facility. The total cost would be \$130,000. The City is pursuing a \$91,000 Federal Mineral Lease grant and if awarded will return to Council for authorization. The grant match of \$39,000 is funded by the 0.75% sales tax.

Parks and Recreation - Capital

29. Whitman Park Improvements Planning & Design - \$ 525,000 (self-performed) In line with the objective of activating and renovating older parks as described in the PROS Plan, Whitman Park is scheduled for renovation. 2024 saw a comprehensive planning process that included a survey with about 1000 responses, numerous public meetings, focus groups, PRAB meetings and Council workshops. This planning process resulted in a community driven schematic design with cost estimates. The 2025 budget would complete the design and engineering process and provide funding for an initial phase of construction. The schematic design plan envisions a phased approach to construction will take more than one year. Staff proposes that the Project Team will be mobilized to complete work to save on costs such as demolition of the restroom and other elements as well as installation of interior walkways. Grant and partner funding is also currently being pursued. The renovation coincides with the unprecedented level of contribution to address affordable housing and dramatically improve services to the unhoused community. Following renovation of Whitman, the result will be a reactivated park that provides what downtown is most lacking: an activated, connected green space. This effort also coincides with numerous other surrounding improvements including the 4th and 5th street improvements, the Junction housing development with over 250 units, the Terminal live work space, the Mother Theresa house and the coming mobility hub. This phase of the project would be \$625,000. The City is pursuing a \$100,000 Federal grant and if awarded will return to Council for authorization. The grant match of \$525,000 is funded by \$400,000 in parkland and \$125,00 from the 0.75% sales tax.

30. Water Conservation Projects - Turf to Native - \$ 50,000 Several areas in the parks system have turf that has a very low level of utilization. To conserve water and save on maintenance resources while still preserving an attractive aesthetic, the parks department uses this funding to covert manicured turf to native areas. The native areas employ local florae including shrubs and trees, along with other attractive landscaping elements. This budget also supports the installation of infrastructure to achieve water-wise landscaping and to design larger conversions for future consideration. This project is funded by Parkland.

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- 31. Stadium Improvements - \$ 339,300** These smaller-scale improvements complement the major renovations recently completed. Elements include various improvements such as the replacement of the dated Sulpizio Field scoreboard, painting stands A-D at Sulpizio and replacement of the red rubber around the dugouts and infield at Sulpizio. The Parks Improvement Advisory Board has voted to contribute \$214,300 to this project, and the remaining \$125,000 is funded by the .75% sales tax.
- 32. Playground Repair - \$ 100,000** This is an annual effort to repair and replace needed components of the 25 playgrounds in the system. This is in addition to the replacement schedule shown in the 10 year budget when repair is not longer an option with aged equipment and playground replacement is required. This project is funded by CTF.

202 – Storm Drainage Development Fund

Engineering and Transportation- Capital

- 33. Riverside Parkway at 7th Street Drainage Improvements - \$ 250,000** The area of 7th and Riverside Parkway historically floods a couple of times per year. While flood waters have not entered adjacent structures yet, property and business owners are concerned with the potential. For each large storm, City crews close the road down for a few hours to ensure waves from vehicles do not push water into the structures. Additional inlets are proposed on the north side of the intersection along with 1020 feet of 24-inch storm drain line to add capacity to the system. The project is proposed to be paid for in part by \$200,000 from Grand Valley Drainage District with the remaining \$50,000 paid for by drainage fees.
- 34. Drainage System Improvements - \$ 20,000** This project includes many small drainage improvements that are needed annually. Funded by drainage fees.

204 – Major Projects Fund

Parks and Recreation - Capital

- 35. Community Recreation Center Construction - \$ 56,068,693** After decades of effort and a successful ballot question where voters authorized a dedicated sales tax and the issuance of debt, the Grand Junction community will soon have its own Community Recreation Center (CRC). The official groundbreaking was held on June 1, 2024 and several trades are fully underway including earthwork, utilities and deep foundations. The total project cost is currently estimated at \$82.1 million with the CRC set to open mid 2026. Grants are also being actively pursued to enable an initial phase of outdoor facilities development that would coincide with the CRC construction in 2026. Not only

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would this save in costs but it would meet additional parks and recreation needs with the outdoor facilities of an artificial turf field, a playground, the Burkey Pavilion and overflow parking. The CRC project is funded predominantly with bond proceeds but also with partner contributions.

207 – Transportation Capacity Fund

Engineering and Transportation - Capital

- 36. 24 1/2 Road, Patterson to G 1/4 Road - \$ 1,000,000** 24 1/2 Road will be widened to a three-lane collector including a center turn lane, curb, gutter, sidewalks, bike lanes, and streetlights from Patterson Road to G 1/4 Road. Design in 2024, right-of-way acquisition in 2025, and construction in 2026. This project is funded by the Transportation Capacity Payment (TCP) Fund.
- 37. B 1/2 Road, 29 Road to 29 1/2 Road - \$ 500,000** B 1/2 Road will be widened to a three-lane collector road including turn lanes, curb, gutter, sidewalk, bike lanes, and streetlights from 29 Road to 29 3/4 Road providing safer routes for kids to get to and from school at Lincoln Orchard Mesa Elementary. This project is funded by the TCP Fund.
- 38. F 1/2 Parkway, Market to Patterson - \$ 15,000,000** The creation of the F 1/2 Parkway from 24 Road to Patterson Road. This 5-lane, multimodal arterial will provide an alternative route around congested Patterson Road and serve a rapidly developing area. The project is split into two construction phases; the first from 24 Road to 24 1/2 Road will finish construction in late 2024, and the second from 24 1/2 to Patterson will start construction in mid-2025. This project is funded by the TCP Fund.
- 39. D 1/2 Road, 29 to 30 Road - \$ 5,000,000** D 1/2 Road will be widened to a three-lane collector including a center turn lane, curb, gutter, sidewalk, bike lanes, and streetlights from 29 1/4 Road to 30 Road providing safer routes for kids to get to school at Pear Park Elementary. This project is funded by the TCP Fund.
- 40. 24 Road Pedestrian Bridge - \$200,000** This project constructs a bike path connecting the Riverfront Trail to Mesa Mall and onto Canyon View Park. For 2025, the funding will design the bike/pedestrian facility connecting the Riverfront Trail to Mesa Mall. The total cost for design would be \$400,000. The City has submitted for a federal Reconnecting Communities Planning Grant for \$200,000 and if awarded will return to Council for authorization. If selected, the grant would fund the design and position the City for construction grant dollars for the same program. If project is not selected, staff recommends project be deferred. The grant match of \$200,000 is funded by the TCP Fund.
- 41. 26 1/2 Road, Horizon Drive to Summerhill Way - \$ 2,750,000** 26 1/2 Road will be widened to a three-lane collector road including turn lanes, curb, gutter, sidewalks, bike

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lanes, and streetlights from Horizon Drive to Summerhill Way including a new pedestrian bridge over I-70. The design will be finalized in 2025 along with the right of way acquisition. This project is funded by the TCP Fund.

- 42. Crosby Avenue, 25 1/2 Road to Main Street - \$ 3,000,000** Crosby Avenue serves as an extension of Main Street to significant retail shopping and both existing and burgeoning residential areas. The high-return, timely project will substantially improve safety, economic opportunity, and active transportation access in the heart of the community. Crosby Avenue would transform from a narrow local street with no bicycle or pedestrian facilities to a robust multimodal corridor with safer facilities, landscaping, and lighting tying into the existing bicycle-pedestrian bridge over the Union Pacific Railroad tracks between the Riverside neighborhood and the rest of Downtown. This project is funded by Colorado Department of Transportation Grant (awarded) for \$1,000,000, and the TCP Fund for \$2,000,000.

301 – Water Fund

Utilities - Capital

- 43. Gunnison River Infrastructure - \$ 100,000** Preliminary engineering and property acquisition for conversion of two gravel pits along the Gunnison River into water storage impoundments to supplement the City's water supply. This is a multi-year project with detailed engineering and construction beyond the 10-year planning horizon. This project is funded by the Water enterprise fund.
- 44. Historic Water Treatment Plant Preservation - \$ 225,000** Phase 1 of Interior/Exterior Rehabilitation of Historic Grand Junction Water Treatment Plant includes repair/replacement of the roof, installation of roof scuppers and drains, trimming trees abutting the building, select demolition, and hazardous materials abatement. Prompt initiation of these items included will prevent further deterioration of the building and ultimately reduce overall project costs. The project is funded by a State Historic Fund grant, \$175,000, and the Water enterprise fund, \$50,000.
- 45. Lead Water Line Replacements - \$ 100,000** This is an annual ongoing project to replace lead service lines in the City's water service area. This project is funded by the Water enterprise fund.
- 46. Ranch Improvements/Sustainable Agriculture - \$ 100,000** Installation of gated pipe on the Anderson Ranch to improve water efficiency of irrigation for cattle ranching. This project is funded by the Water enterprise fund.
- 47. Water Rights Infrastructure Development - \$ 100,000** This is an annual ongoing project to facilitate the acquisition of agricultural irrigation water rights as they become available. This project is funded by the Water enterprise fund.

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48. Linden Ave Waterline Phase 1 (2025) - \$ 1,400,000 Replacement of 20" water main installed in 1959 on Linden Ave between Hwy 50 and Santa Clara Ave. This project is funded by the Water enterprise fund.

49. Juniata Enlarged Ditch Piping - \$ 320,000 Piping/lining of 2.3mile segment of Juniata Enlarged Ditch to reduce water loss due to seepage and evaporation. The project is funded by a Bureau of Reclamation grant, \$160,000, Colorado Water Conservation Grant, \$100,000, Colorado River District Grant, \$20,000, and the Water enterprise fund, \$40,000.

50. Ouray Ave 7-12th Street Waterline Replacement - \$ 450,000 Project replaces AC water main on Ouray Ave from 7-12th Street as well as eliminate any LSLs in this area. This project is funded by the Water enterprise fund.

302 – Solid Waste Fund

General Services - Capital

51. New Refuse Truck for Recycling Pickup - \$ 435,000 This is funded by the Solid Waste enterprise fund.

309 – Irrigation Fund

Utilities - Capital

52. Ridges Primary Pump MCC Replacement - \$ 25,000 Design and replacement of the Motor Control Center for the Ridges Primary Pumpstation. This project is funded by the Irrigation enterprise fund.

405 – Communications Center Fund

Police - Capital

53. 9-1-1 Telephone Upgrade - \$ 512,940 The current intrado 911 phone system has reached the end of its operational life, limiting our ability to keep pace with modern emergency communication technology. The upgraded system will provide a hosted solution that enhances communication with callers, delivers real-time information to first responders and supports a geo-diverse application model. This project is funded by E911 surcharge revenue.

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900 - Joint Sewer Fund

Utilities - Capital

- 54. Lake Road lift station replacement - \$ 3,500,000** The 2024 requested funds will be used to replace the Ridges #1 Lift Station. This lift station has surpassed its design life and it is recommended to be replaced due to existing deficiencies regarding their condition, capacity, and long-term reliability. Design and easement acquisition for the new Lake Road Lift station and associated sewer pipelines will be completed in 2024 and construction will be completed in 2025. Funding planned for 2025 also includes the rehabilitation of lift stations that were identified in poor condition during condition inspections. This project is funded by the Sewer enterprise fund.
- 55. Sewer Improvement Districts - \$1,000,000** In 2000, the City and the County passed a joint resolution establishing the septic system elimination program to provide incentives to property owners to eliminate septic systems. There are still approximately 1,550 properties that remain on septic systems within the Persigo 201 sewer boundary. Recommended funding for 2025 and \$1 million per year in future years is to complete existing and new sewer improvement districts (SIDs) as recommended in the 2020 Wastewater Basin Master Plan. This project is funded by the Sewer enterprise fund.
- 56. OM river siphon - \$ 230,000** This project's objective to replace a sewer pipe under the Colorado River that conveys wastewater from Orchard Mesa area to the riverside interceptor. Funds in 2025 are planned for engineering services in the design, permitting, surveying, geotechnical, with construction occurring in 2026. This project is funded by the Sewer enterprise fund.
- 57. Grand Valley Byproducts lift station replacement - \$ 1,275,000** Replacement of the Grand Valley Byproducts lift station that has reached its useful life. This project is funded by the Sewer enterprise fund.
- 58. 2025 Sewer Replacement Projects - \$ 3,898,000** Replacement of aging sewer pipelines with construction in 2025. Funds are budgeted to replace/rehabilitate existing sewer mains within the Persigo 201 service area collection system. The collection system is comprised of approximately 577 miles of pipe of which approximately 200 miles are scheduled for replacement over the next 30 years. Since 2015, 30 miles of pipe have been replaced and 170 miles of pipe have been identified for replacement based on pipe materials. Annual condition assessments are conducted to prioritize replacements based on condition. This project is funded by the Sewer enterprise fund.
- 59. 2026 Sewer Replacement Projects - \$ 602,000** This funding is for design of sewer line replacements with construction in 2026. Annual condition assessments are conducted to prioritize replacements based on condition. This project is funded by the Sewer enterprise fund.

2025 Capital Project Descriptions by Fund by Department November 6, 2024

60. El Poso lift station replacement - \$ 205,000 Replacement of El Poso lift station which has reached its useful life. This project is funded by the Sewer enterprise fund.

61. Wastewater Treatment Plant Imp and Asset Replace - \$ 736,000 These expenditures are associated with wastewater treatment plant improvements and replacement of aging infrastructure. This project is funded by the Sewer enterprise fund.

62. Wastewater Treatment Plant Rehabilitation/Expansion Projects - \$ 38,409,777 Construction of the Phase 1 Wastewater Treatment Plant Rehabilitation and Expansion will begin in 2024 and continue in 2025. Partial funding was authorized in 2024. The remaining funding required to complete the project is \$38,409,777. The project will include rehabilitation of existing process units and expansion of capacity from 12.5 to 15.0 million gallons per day. Process units include the headworks, aeration basins, UV disinfection, and dewatering. This project is funded by the Sewer enterprise fund.

63. Phase 2 Wastewater Treatment Plant Expansion - \$ 4,000,000 The Phase 2 wastewater treatment plant project includes converting the anaerobic digesters through either rehabilitation or replacement, revitalizing the raw sewage pump station, revitalizing the secondary clarifier, and making improvements to the administrative building and relocating the motor control center (MCC). Funding in 2025 will be utilized to initiate engineering design. This project is funded by the Sewer enterprise fund.

10 Year Capital Plan by Fund by Department
November 6, 2024



		Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total	
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
201 - Sales Tax Capital Improvements Fund												
1	REVENUE											
2	Sales Tax	\$ 19,883,026	\$ 20,479,517	\$ 21,093,902	\$ 21,726,719	\$ 22,378,521	\$ 23,049,877	\$ 23,741,373	\$ 24,453,614	\$ 25,187,222	\$ 25,942,839	\$ 227,936,610
3	Sales Tax - Audit	116,764	120,267	123,875	127,591	131,419	135,361	139,422	143,605	147,913	152,351	1,338,568
4	Sales Tax - Vendor's Fee	(412,772)	(425,155)	(437,910)	(451,047)	(464,579)	(478,516)	(492,871)	(507,657)	(522,887)	(538,574)	(4,731,968)
5	Use Tax	406,733	418,935	431,503	444,448	457,782	471,515	485,660	500,230	515,237	530,694	4,662,738
6	CMU Payback for Advance Funding (Through 2034 - 12 1/2 Yrs.)	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	2,000,000
7	Las Colonias Park Final Phase Annual Contribution (Ends 2032)	78,982	78,982	78,982	78,982	78,982	78,982	78,982	78,982	-	-	631,856
8	Las Colonias Park Final Phase Annual Contribution (Ends in 2032)	59,792	59,792	59,792	59,792	59,792	59,792	59,792	59,792	-	-	478,336
9	Total Ongoing Revenues	\$ 20,332,525	\$ 20,932,338	\$ 21,550,144	\$ 22,186,486	\$ 22,841,917	\$ 23,517,011	\$ 24,212,358	\$ 24,928,566	\$ 25,527,486	\$ 26,287,310	\$ 232,316,140
10												
11	EXPENSE											
12	Public Safety COP/Debt Payment (xfer to Debt Service 610)	\$ 1,496,500	1,497,000	1,500,000	1,500,500	1,498,250	1,498,250	1,500,250	1,499,000	1,499,500	1,496,500	14,985,750
13	Parkway and Transportation Expansion Debt Payment (xfer to Debt Service 610)	2,959,404	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	41,659,404
14	29 Road and I-70 Interchange Debt Service (City 50% Share Only)	-	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	22,500,000
15	Spring Clean Up (xfer to GF 100)	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	2,200,000
16	Business Incubator	53,600	53,600	53,600	53,600	53,600	53,600	53,600	53,600	53,600	53,600	536,000
17	CMU Classroom Building	500,000	500,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	3,000,000
18	CMU Scholarships	550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	5,500,000
19	Downtown Business Improvement District - Marketing	15,269	15,269	15,269	15,269	15,269	15,269	15,269	15,269	15,269	15,269	152,690
20	GJEP - Operational Funding	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	400,000
21	Grand Valley Transit - Operations	902,123	929,187	957,062	985,774	1,015,347	1,045,808	1,077,182	1,109,498	1,142,782	1,177,066	10,341,829
22	Grand Junction Convention Center Improvements Annual Contribution to DDA	258,087	258,087	258,087	258,087	258,087	258,087	258,087	258,087	-	-	2,064,696
23	Las Colonias Business Park Annual Contribution to DDA	696,834	696,834	696,834	696,834	696,834	696,834	696,834	696,834	-	-	5,574,672
24	Dos Rios GID Debt Service	84,000	936,650	-	-	-	-	-	-	-	-	1,020,650
25	Total Ongoing Expenses	\$ 7,775,817	\$ 12,496,627	\$ 11,340,852	\$ 11,370,064	\$ 11,397,387	\$ 11,427,848	\$ 11,461,222	\$ 11,492,288	\$ 10,571,151	\$ 10,602,435	\$ 109,935,691
26	Revenue Available for Projects	\$ 12,556,708	\$ 8,435,711	\$ 10,209,292	\$ 10,816,421	\$ 11,444,530	\$ 12,089,163	\$ 12,751,136	\$ 13,436,278	\$ 14,956,334	\$ 15,684,875	\$ 122,380,449
27												
28	PROJECT SPECIFIC REVENUES											
29	Transfer(s) In:											
30	Whitman Park Improvements Planning & Design - PARKLAND	400,000	-	-	-	-	-	-	-	-	-	400,000
31	Water Conservation Projects - Turf to Native PARKLAND	50,000	-	-	-	-	-	-	-	-	-	50,000
32	Stadium Improvements; Contributions from PIAB	214,300	-	-	-	-	-	-	-	-	-	214,300
33	Playground Repair - CTF	100,000	-	-	-	-	-	-	-	-	-	100,000
34	SRTS - Hermosa Ave. Sidewalk (12th St. to 13 St)	160,000	-	-	-	-	-	-	-	-	-	160,000
35	SRTS - Ella Street Improvements	40,000	-	-	-	-	-	-	-	-	-	40,000
36	Grants, Contributions and Reimbursements:											
37	North Avenue Enhanced Transit Corridor;Grants - State Grand Awarded	100,000	3,712,500	-	-	-	-	-	-	-	-	3,812,500
38	North Avenue Enhanced Transit Corridor - Persigo Agreement	-	500,000	-	-	-	-	-	-	-	-	500,000
39	Contract Street Maintenance - Persigo Agreement	450,000	-	-	-	-	-	-	-	-	-	450,000
40	23 Road Sidewalk (Hwy 340 to South Rim) - Persigo Agreement	-	-	300,000	-	-	-	-	-	-	-	300,000
41	Mill Tailing Repository Removal;Grants - State	100,000	-	-	-	-	-	-	-	-	-	100,000
42	River Trail Expansion, C 1/2 Road Gap;Grants - State	-	1,750,000	-	-	-	-	-	-	-	-	1,750,000
43	River Trail Expansion, C 1/2 Road Gap;Contributions	-	925,000	-	-	-	-	-	-	-	-	925,000
44	Charges For Services (Utility Construction Reimbursement-varies)	-	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	765,000
45	Alley Improvement District Assessments						50,000	50,000	50,000	50,000	50,000	250,000
46	Stocker Stadium Turf Replacement; Contributions	-	-	375,000	-	-	-	-	-	-	-	375,000
47	Cemetery Irrigation Full Replacement; Grants - Federal	-	1,750,000	-	-	-	-	-	-	-	-	1,750,000
48	Stadium Suplizio Field Artificial Turf (\$1.1M Partners); Contributions	-	1,150,000	-	-	-	-	-	-	-	-	1,150,000

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working	Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
49	Las Colonias Amphitheater Improvements-OVG	350,000	-	-	-	-	-	-	-	-	-	350,000
50	Stadium Master Plan Improvements - Long Term; Contributions	-	-	-	-	-	-	-	-	-	6,040,000	6,040,000
51	Project Specific Revenues	\$ 1,964,300	\$ 9,872,500	\$ 760,000	\$ 85,000	\$ 85,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 6,175,000	\$ 19,481,800
52	Total Revenue for Projects	\$ 14,521,008	\$ 18,308,211	\$ 10,969,292	\$ 10,901,421	\$ 11,529,530	\$ 12,224,163	\$ 12,886,136	\$ 13,571,278	\$ 15,091,334	\$ 21,859,875	\$ 141,862,249
53	PROJECT EXPENSES											
54	City Manager - Capital	\$ 6,342,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,342,322
55	Housing and Unhoused Projects and Services	2,200,000	-	-	-	-	-	-	-	-	-	2,200,000
56	Kimball Infill Incentive (authorized 2023, sale of Dos Rios properties)	862,348	-	-	-	-	-	-	-	-	-	862,348
57	Landing Infill Incentive (authorized 2023, sale of Dos Rios properties)	1,529,974	-	-	-	-	-	-	-	-	-	1,529,974
58	Richmark Infill Incentive (authorized 2022, General Fund Reserve)	1,750,000	-	-	-	-	-	-	-	-	-	1,750,000
59	Community Development - Capital	3,050,000	-	-	-	-	-	-	-	-	-	3,050,000
60	ADU Incentive Program	250,000	-	-	-	-	-	-	-	-	-	250,000
61	Salt Flats Infrastructure	2,800,000	-	-	-	-	-	-	-	-	-	2,800,000
62	Engineering and Transportation - Capital	8,637,006	8,504,050	5,848,850	4,595,938	5,664,955	17,956,398	29,761,066	15,304,220	9,152,118	7,403,952	112,828,553
63	North Avenue Enhanced Transit Corridor (State Grant Funded \$3.8M)	200,000	4,350,000	-	-	-	-	-	-	-	-	4,550,000
64	Ranchman's Ditch Trail	900,000	-	-	-	-	-	-	-	-	-	900,000
65	22 1/2 Road Path Construction at Broadway Elementary	134,000	-	-	-	-	-	-	-	-	-	134,000
66	Alley Improvement Districts	-	-	-	-	-	250,000	250,000	250,000	250,000	250,000	1,250,000
67	4th and 5th Street Design and Improvements	-	-	-	-	-	200,000	770,000	825,000	990,000	1,030,000	3,815,000
68	Union Pacific Railroad Downtown Quiet Zone	-	-	-	-	-	1,200,000	-	-	-	-	1,200,000
69	Traffic Signal Upgrades	280,000	295,050	308,700	324,135	340,342	357,360	375,226	393,988	413,687	434,373	3,522,861
70	Colorado River Levee Renovations	120,870	-	-	-	-	-	-	-	-	-	120,870
71	Contract Street Maintenance	3,590,000	3,297,000	3,475,100	3,662,600	3,860,100	4,068,000	4,287,000	4,517,250	4,759,900	5,015,227	40,532,177
72	Mill Tailing Repository Removal (State Grant Funded \$100K)	100,000	-	-	-	-	-	-	-	-	-	100,000
73	Riverside Parkway at Highway 50 Retaining Wall	1,000,000	-	-	-	-	-	-	-	-	-	1,000,000
74	Curb, Gutter, and Sidewalk Safety Repairs	420,000	441,000	463,050	486,203	510,513	536,038	562,840	590,982	620,531	645,352	5,276,509
75	I-70B Phase VI Streetlights	386,636	-	-	-	-	-	-	-	-	-	386,636
76	Streetlight Municipalization Separation Study	-	-	-	-	-	425,000	-	-	-	-	425,000
77	Riverfront Trail Widening at Broadway & Railroad	-	-	-	-	-	500,000	-	-	-	-	500,000
78	23 Road Sidewalk (Hwy 340 to South Rim)	-	-	300,000	-	-	-	-	-	-	-	300,000
79	25 1/2 Road Reconstruction (F Rd to G Rd)	-	-	-	-	-	95,000	900,000	-	-	-	995,000
80	Traffic Safety Improvements	140,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000	28,000	29,000	365,000
81	6th & Rood Pedestrian Improvements	-	-	-	-	-	70,000	-	-	-	-	70,000
82	Bridge Repair (self-performed) (guardrails, lighting, paint, etc.)	115,500	-	80,000	-	80,000	-	90,000	-	90,000	-	455,500
83	Bridge Replacement GRJM-21.25-D.7- South Broadway over Limekiln Gulch	-	100,000	800,000	-	-	-	-	-	-	-	900,000
84	Bridge Replacement, GRJM 21.7-G.4 - River Road at Persigo Wash	-	-	-	100,000	850,000	-	-	-	-	-	950,000
85	Bridge Replacement, Horizon Dr. GRJ-F.4-26.7	-	-	-	-	-	150,000	2,200,000	-	-	-	2,350,000
86	Bridge Replacement, D Road Bridge at Lewis Wash	-	-	-	-	-	-	-	200,000	2,000,000	-	2,200,000
87	Downtown - Spruce to 1st reconstruction / roundabout	-	-	-	-	-	-	2,300,000	-	-	-	2,300,000
88	Downtown to Dos Rios Bike/Ped Bridge - Pursuing Grant	50,000	-	-	-	-	900,000	-	7,500,000	-	-	8,450,000
89	Downtown to Riverfront Connection - 9th Street Reconstruction	-	-	-	-	-	4,000,000	-	-	-	-	4,000,000
90	Downtown to Riverfront Connection - 12th St Bike/Ped Path	-	-	-	-	-	-	8,000,000	-	-	-	8,000,000
91	Expansion Projects: 23 3/4 Road Mosaic Factory Development	-	-	-	-	-	80,000	-	-	-	-	80,000
92	GVWUA/BOR Trail-Visitors Way to 28 Road	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
93	SRTS - Hermosa Ave. Sidewalk 12th St. to 13 St. (CDBG Funded)	160,000	-	-	-	-	-	-	-	-	-	160,000
94	Horizon Drive Improvements - Phase 2 (G Rd to I-70)	-	-	-	-	-	300,000	3,000,000	1,000,000	-	-	4,300,000
95	Horizon Drive Improvements - Phase 3 (I-70 to H Road)	-	-	-	-	-	200,000	7,000,000	-	-	-	7,200,000
96	Horizon Drive Trail (G Rd to I-70)	-	-	-	-	-	1,500,000	-	-	-	-	1,500,000
97	Horizon Drive Trail (1st St. to 7th St.)	-	-	-	-	-	2,100,000	-	-	-	-	2,100,000
98	Patterson Improvements at Matchett Park	1,000,000	-	-	-	-	-	-	-	-	-	1,000,000
99	Riverfront Trail Bank Stabilization - Phase II	-	-	400,000	-	-	-	-	-	-	-	400,000
100	SRTS - Ella Street Improvements	40,000	-	-	-	-	-	-	-	-	-	40,000
101	General Services - Capital	2,309,949	2,539,925	1,753,250	1,824,913	1,580,158	1,659,166	1,742,124	1,829,231	1,920,692	2,016,727	19,176,135
102	Street Maintenance - Chipseal and Crack fill (self-performed)	1,300,000	1,365,000	1,433,250	1,504,913	1,580,158	1,659,166	1,742,124	1,829,231	1,920,692	2,016,727	16,351,261

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working 2025	Working 2026	Working 2027	Working 2028	Working 2029	Working 2030	Working 2031	Working 2032	Working 2033	Working 2034	Ten Year Total
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
103	GJCC Window Replacement	-	450,000	-	-	-	-	-	-	-	-	450,000
104	Lifecycle Replacement of HVAC Systems and Building Equipment (.75% tax)	224,949	-	-	-	-	-	-	-	-	-	224,949
105	Flooring Replacement (.75% tax)	115,000	-	-	-	-	-	-	-	-	-	115,000
106	Las Colonias Amphitheater Improvements	350,000	-	-	-	-	-	-	-	-	-	350,000
107	Trails - Asphalt Trail Replacements (self-performed)	320,000	320,000	320,000	320,000	-	-	-	-	-	-	1,280,000
108	Lifecycle Replacement of Critical HVAC Systems (Multiple City Facilities)	-	208,150	-	-	-	-	-	-	-	-	208,150
109	Lifecycle Replacements of Critical Plumbing Systems (Multiple City Facilities)	-	95,650	-	-	-	-	-	-	-	-	95,650
110	Asphalt Roof Replacement Fire Station #2	-	67,500	-	-	-	-	-	-	-	-	67,500
111	Emergency Generator Replacement Fire Station #2	-	33,625	-	-	-	-	-	-	-	-	33,625
112	Police - Capital	-	1,900,000	28,000,000	-	-	-	-	-	-	-	29,900,000
113	Police Department Annex/Evidence Storage	-	1,900,000	28,000,000	-	-	-	-	-	-	-	29,900,000
114	Fire - Capital	39,000	2,310,500	4,250,000	150,000	4,700,000	2,917,529	13,300,000	-	3,448,097	716,640	31,831,766
115	Fire Training Center Public Safety Classroom Bldg (Partner with CMU)	-	-	-	150,000	4,700,000	-	-	-	-	-	4,850,000
116	Fire Station No 9	-	-	-	-	-	2,917,529	13,300,000	-	-	-	16,217,529
117	Fire Station No 10	-	-	-	-	-	-	-	-	3,448,097	716,640	4,164,737
118	Fire Training Center Storm Drain/Connex Buildout - Pursuing Grant	39,000	-	-	-	-	-	-	-	-	-	39,000
119	Fire Station No 2 - Remodel and Addition (Dual Company)	-	2,010,500	4,250,000	-	-	-	-	-	-	-	6,260,500
120	Rescue Boat House	-	300,000	-	-	-	-	-	-	-	-	300,000
121	Parks and Recreation - Capital	1,014,300	17,390,100	8,350,000	700,000	2,350,000	77,788,876	28,000,000	691,991	400,000	38,940,973	175,626,240
122	River Trail Expansion, C 1/2 Road Gap	-	3,500,000	-	-	-	-	-	-	-	-	3,500,000
123	Whitman Park Improvement Planning (self-performed) (\$400K Parkland, \$125K .75% tax)	525,000	4,500,000	-	-	-	-	-	-	-	-	5,025,000
124	Water Conservation Projects - Turf to Native	50,000	-	-	-	-	-	-	-	-	-	50,000
125	Stadium Improvements (PIAB \$214,300)	339,300	-	-	-	-	-	-	-	-	-	339,300
126	Playground Repair (CTF funded)	100,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,300,000
127	Lincoln Park Pool Renovation	-	-	-	-	-	-	25,000,000	-	-	-	25,000,000
128	Cemetery Expansion	-	-	-	-	-	-	-	-	-	6,000,000	6,000,000
129	Hawthorn Park Playground Replacement	-	550,000	-	-	-	-	-	-	-	-	550,000
130	Stocker Stadium Turf Replacement	-	-	750,000	-	-	-	-	-	-	-	750,000
131	Botanical Gardens Master Plan (Parkland)	-	125,000	-	-	-	-	-	-	-	-	125,000
132	Botanical Gardens Renovation and Greenhouses	-	-	1,900,000	-	-	-	-	-	-	-	1,900,000
133	Canyon View Baseball Field Lighting	-	-	800,000	-	-	-	-	-	-	-	800,000
134	Canyon View Park Baseball Field Uplift	-	-	-	-	-	500,000	-	-	-	-	500,000
135	Canyon View Park Playground Repair/Replacement	-	-	300,000	-	-	-	-	-	-	-	300,000
136	Canyon View Pour in Place Playground Surfacing Replacement and Canyon View Pumphouse Replacement	-	-	1,300,000	-	-	-	-	-	-	-	1,300,000
137	Canyon View Tennis Court Improvements, 4 more courts and Paving of Pkg Lot)	-	80,000	-	-	-	-	2,800,000	-	-	-	2,880,000
138	Cemetery Irrigation Full Replacement	-	3,500,000	-	-	-	-	-	-	-	-	3,500,000
139	Chipeta Playground Renovations (CTF)	-	100,000	-	-	-	-	-	-	-	-	100,000
140	Columbine Park Renovation	-	-	2,600,000	-	-	-	-	-	-	-	2,600,000
141	Paradise Hills Playground Replacement	-	-	-	-	-	468,563	-	-	-	-	468,563
142	Fiber Acquisition	-	-	-	-	250,000	-	-	-	-	-	250,000
143	Lilac Park Renovation	-	-	-	-	1,200,000	-	-	-	-	-	1,200,000
144	Flint Park Construction	-	-	-	-	-	-	-	-	-	2,600,000	2,600,000
145	Founder's Colony Construction	-	-	-	-	-	-	-	-	-	1,600,000	1,600,000
146	Horizon park Construction	-	-	-	-	-	5,169,378	-	-	-	-	5,169,378
147	Kronkright Softball Field LED Lights	-	-	-	-	-	-	-	-	-	400,000	400,000
148	Lincoln Park Playground Pour in Place Replacement	-	-	-	200,000	-	-	-	-	-	-	200,000
149	Darla Jean Park Playground Replacement	-	-	-	-	-	-	-	491,991	-	-	491,991
150	Riverside Park Playground Replacement	-	-	-	-	-	-	-	-	-	491,991	491,991
151	Eagle Rim Park Playground Replacement	-	-	-	-	-	-	-	-	-	491,991	491,991
152	Matchett Park Infrastructure	-	-	-	-	-	13,816,250	-	-	-	-	13,816,250
153	Maxicom Replacement at 45 sites	-	-	-	-	-	-	-	-	-	500,000	500,000

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working	Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
154	Matchett Park Central Phase	-	-	-	-	-	10,387,105	-	-	-	-	10,387,105
155	Matchett Park Eastern Edge	-	-	-	-	-	3,349,195	-	-	-	-	3,349,195
156	Matchett Park Southern Phase	-	-	-	-	-	18,808,385	-	-	-	-	18,808,385
157	Monument Road/Parking Area for Climbers-Painted Bowl Bouldering Area	-	-	-	300,000	-	-	-	-	-	-	300,000
158	Pine Ridge Park Renovation	-	-	-	-	-	250,000	-	-	-	-	250,000
159	Burkey Park South Construction	-	-	-	-	-	-	-	-	200,000	4,000,000	4,200,000
160	Watson Island Disc Golf Revegetation	-	-	-	-	200,000	-	-	-	-	-	200,000
161	River Park Phase II Las Colonias to Dos Rios (Parkland)	-	-	-	-	500,000	-	-	-	-	-	500,000
162	Rocket Park and Duck Pond Pour in Place Replacement	-	303,850	-	-	-	-	-	-	-	-	303,850
163	Saccomonno Park Construction	-	-	-	-	-	-	-	-	-	12,000,000	12,000,000
164	Stadium Master Plan Improvements - Mid Term	-	-	-	-	-	23,140,000	-	-	-	-	23,140,000
165	Stadium Suplizio Field Artificial Turf (\$1.15M Partners)	-	2,300,000	-	-	-	-	-	-	-	-	2,300,000
166	Canyon View Tennis Court Resurfacing: Existing 12 Courts	-	400,000	-	-	-	-	-	-	-	-	400,000
167	Wayfinding and Signage	-	-	-	-	-	300,000	-	-	-	-	300,000
168	Westlake Skate Park Renovations	-	-	-	-	-	500,000	-	-	-	-	500,000
169	Downtown Shade Sails	-	100,000	-	-	-	-	-	-	-	-	100,000
170	Pine Ridge Park Playground Replacement	-	-	-	-	-	-	-	-	-	491,991	491,991
171	5th Street Interchange Renovation	-	-	-	-	-	400,000	-	-	-	-	400,000
172	7th Street Irrigation/Landscape Improvement	-	-	-	-	-	500,000	-	-	-	-	500,000
173	Canyon View Pumphouse Replacement	-	-	500,000	-	-	-	-	-	-	-	500,000
174	Lincoln Park Pool Slide Gel Coat	-	315,000	-	-	-	-	-	-	-	-	315,000
175	West Lake Playground Replacement	-	450,000	-	-	-	-	-	-	-	-	450,000
176	Columbine Park Renovation Master Plan	-	100,000	-	-	-	-	-	-	-	-	100,000
177	Las Colonias Shade Shelter	-	136,500	-	-	-	-	-	-	-	-	136,500
178	Parking Lot Improvements: Duck Pond, Eagle Rim, Junior Service, Pine Ridge and West Lake	-	729,750	-	-	-	-	-	-	-	-	729,750
179	Crime Prevention Through Environmental Design	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	450,000
180	Canyon View Tennis Court, 4 more courts and parking lot completion	-	-	-	-	-	-	-	-	-	2,775,000	2,775,000
181	Stadium Master Plan Improvements - Long Term	-	-	-	-	-	-	-	-	-	7,540,000	7,540,000
182	Total Project Expenses	\$ 21,392,577	\$ 32,644,575	\$ 48,202,100	\$ 7,270,851	\$ 14,295,113	\$ 100,321,969	\$ 72,803,190	\$ 17,825,442	\$ 14,920,907	\$ 49,078,292	369,744,393
183												
184	NET REVENUE (EXPENSE)	\$ (6,871,569)	\$ (14,336,364)	\$ (37,232,808)	\$ 3,630,570	\$ (2,765,583)	\$ (88,097,806)	\$ (59,917,054)	\$ (4,254,164)	\$ 170,427	\$ (27,218,417)	\$ (236,892,767)
185	BEGINNING FUND BALANCE	\$ 7,232,931	\$ 361,362	\$ (13,975,002)	\$ (51,207,810)	\$ (47,577,240)	\$ (50,342,823)	\$ (138,440,629)	\$ (198,357,682)	\$ (202,611,846)	\$ (202,441,419)	\$ 7,232,931
186	ENDING FUND BALANCE	\$ 361,362	\$ (13,975,002)	\$ (51,207,810)	\$ (47,577,240)	\$ (50,342,823)	\$ (138,440,629)	\$ (198,357,682)	\$ (202,611,846)	\$ (202,441,419)	\$ (229,659,836)	\$ (229,659,836)

10 Year Capital Plan by Fund by Department
November 6, 2024

Working 2028 Year 4	Working 2029 Year 5	Working 2030 Year 6	Working 2031 Year 7	Working 2032 Year 8	Working 2033 Year 9	Working 2034 Year 10	Ten Year Total
135,556	\$ 136,505	\$ 137,461	\$ 138,423	\$ 139,392	\$ 140,368	\$ -	\$
-	-	-	-	-	-	-	
2,692,283	2,711,129	2,730,107	2,749,218	2,768,462	2,787,841	2,807,356	
2,827,839	2,847,634	2,867,568	2,887,641	2,907,854	2,928,209	2,807,356	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
2,827,839	\$ 2,847,634	\$ 2,867,568	\$ 2,887,641	\$ 2,907,854	\$ 2,928,209	\$ 2,807,356	\$
-	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$
-	-	-	-	-	-	-	
-	-	150,000	-	-	-	-	
2,827,839	\$ 2,847,634	\$ 3,017,568	\$ 2,887,641	\$ 2,907,854	\$ 2,928,209	\$ 2,807,356	\$
550,000	\$ 6,580,000	\$ 31,063,000	\$ 7,410,000	\$ 28,150,000	\$ 77,030,000	\$ 3,110,000	\$
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	450,000	-	-	-	-	
-	-	-	-	-	-	-	
-	-	200,000	3,000,000	-	-	-	
-	-	-	-	-	-	-	
-	-	120,000	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
50,000	50,000	50,000	50,000	50,000	50,000	50,000	
-	-	-	-	-	-	-	
-	-	4,100,000	-	-	-	-	
-	750,000	-	-	-	-	-	
-	2,000,000	-	-	-	-	-	
-	600,000	-	-	-	-	-	
-	2,500,000	-	-	-	-	-	
-	-	-	-	-	-	-	
-	180,000	960,000	3,860,000	-	-	-	
-	-	300,000	-	-	-	-	
-	-	-	-	-	6,000,000	-	
-	-	-	-	-	3,000,000	-	
-	-	-	-	-	-	-	
-	-	-	-	-	3,115,000	-	
-	-	-	-	-	12,000,000	-	
-	-	-	-	-	10,000,000	-	
-	-	-	-	-	4,720,000	-	
-	-	-	-	-	3,000,000	-	
-	-	-	-	-	1,807,000	-	

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working	Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
236	27 1/2 Intersection Improvements (B 1/2 & UnawEEP)	-	-	-	-	-	-	-	-	900,000	-	900,000
237	29 1/2 Road (F Rd to G Rd)	-	-	-	-	-	5,000,000	-	-	-	-	5,000,000
238	31 Road N/O Orchard along Lewis Wash	-	-	-	-	-	200,000	-	-	-	-	200,000
239	B 1/2 Road (Hwy 50 to 29 1/4 Road)	-	-	-	-	-	-	-	-	3,920,000	-	3,920,000
240	Broadway and Redlands Parkway Roundabout Capacity Expansion	-	-	-	-	-	2,500,000	-	-	-	-	2,500,000
241	Broadway and Ridges Blvd Intersection Improvements	-	-	264,000	-	-	4,500,000	-	-	-	-	4,764,000
242	Redlands Parkway Capacity Expansion (Broadway to 24 Road)	-	-	-	-	-	-	-	12,000,000	-	-	12,000,000
243	Broadway Capacity Improvements (Redlands)	-	-	-	-	-	-	-	15,600,000	-	-	15,600,000
244	D Road (29 Road to 32 Road)	-	-	-	-	-	-	-	-	9,589,000	-	9,589,000
245	D Road & 30 Road Intersection	-	-	-	-	-	-	-	-	760,000	-	760,000
246	D Road & 31 Road Intersection	-	-	-	-	-	-	-	-	760,000	-	760,000
247	D 1/2 Road and 30 Road Intersection	-	-	-	-	-	-	-	-	760,000	-	760,000
248	E Road (29 Road to 30 Road)	-	-	-	-	-	-	-	-	-	2,560,000	2,560,000
249	Expansion Projects - Development Dependent	-	-	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000
250	F 1/2 Road, (29 1/2 Road to Broken Spoke)	-	-	-	-	-	1,200,000	-	-	-	-	1,200,000
251	F 1/2 Road (Matchett Park to 29 Road)	-	-	-	-	-	4,383,000	-	-	-	-	4,383,000
252	F 1/2 Road and 30 Road Intersection Improvements	-	-	-	-	-	-	-	-	450,000	-	450,000
253	F 1/4 Road Multimodal Improvements (24 1/2 Road to 25 Road)	-	-	-	-	-	-	-	-	260,000	-	260,000
254	F 1/2 Road (30 Road to Persigo Boundary)	-	-	-	-	-	5,200,000	-	-	-	-	5,200,000
255	G Road and 23 1/2 Rd Intersection Improvements	-	1,400,000	-	-	-	-	-	-	-	-	1,400,000
256	G Road and 26 Rd Intersection Improvements	-	352,000	1,785,300	-	-	-	-	-	-	-	2,137,300
257	G Road and 27 Road Intersection	-	-	-	-	-	1,400,000	-	-	-	-	1,400,000
258	G Road Corridor Improvements (23 to 23 1/2; 24 1/2 to Horizon Drive)	-	-	-	-	-	-	-	-	11,464,000	-	11,464,000
259	South Broadway	-	-	-	-	-	-	-	-	3,975,000	-	3,975,000
260	Total Project Expenses	\$ 27,450,000	\$ 20,197,000	\$ 10,599,300	\$ 550,000	\$ 6,580,000	\$ 31,063,000	\$ 7,410,000	\$ 28,150,000	\$ 77,030,000	\$ 3,110,000	\$ 212,139,300
261												
262	NET REVENUE (EXPENSE)	\$ (3,613,473)	\$ (17,408,339)	\$ (7,791,118)	\$ 2,277,839	\$ (3,732,366)	\$ (28,045,432)	\$ (4,522,359)	\$ (25,242,146)	\$ (74,101,791)	\$ (302,644)	\$ (162,481,828)
263	BEGINNING FUND BALANCE	\$ 21,904,772	\$ 18,291,299	\$ 882,960	\$ (6,908,157)	\$ (4,630,318)	\$ (8,362,684)	\$ (36,408,116)	\$ (40,930,475)	\$ (66,172,621)	\$ (140,274,412)	\$ 21,904,772
264	ENDING FUND BALANCE	\$ 18,291,299	\$ 882,960	\$ (6,908,157)	\$ (4,630,318)	\$ (8,362,684)	\$ (36,408,116)	\$ (40,930,475)	\$ (66,172,621)	\$ (140,274,412)	\$ (140,577,056)	\$ (140,577,056)

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working	Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
265	202 - Storm Drainage Development Fund											
266	Engineering and Transportation - Capital											
267	Riverside Parkway at 7th Street Drainage Improvements	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
268	Drainage System Improvements	20,000	21,000	22,000	23,150	24,300	25,500	26,800	28,150	29,500	31,000	251,400
269	Total Storm Drainage Development Fund	\$ 270,000	\$ 21,000	\$ 22,000	\$ 23,150	\$ 24,300	\$ 25,500	\$ 26,800	\$ 28,150	\$ 29,500	\$ 31,000	\$ 501,400
270												
271	204 - Major Projects Fund											
272	Parks and Recreation - Capital											
273	Community Recreation Center Construction	56,068,693	8,244,109	-	-	-	-	-	-	-	-	64,312,802
274	Community Recreation Center Outdoor Project Grant Match	-	830,145	-	-	-	-	-	-	-	-	830,145
275	Total Major Projects Fund	\$ 56,068,693	\$ 9,074,254	-	-	-	-	-	-	-	-	\$ 65,142,947
276												
277	301 - Water Fund											
278	Utilities - Capital											
279	Gunnison River Infrastructure	\$ 100,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
280	Kannah Creek Water System Improvements	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
281	Historic Water Treatment Plant Preservation	225,000	-	-	450,000	-	-	-	-	-	-	675,000
282	Lead Water Line Replacements	100,000	100,000	100,000	100,000	100,000	-	-	-	-	-	500,000
283	Ranch Improvements/Sustainable Agriculture	100,000	100,000	-	-	-	-	-	-	-	-	200,000
284	Water Rights Infrastructure Development	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000
285	Linden Ave Waterline Phase 1	1,400,000	-	-	-	-	-	-	-	-	-	1,400,000
286	Linden Ave Waterline Phase 2	-	1,600,000	-	-	-	-	-	-	-	-	1,600,000
287	28 Rd to Cindy Ann Waterline Parse 46	-	200,000	-	-	-	-	-	-	-	-	200,000
288	12th Street UPRR Crossing	-	200,000	-	-	-	-	-	-	-	-	200,000
289	UPRR Waterline Crossing to Crosby Ave	-	400,000	-	-	-	-	-	-	-	-	400,000
290	CDOT I-70B 4th to 6th Street Waterline	-	1,200,000	-	-	-	-	-	-	-	-	1,200,000
291	Waterline Replacement on Aspen St, Palisade St, and Glenwood Dr.	-	250,000	-	-	-	-	-	-	-	-	250,000
292	9th-17th N of Orchard Waterline	-	300,000	-	900,000	900,000	-	-	-	-	-	2,100,000
293	Colorado Ave 9th-12th Street Waterline	-	-	-	200,000	-	-	-	-	-	-	200,000
294	CDOT I-70B Waterline 6th-9th St	-	-	-	1,800,000	-	-	-	-	-	-	1,800,000
295	Chipeta Ave Waterline 12th-15th Street	-	-	-	-	250,000	-	-	-	-	-	250,000
296	Waterline Replacements - TBD	-	-	-	-	369,437	1,800,000	1,611,971	1,660,330	1,710,140	1,750,000	8,901,878
297	Juniata Reservoir Outlet Seepage Repair	-	-	600,000	-	-	-	-	-	-	-	600,000
298	Kannah Creek Flowline, Whitewater Creek to Whitewater Hill	-	-	2,000,000	-	-	-	-	-	-	-	2,000,000
299	Juniata Enlarged Ditch Piping	320,000	5,000,000	-	-	-	-	-	-	-	-	5,320,000
300	Kannah Creek Flowline, Reeder Mesa to Whitewater Creek	-	-	-	100,000	2,500,000	-	-	-	-	-	2,600,000
301	Clymer Way and 5th Street Bridge Area Waterline Replacement	-	-	1,650,000	-	-	-	-	-	-	-	1,650,000
302	Ouray Ave 7-12th Street Waterline Replacement	450,000	-	-	-	-	-	-	-	-	-	450,000
303	Total Water Fund	\$ 2,795,000	\$ 9,950,000	\$ 4,950,000	\$ 3,650,000	\$ 4,219,437	\$ 2,900,000	\$ 1,711,971	\$ 1,760,330	\$ 1,810,140	\$ 1,850,000	\$ 35,596,878
304												
305	302 - Solid Waste Fund											
306	General Services - Capital											
307	New Refuse Truck for Recycling Pickup	-	435,000	-	-	-	-	-	-	-	-	\$ 435,000
308	New Refuse Truck for Recycling Pickup	435,000	-	-	-	-	-	-	-	-	-	435,000
309	Total Solid Waste Fund	\$ 435,000	\$ 435,000	-	-	-	-	-	-	-	-	\$ 870,000
310												
311	305 - Golf Fund											
312	General Services - Capital											
313	Irrigation Pond Dredging at Tiara Rado and Lincoln Park Golf Courses	-	150,000	-	-	-	-	-	-	-	-	150,000
314	Total Golf Fund	- \$ 150,000	-	-	-	-	-	-	-	-	-	\$ 150,000
315												
316	309 - Irrigation Fund											
317	Utilities - Capital											

10 Year Capital Plan by Fund by Department
November 6, 2024

		Working	Working	Working	Working	Working	Working	Working	Working	Working	Working	Ten Year Total
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	
318	Ridges Primary Pump MCC Replacement	25,000	200,000	-	-	-	-	-	-	-	-	225,000
319	Total Irrigation Fund	\$ 25,000	\$ 200,000	-	-	-	-	-	-	-	-	\$ 225,000
320												
321	405 - Communications Center Fund											
322	Police - Capital											
323	Microwave Replacements at Radio Sites	-	-	-	-	-	1,500,000	-	-	-	-	1,500,000
324	Comm Center Workstation/Furniture Replacement	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000
325	Back Up Comm Center / Training Center	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
326	9-1-1 Telephone Upgrade	512,940	364,640	364,640	364,640	364,640	-	-	-	-	-	1,971,500
327	Mesa Point-Tower & Building Replacement/Site Work	-	-	250,000	-	-	-	-	-	-	-	250,000
328	Motorola GTR 8000 Radio Site Transmitters Replacements Project	-	-	-	-	700,000	700,000	700,000	700,000	700,000	-	3,500,000
329	Planned Radio Site Upgrades (Gateway, switches, etc.)	-	-	-	150,000	-	-	-	-	-	-	150,000
330	Plateau Creek Tower	-	-	-	1,200,000	-	-	-	-	-	-	1,200,000
331	Radio Analyst Service Monitor Replacement	-	-	-	65,000	-	-	-	-	-	-	65,000
332	Uncompahgre radio site solar panel replacement	-	-	200,000	-	-	-	-	-	-	-	200,000
333	Total Communications Center Fund	\$ 512,940	\$ 364,640	\$ 1,814,640	\$ 1,779,640	\$ 1,064,640	\$ 3,200,000	\$ 700,000	\$ 700,000	\$ 700,000	-	\$ 10,836,500
334												
335	900 - Joint Sewer Fund											
336	Utilities - Capital											
337	Lake Road lift station replacement	3,500,000	-	-	-	-	-	-	-	-	-	3,500,000
338	OM river syphon	230,000	1,800,000	-	-	-	-	-	-	-	-	2,030,000
339	Grand Valley Byproducts lift station replacement	1,275,000	10,350,000	-	-	-	-	-	-	-	-	11,625,000
340	2025 Sewer Replacement Projects	3,898,000	-	-	-	-	-	-	-	-	-	3,898,000
341	2026 Sewer Replacement Projects	602,000	4,000,000	-	-	-	-	-	-	-	-	4,602,000
342	2027 Sewer Replacement Projects	-	514,000	4,520,000	-	-	-	-	-	-	-	5,034,000
343	Biosolids Land Application Program	-	-	-	-	802,040	-	-	-	-	-	802,040
344	El Poso lift station replacement	205,000	-	-	-	-	-	-	-	-	-	205,000
345	South side interceptor flow balance structure	-	-	-	-	1,400,000	-	-	-	-	-	1,400,000
346	Sewer Improvement Districts	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
347	Capacity GW-1	-	-	-	-	-	160,000	1,411,000	-	-	-	1,571,000
348	Capacity OM-1	-	2,047,640	7,625,090	-	-	-	-	-	-	-	9,672,730
349	Capacity OM-2	-	-	-	424,360	3,716,333	-	-	-	-	-	4,140,693
350	Capacity OM-3	-	-	-	-	-	-	-	243,448	2,195,665	-	2,439,113
351	Capacity OM-4	-	-	-	-	-	-	-	-	-	724,546	724,546
352	Capacity OM-5	-	-	-	-	-	-	-	-	-	629,486	629,486
353	Capacity River Road North	-	-	-	175,000	1,539,000	-	-	-	-	-	1,714,000
354	Sewer Line Replacements/Rehabilitation	-	-	1,180,000	5,900,000	6,100,000	6,200,000	6,200,000	6,500,000	6,500,000	6,700,000	45,280,000
355	Wastewater Treatment Plant Imp and Asset Replace	736,000	773,000	812,000	852,000	895,000	940,000	1,000,000	1,050,000	1,102,500	1,200,000	9,360,500
356	Wastewater Treatment Plant Rehabilitation/Expansion Projects	38,409,777	-	-	-	-	-	-	-	-	-	38,409,777
357	Phase 3 Wastewater Treatment Plant Expansion	-	-	-	-	-	-	-	-	2,000,000	16,000,000	18,000,000
358	Phase 2 Wastewater Treatment Plant Expansion	4,000,000	-	19,000,000	16,000,000	-	-	-	-	-	-	39,000,000
	Total Joint Sewer Fund	\$ 53,855,777	\$ 20,484,640	\$ 34,137,090	\$ 24,351,360	\$ 15,452,373	\$ 8,300,000	\$ 9,611,000	\$ 8,793,448	\$ 12,798,165	\$ 26,254,032	\$ 214,037,885



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1	City Council						
2	100 - General Fund	\$ (1,065,712)	\$ (349,701)	\$ (271,111)	\$ (141,863)	\$ (1,271,111)	\$ (270,525)
3	Revenue	\$ 20,000	\$ 500	-	-	-	-
4	Other Revenue	-	500	-	-	-	-
5	Intergovernmental	20,000	-	-	-	-	-
6	Expenses	\$ 1,085,712	\$ 350,201	\$ 271,111	\$ 141,863	\$ 1,271,111	\$ 270,525
7	Labor and Benefits	52,870	51,442	53,884	29,176	53,884	56,039
8	Part-Time Wages	43,988	42,880	45,000	24,310	45,000	45,000
9	Other Compensation	5,040	4,800	5,040	2,730	5,040	6,960
10	Employment Taxes	3,743	3,648	3,829	2,069	3,829	3,975
11	Worker's Compensation Insurance	100	114	15	68	15	104
12	Operating	974,433	232,610	136,543	75,751	1,136,543	153,593
13	Operating Costs	8,686	16,662	11,730	5,826	11,730	16,530
14	Contract Services	88,608	46,211	2,000	13,580	2,000	15,000
15	Professional Development	103,339	151,584	113,493	47,425	113,493	86,483
16	Grants and Contributions	773,800	17,863	9,320	8,797	1,009,320	16,500
17	Equipment	-	290	-	123	-	100
18	Interfund Charges	58,409	66,149	80,684	36,935	80,684	79,873
19	Information Technology Internal Support Charge	58,409	66,149	80,684	36,935	80,684	79,873
20	City Manager						
21	100 - General Fund	\$ (1,844,059)	\$ (2,893,286)	\$ (3,019,701)	\$ (1,523,636)	\$ (3,492,701)	\$ (2,198,312)
22	Revenue	\$ 15,220	\$ 28,477	\$ 12,000	\$ 1,173	\$ 12,000	-
23	Intergovernmental	15,220	28,477	12,000	1,173	12,000	-
24	Expenses	\$ 1,859,279	\$ 2,921,763	\$ 3,031,701	\$ 1,524,810	\$ 3,504,701	\$ 2,198,312
25	Labor and Benefits	520,988	526,551	573,389	356,956	573,389	664,621
26	Regular Wages	399,744	401,365	433,038	275,896	433,038	522,897
27	Other Compensation	20,082	20,472	20,684	7,283	20,684	100
28	Employment Taxes	24,620	25,061	28,275	20,079	28,275	34,733
29	Health, Dental, Vision Insurance	36,334	39,648	45,664	25,804	45,664	48,667
30	Worker's Compensation Insurance	830	1,003	1,118	714	1,118	1,206
31	Health Programs	6,270	4,637	5,904	2,783	5,904	6,765
32	Other Insurance	1,720	1,897	2,043	872	2,043	2,344
33	Retirement	31,013	32,094	36,288	22,400	36,288	45,720
34	Other Benefits	375	375	375	1,125	375	2,189
35	Operating	1,157,189	2,239,100	2,249,024	1,063,397	2,722,024	1,337,641
36	Operating Costs	5,744	3,637	5,940	1,650	5,940	4,590
37	Utilities	2,592	-	-	-	-	791
38	Contract Services	82,308	7,274	6,248	-	6,248	6,300
39	Charges and Fees	2,054	1,104	-	1,496	-	0
40	Professional Development	5,853	9,403	16,700	7,237	16,700	15,960
41	Grants and Contributions	1,049,643	2,217,633	2,216,236	1,053,014	2,689,236	1,310,000
42	Equipment	8,995	50	3,900	-	3,900	-
43	Interfund Charges	181,102	156,111	209,288	104,457	209,288	196,049
44	Insurance Premiums Internal Support Charge	80,530	96,636	135,290	67,645	135,290	130,555
45	Information Technology Internal Support Charge	54,650	29,587	47,206	23,416	47,206	38,751
46	Facility Internal Support Charge	34,625	23,662	21,060	10,530	21,060	21,842
47	Utilities Internal Support Charge	11,297	6,226	5,732	2,866	5,732	4,901
48	201 - Sales Tax Capital Improvements Fund	\$ (2,553,118)	\$ (2,676,059)	\$ (13,391,817)	\$ (2,507,580)	\$ (10,791,817)	\$ (9,442,235)
49	Revenue	\$ 45,000	-	-	-	-	-
50	Intergovernmental	45,000	-	-	-	-	-
51	Expenses	\$ 2,598,118	\$ 2,676,059	\$ 13,391,817	\$ 2,507,580	\$ 10,791,817	\$ 9,442,235
52	Operating	2,598,118	2,676,059	6,900,059	1,440,779	6,900,059	7,242,235
53	Operating Costs	-	20,857	-	-	-	-
54	Grants and Contributions	2,598,118	2,655,202	6,900,059	1,440,779	6,900,059	7,242,235
55	Capital Outlay	-	-	6,491,758	1,066,801	3,891,758	2,200,000
56	Other Capital	-	-	6,491,758	1,066,801	3,891,758	2,200,000
57	City Attorney						
58	100 - General Fund	\$ (1,104,532)	\$ (1,119,444)	\$ (1,358,230)	\$ (571,017)	\$ (1,358,230)	\$ (1,611,290)
59	Revenue	\$ 4,840	\$ 1,690	\$ 2,825	\$ 970	\$ 2,825	\$ 2,825
60	License and Permits	4,840	1,690	2,825	970	2,825	2,825



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
61	Expenses	\$ 1,109,372	\$ 1,121,134	\$ 1,361,055	\$ 571,987	\$ 1,361,055	\$ 1,614,115
62	Labor and Benefits	950,789	960,344	1,136,086	487,273	1,136,086	1,346,496
63	Regular Wages	735,548	746,698	858,421	366,630	858,421	1,009,770
64	Other Compensation	8,557	10,387	12,584	4,156	12,584	5,600
65	Employment Taxes	49,710	51,102	63,057	26,881	63,057	74,585
66	Health, Dental, Vision Insurance	84,708	78,029	113,812	49,511	113,812	137,215
67	Worker's Compensation Insurance	1,488	1,837	2,182	958	2,182	2,331
68	Health Programs	7,685	8,038	9,772	4,852	9,772	20,296
69	Other Insurance	4,016	3,817	4,347	2,457	4,347	5,996
70	Retirement	54,202	56,312	67,786	27,702	67,786	83,387
71	Other Benefits	4,875	4,125	4,125	4,125	4,125	7,316
72	Operating	97,766	57,432	84,011	14,433	84,011	88,491
73	Operating Costs	4,144	2,252	2,021	964	2,021	2,000
74	Utilities	2,160	-	-	-	-	791
75	Contract Services	9,803	12,349	9,804	125	9,804	9,800
76	Charges and Fees	2,347	69	804	195	804	800
77	Professional Development	7,588	15,244	18,796	3,809	18,796	22,500
78	Insurance and Claims	71,725	9,533	52,586	5,717	52,586	52,600
79	Equipment	-	17,986	-	3,623	-	-
80	Interfund Charges	60,817	103,358	140,958	70,281	140,958	179,129
81	Insurance Premiums Internal Support Charge	-	-	5,606	2,803	5,606	5,410
82	Information Technology Internal Support Charge	60,817	73,470	108,560	54,082	108,560	146,975
83	Facility Internal Support Charge	-	23,662	21,060	10,530	21,060	21,842
84	Utilities Internal Support Charge	-	6,226	5,732	2,866	5,732	4,901
85	City Clerk						
86	100 - General Fund	\$ (614,677)	\$ (626,733)	\$ (746,571)	\$ (304,734)	\$ (782,916)	\$ (740,349)
87	Revenue	\$ 87,647	\$ 119,691	\$ 101,580	\$ 57,404	\$ 101,580	\$ 105,950
88	Tax Revenue	43,374	60,458	53,000	24,507	53,000	57,000
89	Other Revenue	497	4,033	200	1,515	200	750
90	Charges for Services	800	900	500	-	500	700
91	License and Permits	42,976	54,299	47,880	31,383	47,880	47,500
92	Expenses	\$ 702,323	\$ 746,424	\$ 848,151	\$ 362,138	\$ 884,496	\$ 846,299
93	Labor and Benefits	340,504	381,000	486,591	224,985	486,591	465,677
94	Regular Wages	260,857	286,460	329,639	162,417	329,639	314,359
95	Part-Time Wages	-	3,010	31,705	2,355	31,705	18,020
96	Overtime	104	367	-	-	-	-
97	Other Compensation	381	1,540	14,066	1,198	14,066	801
98	Employment Taxes	18,759	21,068	28,678	12,014	28,678	25,488
99	Health, Dental, Vision Insurance	32,029	35,036	43,960	28,727	43,960	67,449
100	Worker's Compensation Insurance	523	712	941	428	941	767
101	Health Programs	6,381	6,958	6,320	2,958	6,320	10,825
102	Other Insurance	1,454	1,940	2,193	1,233	2,193	2,171
103	Retirement	17,766	20,909	26,089	12,156	26,089	24,096
104	Other Benefits	2,250	3,000	3,000	1,500	3,000	1,702
105	Operating	199,215	239,656	208,271	60,508	244,616	212,816
106	Operating Costs	3,943	34,999	5,211	11,638	5,211	25,300
107	Utilities	2,160	-	-	-	-	791
108	Contract Services	179,208	182,440	173,490	40,061	209,835	140,400
109	Charges and Fees	362	1,553	270	179	270	-
110	Professional Development	4,783	10,572	19,300	5,512	19,300	16,825
111	Grants and Contributions	507	1,233	-	45	-	500
112	Equipment	8,251	8,859	10,000	3,072	10,000	29,000
113	Interfund Charges	162,605	125,768	153,289	76,644	153,289	167,806
114	Insurance Premiums Internal Support Charge	-	-	5,606	2,803	5,606	5,410
115	Information Technology Internal Support Charge	144,943	104,321	121,517	60,758	121,517	136,301
116	Facility Internal Support Charge	13,317	16,901	20,434	10,217	20,434	21,193
117	Utilities Internal Support Charge	4,345	4,546	5,732	2,866	5,732	4,901
118	Communications and Engagement						
119	100 - General Fund	\$ (203,104)	\$ (713,639)	\$ (828,068)	\$ (335,559)	\$ (848,068)	\$ (795,670)
120	Expenses	\$ 203,104	\$ 713,639	\$ 828,068	\$ 335,559	\$ 848,068	\$ 795,670



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
121	Labor and Benefits	181,322	418,181	447,462	217,534	447,462	482,317
122	Regular Wages	146,902	331,536	347,865	168,441	347,865	372,722
123	Part-Time Wages	-	55	-	-	-	-
124	Other Compensation	631	1,200	5,165	1,081	5,165	1,200
125	Employment Taxes	11,049	25,026	27,010	12,724	27,010	28,605
126	Health, Dental, Vision Insurance	10,702	29,920	34,301	17,766	34,301	35,398
127	Worker's Compensation Insurance	283	815	885	439	885	860
128	Health Programs	471	3,827	4,408	2,541	4,408	10,825
129	Other Insurance	465	1,811	2,200	1,301	2,200	2,431
130	Retirement	10,819	23,990	25,628	12,491	25,628	27,825
131	Other Benefits	-	-	-	750	-	2,452
132	Operating	20,519	159,258	198,342	30,189	218,342	150,291
133	Costs of Goods Sold	-	162	-	-	-	-
134	Operating Costs	1,947	2,390	2,500	819	2,500	5,500
135	Utilities	-	-	-	-	-	791
136	Contract Services	5,412	131,555	160,000	17,341	180,000	104,000
137	Charges and Fees	-	2,322	-	-	-	-
138	Professional Development	198	13,436	12,842	7,241	12,842	17,000
139	Grants and Contributions	2,721	7,729	20,000	4,312	20,000	20,000
140	Equipment	10,241	1,665	3,000	476	3,000	3,000
141	Interfund Charges	1,263	136,200	182,264	87,836	182,264	163,061
142	Insurance Premiums Internal Support Charge	-	-	5,606	2,803	5,606	5,410
143	Information Technology Internal Support Charge	1,263	106,410	157,591	75,500	157,591	138,860
144	Facility Internal Support Charge	-	23,662	14,968	7,484	14,968	15,523
145	Utilities Internal Support Charge	-	6,128	4,099	2,049	4,099	3,268
146	Community Development						
147	100 - General Fund	\$ (2,364,339)	\$ (3,534,294)	\$ (3,817,344)	\$ (1,636,144)	\$ (3,817,344)	\$ (3,622,775)
148	Revenue	\$ 282,519	\$ 2,598,321	\$ 363,195	\$ 293,984	\$ 552,992	\$ 196,000
149	Other Revenue	297	3,044	-	417	-	0
150	Charges for Services	235,700	111,446	75,000	62,050	75,000	110,000
151	License and Permits	46,522	42,628	32,000	73,978	32,000	86,000
152	Intergovernmental	-	2,441,204	256,195	157,539	445,992	-
153	Expenses	\$ 2,646,858	\$ 6,132,615	\$ 4,180,539	\$ 1,930,128	\$ 4,370,336	\$ 3,818,775
154	Labor and Benefits	1,635,761	1,884,436	2,411,272	1,014,903	2,411,272	2,511,600
155	Regular Wages	1,208,459	1,403,713	1,689,878	737,548	1,689,878	1,815,007
156	Part-Time Wages	44,356	45,898	49,421	7,494	49,421	20,482
157	Overtime	8,849	729	5,837	601	5,837	6,073
158	Other Compensation	12,860	26,575	61,680	24,060	61,680	24,787
159	Employment Taxes	92,904	108,020	138,195	55,548	138,195	142,776
160	Health, Dental, Vision Insurance	161,927	176,073	305,463	117,310	305,463	293,846
161	Worker's Compensation Insurance	2,790	3,621	4,528	2,020	4,528	4,249
162	Health Programs	15,214	16,986	24,201	12,887	24,201	51,417
163	Other Insurance	6,824	8,417	10,242	5,729	10,242	12,728
164	Retirement	77,079	89,904	118,077	46,456	118,077	127,653
165	Other Benefits	4,500	4,500	3,750	5,250	3,750	12,584
166	Operating	613,126	3,871,588	1,269,484	666,791	1,459,281	766,830
167	Operating Costs	31,619	25,248	32,550	11,004	32,550	39,600
168	Utilities	5,616	-	-	-	-	1,583
169	Contract Services	472,943	715,528	565,000	357,027	754,797	110,000
170	Charges and Fees	7,785	9,828	7,950	4,343	7,950	8,700
171	Professional Development	57,156	44,851	200,716	200,083	200,716	108,660
172	Grants and Contributions	11,490	3,057,860	428,128	86,335	428,128	238,000
173	Equipment	26,518	18,273	35,140	8,000	35,140	260,287
174	Interfund Charges	397,971	372,397	499,783	248,434	499,783	540,346
175	Insurance Premiums Internal Support Charge	37,595	45,114	63,160	31,580	63,160	60,949
176	Fleet and Fuel Internal Support Charge	312	3,868	2,448	1,409	2,448	2,305
177	Information Technology Internal Support Charge	303,545	250,733	359,411	178,063	359,411	401,792
178	Facility Internal Support Charge	42,615	57,464	59,215	29,607	59,215	61,412
179	Utilities Internal Support Charge	13,904	15,218	15,549	7,775	15,549	13,887
180	Capital Outlay	-	4,194	-	-	-	-



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
181	Capital Equipment	-	4,194	-	-	-	-
182	104 - Community Development Block Grant Fund	\$ 23,189	\$ 139,453	\$ 292,680	\$ 103,295	\$ 292,680	\$ 260,991
183	Revenue	\$ 458,509	\$ 452,662	\$ 482,428	\$ 252,271	\$ 482,428	\$ 499,552
184	Intergovernmental	458,509	452,662	482,428	252,271	482,428	499,552
185	Expenses	\$ 435,321	\$ 313,209	\$ 189,748	\$ 148,976	\$ 189,748	\$ 238,561
186	Operating	435,321	313,209	189,748	148,976	189,748	238,561
187	Operating Costs	-	-	-	2,594	-	-
188	Contract Services	-	-	-	729	-	-
189	Professional Development	-	869	-	7,469	-	-
190	Grants and Contributions	435,321	312,341	189,748	138,185	189,748	238,561
191	201 - Sales Tax Capital Improvements Fund	\$ (51,237)	\$ 10,784	\$ (524,594)	-	\$ (1,524,594)	\$ (3,050,000)
192	Revenue	\$ 95,085	\$ 10,784	\$ 1,343,766	-	\$ 3,543,766	-
193	Intergovernmental	95,085	10,784	1,292,000	-	3,492,000	-
194	Contributions	-	-	51,766	-	51,766	-
195	Expenses	\$ 146,322	-	\$ 1,868,360	-	\$ 5,068,360	\$ 3,050,000
196	Operating	146,322	-	-	-	-	250,000
197	Contract Services	146,322	-	-	-	-	-
198	Grants and Contributions	-	-	-	-	-	250,000
199	Capital Outlay	-	-	1,868,360	-	5,068,360	2,800,000
200	Capital Equipment	-	-	1,868,360	-	1,868,360	-
201	Land	-	-	-	-	3,200,000	-
202	Street Infrastructure	-	-	-	-	-	2,800,000
203	Engineering and Transportation						
204	100 - General Fund	\$ (5,583,020)	\$ (6,528,921)	\$ (7,003,975)	\$ (3,487,099)	\$ (7,003,975)	\$ (7,332,809)
205	Revenue	\$ 558,197	\$ 566,720	\$ 552,763	\$ 358,903	\$ 552,763	\$ 561,761
206	Other Revenue	63,859	59,376	-	9,979	-	-
207	Sale of Capital Assets	-	-	-	60,590	-	-
208	Charges for Services	381,846	381,827	441,763	220,880	441,763	441,761
209	License and Permits	112,492	125,517	111,000	63,954	111,000	120,000
210	Intergovernmental	-	-	-	3,500	-	-
211	Expenses	\$ 6,141,217	\$ 7,095,641	\$ 7,556,738	\$ 3,846,002	\$ 7,556,738	\$ 7,894,570
212	Labor and Benefits	3,114,187	3,519,871	4,017,086	1,875,413	4,017,086	4,322,948
213	Regular Wages	2,242,171	2,590,355	2,809,032	1,322,746	2,809,032	3,057,358
214	Part-Time Wages	70,248	21,160	108,764	29,003	108,764	95,640
215	Overtime	32,194	32,353	38,184	13,959	38,184	37,145
216	Other Compensation	22,791	33,034	56,438	33,135	56,438	18,038
217	Employment Taxes	172,622	194,624	229,855	100,969	229,855	245,426
218	Health, Dental, Vision Insurance	338,214	376,043	455,737	227,928	455,737	471,187
219	Worker's Compensation Insurance	34,355	44,943	56,698	24,370	56,698	54,701
220	Unemployment Insurance	3,924	-	-	-	-	-
221	Health Programs	34,283	39,556	41,972	20,303	41,972	89,438
222	Other Insurance	13,487	17,073	18,880	10,492	18,880	21,344
223	Retirement	138,648	158,281	188,776	82,008	188,776	208,109
224	Other Benefits	11,250	12,450	12,750	10,500	12,750	24,562
225	Operating	2,130,282	2,539,078	2,448,065	1,460,430	2,448,065	2,364,685
226	Costs of Goods Sold	-	292	-	-	-	-
227	Operating Costs	474,037	542,100	573,201	394,455	573,201	591,845
228	Utilities	1,561,211	1,616,785	1,640,000	801,016	1,640,000	1,644,690
229	Contract Services	13,812	267,974	160,390	40,651	160,390	37,900
230	Charges and Fees	1,487	4,048	1,512	3,908	1,512	0
231	Professional Development	35,699	33,385	53,262	17,375	53,262	58,500
232	Equipment	44,038	74,493	19,700	203,026	19,700	31,750
233	Interfund Charges	896,747	1,036,692	1,023,059	510,159	1,023,059	1,206,937
234	Insurance Premiums Internal Support Charge	148,664	178,396	249,756	124,878	249,756	241,015
235	Fleet and Fuel Internal Support Charge	242,036	267,157	210,548	107,870	210,548	286,984
236	Information Technology Internal Support Charge	427,906	400,587	459,772	225,919	459,772	577,568
237	Facility Internal Support Charge	43,748	138,566	66,739	33,369	66,739	69,253
238	Utilities Internal Support Charge	34,394	51,986	36,244	18,122	36,244	32,117
239	Capital Outlay	-	-	68,528	-	68,528	-
240	Capital Equipment	-	-	68,528	-	68,528	-



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
241	104 - Community Development Block Grant Fund	-	-	-	-	-	\$ (200,000)
242	Expenses	-	-	-	-	-	\$ 200,000
243	Transfers Out	-	-	-	-	-	200,000
244	Transfers Out	-	-	-	-	-	200,000
245	201 - Sales Tax Capital Improvements Fund	\$ (3,425,738)	\$ (4,771,682)	\$ (8,415,679)	\$ (1,408,331)	\$ (7,728,529)	\$ (7,787,006)
246	Revenue	\$ 457,549	\$ 116,939	\$ 3,208,334	\$ 527,643	\$ 3,185,000	\$ 850,000
247	Other Revenue	-	52,944	100,000	-	100,000	-
248	Charges for Services	109,268	-	85,000	108,582	85,000	-
249	Special Assessments	28,899	5,316	40,000	142,969	40,000	0
250	Intergovernmental	318,382	58,679	2,983,334	276,092	2,960,000	200,000
251	Contributions	1,000	-	-	-	-	450,000
252	Transfers In	-	-	-	-	-	200,000
253	Expenses	\$ 3,883,287	\$ 4,888,621	\$ 11,624,013	\$ 1,935,974	\$ 10,913,529	\$ 8,637,006
254	Operating	76,625	149,884	-	-	-	-
255	Contract Services	11,823	16,444	-	-	-	-
256	Equipment	64,802	133,440	-	-	-	-
257	Capital Outlay	3,806,662	4,738,738	11,624,013	1,935,974	10,913,529	8,637,006
258	Land	170,763	438	-	-	100,000	-
259	Parks and Trails	295,511	90,270	2,370,000	10,739	2,181,667	900,000
260	Street Infrastructure	2,977,218	3,854,730	9,054,013	1,878,795	8,198,322	7,129,500
261	Utility Systems	363,170	414,589	200,000	28,793	341,739	507,506
262	Other Capital	-	378,710	-	17,647	91,801	100,000
263	202 - Storm Drainage Development Fund	\$ (1,708)	\$ (55,959)	\$ (105,000)	\$ (202,730)	\$ 15,000	\$ (70,000)
264	Revenue	\$ 10,339	\$ 4,939	\$ 215,000	\$ 6,198	\$ 215,000	\$ 200,000
265	Charges for Services	10,339	4,939	15,000	6,198	15,000	-
266	Contributions	-	-	200,000	-	200,000	200,000
267	Expenses	\$ 12,046	\$ 60,898	\$ 320,000	\$ 208,928	\$ 200,000	\$ 270,000
268	Operating	12,046	7,229	-	-	-	-
269	Contract Services	12,046	509	-	-	-	-
270	Equipment	-	6,720	-	-	-	-
271	Capital Outlay	-	53,669	320,000	208,928	200,000	270,000
272	Utility Systems	-	53,669	320,000	208,928	200,000	270,000
273	207 - Transportation Capacity Fund	\$ (2,827,254)	\$ (16,508,425)	\$ (12,135,894)	\$ (4,581,967)	\$ (26,597,594)	\$ (23,813,473)
274	Revenue	\$ 2,564,680	\$ 2,163,778	\$ 5,268,200	\$ 1,604,535	\$ 5,268,200	\$ 3,636,527
275	Charges for Services	2,564,680	2,114,936	2,618,200	1,276,199	2,618,200	2,636,527
276	Intergovernmental	-	48,842	2,500,000	328,337	2,500,000	1,000,000
277	Contributions	-	-	150,000	-	150,000	-
278	Expenses	\$ 5,391,934	\$ 18,672,202	\$ 17,404,094	\$ 6,186,502	\$ 31,865,794	\$ 27,450,000
279	Operating	30,307	47,031	-	(5,145)	-	-
280	Operating Costs	-	15,321	-	-	-	-
281	Contract Services	30,307	31,710	-	(5,145)	-	-
282	Capital Outlay	5,361,627	18,625,172	17,404,094	6,191,647	31,865,794	27,450,000
283	Street Infrastructure	5,361,627	18,625,172	17,404,094	6,191,647	31,865,794	27,450,000
284	900 - Joint Sewer System Fund	-	-	-	-	-	\$ (15,883)
285	Expenses	-	-	-	-	-	\$ 15,883
286	Labor and Benefits	-	-	-	-	-	15,883
287	Part-Time Wages	-	-	-	-	-	11,400
288	Overtime	-	-	-	-	-	2,904
289	Other Compensation	-	-	-	-	-	380
290	Employment Taxes	-	-	-	-	-	1,123
291	Worker's Compensation Insurance	-	-	-	-	-	75
292	Finance						
293	100 - General Fund	\$ (2,838,278)	\$ (3,265,313)	\$ (3,394,582)	\$ (1,847,191)	\$ (3,672,104)	\$ (3,407,826)
294	Revenue	\$ 270,502	\$ 259,475	\$ 334,550	\$ 175,051	\$ 334,550	\$ 361,550
295	Other Revenue	644	1,716	-	1,622	-	-
296	License and Permits	25,852	26,529	39,050	17,844	39,050	39,050
297	Fines	244,006	231,229	295,500	155,585	295,500	322,500
298	Expenses	\$ 3,108,780	\$ 3,524,789	\$ 3,729,132	\$ 2,022,242	\$ 4,006,654	\$ 3,769,376
299	Labor and Benefits	1,609,837	2,070,389	2,610,555	1,173,407	2,610,555	2,782,676
300	Regular Wages	1,147,889	1,486,814	1,809,934	806,921	1,809,934	1,993,460



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
301	Part-Time Wages	76,369	91,904	86,050	55,783	86,050	-
302	Overtime	459	-	1,000	-	1,000	-
303	Other Compensation	12,689	20,261	46,714	9,919	46,714	9,660
304	Employment Taxes	88,726	114,962	145,901	62,179	145,901	152,223
305	Health, Dental, Vision Insurance	182,216	226,618	354,249	159,171	354,249	401,674
306	Worker's Compensation Insurance	2,480	3,881	4,870	2,261	4,870	4,598
307	Health Programs	15,972	20,584	26,456	14,573	26,456	63,594
308	Other Insurance	6,387	8,337	10,501	5,936	10,501	13,007
309	Retirement	71,400	91,778	118,880	49,915	118,880	129,212
310	Other Benefits	5,250	5,250	6,000	6,750	6,000	15,249
311	Operating	227,651	615,098	191,849	385,243	469,371	209,523
312	Operating Costs	47,306	26,311	28,168	(34,973)	28,168	20,510
313	Utilities	8,640	-	-	-	-	2,098
314	Contract Services	114,157	318,946	89,887	106,620	89,887	110,950
315	Charges and Fees	13,894	31,447	22,734	17,190	22,734	23,200
316	Professional Development	23,226	34,508	51,060	13,292	51,060	52,765
317	Equipment	20,428	203,886	-	283,114	277,522	-
318	Interfund Charges	740,338	839,302	926,728	463,591	926,728	777,178
319	Information Technology Internal Support Charge	651,013	697,395	808,370	404,092	808,370	657,453
320	Facility Internal Support Charge	67,351	112,486	94,044	47,342	94,044	97,534
321	Utilities Internal Support Charge	21,974	29,421	24,314	12,157	24,314	22,190
322	Capital Outlay	530,954	-	-	-	-	-
323	Capital Equipment	530,954	-	-	-	-	-
324	Human Resources						
325	100 - General Fund	\$ (2,094,458)	\$ (2,248,320)	\$ (3,042,735)	\$ (1,257,078)	\$ (3,042,735)	\$ (3,272,724)
326	Revenue	\$ 216	\$ 432	-	\$ 184	-	-
327	Other Revenue	216	432	-	184	-	-
328	Expenses	\$ 2,094,674	\$ 2,248,752	\$ 3,042,735	\$ 1,257,262	\$ 3,042,735	\$ 3,272,724
329	Labor and Benefits	1,306,893	1,409,627	2,027,452	811,968	2,027,452	2,038,079
330	Regular Wages	785,514	794,189	930,053	431,604	930,053	1,108,157
331	Part-Time Wages	165,635	203,690	478,800	100,050	478,800	341,275
332	Overtime	977	585	-	584	-	-
333	Other Compensation	41,934	51,490	55,815	22,436	55,815	157,827
334	Employment Taxes	71,797	75,553	108,482	40,205	108,482	122,955
335	Health, Dental, Vision Insurance	105,376	107,654	175,543	70,864	175,543	174,040
336	Worker's Compensation Insurance	2,594	4,235	3,590	2,001	3,590	3,343
337	Unemployment Insurance	20,771	46,246	125,000	71,610	125,000	-
338	Health Programs	49,559	59,369	72,093	35,367	72,093	32,474
339	Other Insurance	6,355	6,042	6,106	4,041	6,106	7,589
340	Retirement	49,630	51,572	64,470	27,955	64,470	80,064
341	Other Benefits	6,750	9,000	7,500	5,250	7,500	10,356
342	Operating	455,007	504,919	575,922	226,454	575,922	950,208
343	Operating Costs	136,332	187,329	282,960	65,396	282,960	352,600
344	Utilities	5,184	-	-	-	-	791
345	Contract Services	251,782	212,837	199,000	124,745	199,000	418,400
346	Professional Development	32,652	78,571	58,662	27,761	58,662	174,017
347	Equipment	29,057	26,181	35,300	8,552	35,300	4,400
348	Interfund Charges	332,774	334,207	439,361	218,841	439,361	284,437
349	Insurance Premiums Internal Support Charge	4,171	5,005	7,007	3,504	7,007	6,762
350	Information Technology Internal Support Charge	289,117	281,136	357,652	177,986	357,652	201,577
351	Facility Internal Support Charge	29,772	37,787	59,984	29,992	59,984	62,210
352	Utilities Internal Support Charge	9,714	10,279	14,718	7,359	14,718	13,887
353	440 - Insurance Fund	\$ 541,772	\$ 637,245	\$ 419,344	\$ 3,813,962	\$ 419,344	\$ 1,157,031
354	Revenue	\$ 16,988,373	\$ 19,139,274	\$ 25,867,478	\$ 12,217,846	\$ 25,867,478	\$ 26,900,755
355	Charges for Services	-	-	-	134,516	-	775,000
356	Interest Revenue	31,192	129,227	84,220	89,245	84,220	84,220
357	Interfund Revenue	16,309,759	18,054,730	24,139,588	10,780,143	24,139,588	25,679,048
358	Intergovernmental	-	-	175,000	-	175,000	-
359	Other Revenue	16,698	333,581	6,000	804	6,000	6,000
360	Contributions	455,724	446,736	462,670	213,138	462,670	356,487



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
361	Transfer In	175,000	175,000	1,000,000	1,000,000	1,000,000	-
362	Transfers In	175,000	175,000	1,000,000	1,000,000	1,000,000	-
363	Expenses	\$ 16,446,601	\$ 18,502,029	\$ 25,448,134	\$ 8,403,884	\$ 25,448,134	\$ 25,743,724
364	Labor and Benefits	1,564,429	1,715,415	1,331,538	363,839	1,331,538	712,947
365	Regular Wages	214,272	338,536	482,895	229,619	482,895	540,001
366	Part-Time Wages	990	1,100	-	-	-	-
367	Employment Taxes	15,769	26,422	37,017	18,680	37,017	41,350
368	Health Programs	989	778	2,801	2,331	2,801	16,237
369	Health, Dental, Vision Insurance	678,214	645,355	671,262	32,676	671,262	70,261
370	Other Benefits	611,242	624,001	-	-	-	2,553
371	Other Compensation	28,420	54,833	101,384	62,988	101,384	528
372	Other Insurance	1,243	1,859	2,559	1,600	2,559	3,896
373	Retirement	12,856	20,312	32,403	13,828	32,403	36,876
374	Worker's Compensation Insurance	434	2,219	1,217	2,117	1,217	1,245
375	Operating	14,681,459	16,400,374	24,050,575	7,902,941	24,050,575	24,948,005
376	Charges and Fees	-	-	4,954	4,954	10,564	10,771
377	Contract Services	117,763	163,386	188,550	101,300	188,550	1,821,564
378	Equipment	2,517	407	-	2,553	-	1,350
379	Insurance and Claims	14,022,387	15,612,818	22,843,256	7,321,170	22,837,646	22,889,102
380	Operating Costs	527,975	611,387	1,000,370	468,500	1,000,370	194,140
381	Professional Development	6,670	10,871	13,445	3,684	13,445	29,518
382	Utilities	4,147	1,505	-	780	-	1,560
383	Interfund Charges	25,713	24,000	66,021	33,011	66,021	82,772
384	Information Technology Internal Support Charge	25,713	24,000	66,021	33,011	66,021	82,772
385	Capital Outlay	-	187,240	-	104,093	-	-
386	Capital Facilities	-	187,240	-	104,093	-	-
387	Transfers Out	175,000	175,000	-	-	-	-
388	Transfers Out	175,000	175,000	-	-	-	-
389	Information Technology						
390	201 - Sales Tax Capital Improvements Fund	- \$ (250,625)	\$ (5,125,000)	\$ (1,436,372)	\$ (5,032,527)		-
391	Revenue	- \$ 217,527	\$ 125,000	\$ 4,128	\$ 32,473		-
392	Intergovernmental	-	217,527	125,000	4,128	32,473	-
393	Expenses	- \$ 468,153	\$ 5,250,000	\$ 1,440,501	\$ 5,065,000		-
394	Operating	-	20,805	-	-	-	-
395	Equipment	-	20,805	-	-	-	-
396	Capital Outlay	-	447,348	5,250,000	1,440,501	5,065,000	-
397	Capital Equipment	-	447,348	5,250,000	1,440,501	5,065,000	-
398	401 - Information Technology Fund	\$ (568,231)	\$ 367,947	\$ (81,702)	\$ (1,253,549)	\$ (291,852)	\$ (275,000)
399	Revenue	\$ 8,895,096	\$ 10,432,710	\$ 12,536,389	\$ 6,244,984	\$ 12,536,389	\$ 16,046,937
400	Interest Revenue	17,348	31,045	23,682	19,213	23,682	23,682
401	Lease Revenue	-	-	-	125,000	-	-
402	License and Permits	110,105	-	-	1,400	-	16,800
403	Interfund Revenue	8,767,643	10,401,664	12,512,707	6,099,371	12,512,707	16,006,455
404	Expenses	\$ 9,463,327	\$ 10,064,763	\$ 12,618,091	\$ 7,498,532	\$ 12,828,241	\$ 16,321,937
405	Labor and Benefits	2,970,809	3,182,428	3,668,797	1,729,169	3,668,797	3,896,375
406	Regular Wages	2,152,056	2,361,905	2,628,437	1,233,549	2,628,437	2,827,738
407	Part-Time Wages	-	-	-	6,193	-	-
408	Overtime	-	83	-	1,075	-	-
409	Other Compensation	108,685	73,061	93,265	44,117	93,265	18,465
410	Employment Taxes	163,039	176,620	208,146	92,890	208,146	217,192
411	Health, Dental, Vision Insurance	363,900	366,066	505,051	234,339	505,051	516,242
412	Worker's Compensation Insurance	4,528	5,933	6,817	3,321	6,817	6,525
413	Health Programs	31,335	33,029	32,357	18,424	32,357	83,890
414	Other Insurance	13,650	15,426	17,738	9,771	17,738	20,006
415	Retirement	129,865	146,555	173,986	77,991	173,986	185,626
416	Other Benefits	3,750	3,750	3,000	7,500	3,000	20,690
417	Operating	6,084,589	5,385,101	8,346,424	5,510,354	8,346,424	12,249,341
418	Operating Costs	160,913	170,455	160,000	93,153	160,000	55,000
419	Utilities	491,831	526,743	635,037	274,434	635,037	708,291
420	Contract Services	3,971,701	3,858,325	6,271,093	4,357,851	6,271,093	52,000



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
421	Professional Development	67,500	118,978	87,000	47,133	87,000	87,000
422	Grants and Contributions	-	93	-	-	-	-
423	Equipment	1,392,645	710,507	1,193,294	737,782	1,193,294	11,347,050
424	Interfund Charges	198,835	78,212	102,870	51,935	102,870	126,220
425	Insurance Premiums Internal Support Charge	2,656	3,187	4,462	2,231	4,462	4,306
426	Fleet and Fuel Internal Support Charge	2,081	2,353	1,387	755	1,387	1,633
427	Information Technology Internal Support Charge	112,851	18,617	4,800	2,838	4,800	-
428	Facility Internal Support Charge	61,260	42,426	74,235	37,118	74,235	76,990
429	Utilities Internal Support Charge	19,987	11,629	17,986	8,993	17,986	43,291
430	Capital Outlay	209,093	1,419,022	500,000	207,075	710,150	50,000
431	Capital Equipment	209,093	1,419,022	500,000	206,825	710,150	50,000
432	Utility Systems	-	-	-	250	-	-
433	Visit Grand Junction						
434	102 - Visit Grand Junction Fund	\$ (2,008,622)	\$ (1,255,727)	\$ (1,821,049)	\$ 143,197	\$ (1,821,049)	\$ (1,121,989)
435	Revenue	\$ 3,145,410	\$ 3,382,739	\$ 3,537,121	\$ 1,582,794	\$ 3,537,121	\$ 3,768,064
436	Tax Revenue	3,113,570	3,324,105	3,527,060	1,563,452	3,527,060	3,749,703
437	Interest Revenue	25,566	58,476	5,061	19,342	5,061	5,061
438	Other Revenue	-	157	-	-	-	-
439	Charges for Services	6,275	-	5,000	-	5,000	13,300
440	Expenses	\$ 5,154,032	\$ 4,638,466	\$ 5,358,170	\$ 1,439,597	\$ 5,358,170	\$ 4,890,054
441	Labor and Benefits	368,468	465,305	675,735	249,436	800,525	649,571
442	Regular Wages	262,759	348,547	480,101	186,967	604,891	427,095
443	Part-Time Wages	28,538	12,177	27,900	-	27,900	67,163
444	Other Compensation	8,949	10,103	9,845	3,342	9,845	8,941
445	Employment Taxes	22,310	27,160	39,496	13,921	39,496	38,495
446	Health, Dental, Vision Insurance	23,272	37,936	73,426	26,692	73,426	60,560
447	Worker's Compensation Insurance	600	906	1,298	490	1,298	1,140
448	Health Programs	2,966	3,421	8,568	4,622	8,568	12,854
449	Other Insurance	953	1,341	1,794	922	1,794	2,386
450	Retirement	17,372	22,963	31,807	12,480	31,807	28,917
451	Other Benefits	750	750	1,500	-	1,500	2,021
452	Operating	4,628,301	3,889,971	4,414,117	1,070,688	4,289,327	4,008,294
453	Operating Costs	89,822	78,135	32,442	43,373	46,298	39,785
454	Utilities	7,220	4,239	4,890	1,974	4,890	4,430
455	Contract Services	4,399,837	3,602,442	4,230,790	886,404	4,058,872	3,724,547
456	Professional Development	37,577	39,483	54,724	11,950	54,724	36,249
457	Grants and Contributions	821	10,667	10,850	11,353	10,850	10,350
458	Equipment	93,025	155,005	80,421	115,634	113,693	192,933
459	Interfund Charges	157,262	283,189	268,318	119,474	268,318	232,188
460	General Government Internal Support Charge	52,160	170,934	132,745	51,515	132,745	139,736
461	Insurance Premiums Internal Support Charge	2,006	2,407	3,370	1,685	3,370	3,252
462	Fleet and Fuel Internal Support Charge	5,157	7,791	18,243	9,293	18,243	10,031
463	Information Technology Internal Support Charge	87,433	92,991	108,120	54,060	108,120	73,192
464	Utilities Internal Support Charge	10,506	9,066	5,840	2,920	5,840	5,977
465	General Services						
466	100 - General Fund	\$ (7,539,543)	\$ (8,686,836)	\$ (8,875,284)	\$ (4,547,561)	\$ (9,107,609)	\$ (9,706,836)
467	Revenue	\$ 261,411	\$ 337,176	\$ 596,457	\$ 59,853	\$ 746,457	\$ 599,565
468	Other Revenue	23,242	18,753	4,500	10,950	4,500	124,500
469	Sale of Capital Assets	11,356	9,486	7,000	-	7,000	9,000
470	Charges for Services	226,813	308,937	285,000	48,903	285,000	466,065
471	Intergovernmental	-	-	299,957	-	299,957	-
472	Contributions	-	-	-	-	150,000	-
473	Expenses	\$ 7,800,954	\$ 9,024,012	\$ 9,471,741	\$ 4,607,414	\$ 9,854,066	\$ 10,306,401
474	Labor and Benefits	3,731,103	4,160,855	4,778,373	2,087,135	4,778,373	5,206,810
475	Regular Wages	2,426,091	2,615,213	2,879,328	1,290,540	2,879,328	3,050,829
476	Part-Time Wages	177,144	309,659	392,600	102,103	392,600	461,760
477	Overtime	75,184	82,706	81,445	51,019	81,445	83,526
478	Other Compensation	42,528	36,945	72,537	21,950	72,537	24,142
479	Employment Taxes	197,439	222,790	260,029	106,247	260,029	276,706
480	Health, Dental, Vision Insurance	408,031	416,390	527,043	265,210	527,043	639,784



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
481	Worker's Compensation Insurance	183,104	240,667	295,557	119,294	295,557	285,941
482	Unemployment Insurance	2,354	-	-	-	-	-
483	Health Programs	39,681	44,855	51,206	26,385	51,206	126,512
484	Other Insurance	14,597	18,120	19,833	10,466	19,833	21,811
485	Retirement	150,701	162,260	187,545	79,671	187,545	201,659
486	Other Benefits	14,250	11,250	11,250	14,250	11,250	34,141
487	Operating	1,758,190	1,902,873	1,968,666	1,159,592	2,200,991	2,076,396
488	Costs of Goods Sold	5,503	9,174	5,535	1,556	5,535	4,275
489	Operating Costs	465,675	526,710	373,085	160,090	373,085	511,151
490	Utilities	11,033	6,364	6,638	4,755	6,638	9,130
491	Contract Services	760,286	928,356	1,190,997	666,542	1,190,997	1,188,325
492	Charges and Fees	107,325	122,116	119,906	146,169	119,906	140,240
493	Professional Development	30,401	36,281	63,870	24,976	63,870	68,250
494	Grants and Contributions	1,088	17,942	360	-	360	-
495	Equipment	376,880	255,930	208,275	155,503	440,600	155,025
496	Interfund Charges	1,995,837	2,138,735	2,724,702	1,356,935	2,724,702	3,023,195
497	Insurance Premiums Internal Support Charge	159,814	174,067	243,694	121,847	243,694	235,165
498	Fleet and Fuel Internal Support Charge	1,330,022	1,242,241	1,588,585	792,384	1,588,585	1,585,891
499	Information Technology Internal Support Charge	236,432	438,848	516,668	256,633	516,668	685,770
500	Facility Internal Support Charge	123,942	169,189	161,263	78,825	161,263	133,545
501	Utilities Internal Support Charge	145,628	114,390	214,492	107,246	214,492	382,825
502	Capital Outlay	315,823	821,550	-	3,751	150,000	0
503	Capital Equipment	-	101,973	-	-	-	-
504	Capital Facilities	315,823	719,576	-	3,751	150,000	0
505	201 - Sales Tax Capital Improvements Fund	\$ (2,462,737)	\$ (2,886,548)	\$ (1,700,000)	\$ (1,005,954)	\$ (2,810,000)	\$ (1,639,949)
506	Revenue	\$ 825,000	\$ 200,005	-	-	\$ 129,430	\$ 350,000
507	Other Revenue	-	5	-	-	-	-
508	Intergovernmental	800,000	200,000	-	-	129,430	-
509	Contributions	25,000	-	-	-	-	350,000
510	Expenses	\$ 3,287,737	\$ 3,086,553	\$ 1,700,000	\$ 1,005,954	\$ 2,939,430	\$ 1,989,949
511	Operating	1,184,331	1,246,307	-	611,013	1,300,000	-
512	Operating Costs	1,157,709	1,015,458	-	576,594	1,230,000	-
513	Contract Services	25,288	230,849	-	-	50,000	-
514	Charges and Fees	1,334	-	-	-	-	-
515	Equipment	-	-	-	34,419	20,000	-
516	Capital Outlay	2,103,405	1,840,246	1,700,000	394,941	1,639,430	1,989,949
517	Capital Facilities	2,103,405	1,840,246	1,700,000	394,941	1,639,430	689,949
518	Street Infrastructure	-	-	-	-	-	1,300,000
519	302 - Solid Waste Fund	\$ 530,765	\$ 248,436	\$ (1,337,289)	\$ 450,643	\$ (1,750,393)	\$ 162,271
520	Revenue	\$ 5,304,762	\$ 6,032,190	\$ 7,100,737	\$ 3,794,331	\$ 7,895,887	\$ 7,857,317
521	Interest Revenue	15,163	53,087	26,420	26,357	26,420	26,420
522	Other Revenue	103	8	-	-	-	-
523	Debt Proceeds	-	-	475,000	-	475,000	-
524	Charges for Services	5,255,775	5,696,994	6,471,817	3,388,354	6,471,817	7,762,647
525	License and Permits	-	208,550	87,500	34,410	87,500	68,250
526	Intergovernmental	33,721	73,552	40,000	345,210	835,150	-
527	Expenses	\$ 4,773,997	\$ 5,783,754	\$ 8,438,026	\$ 3,343,688	\$ 9,646,280	\$ 7,695,046
528	Labor and Benefits	1,714,583	2,187,502	2,839,817	1,274,405	2,839,817	3,080,734
529	Regular Wages	1,185,616	1,438,257	1,802,446	779,362	1,802,446	1,881,645
530	Part-Time Wages	14,943	1,152	-	-	-	33,120
531	Overtime	8,264	32,267	13,964	24,166	13,964	20,076
532	Other Compensation	113	7,325	12,700	9,973	12,700	5,268
533	Employment Taxes	87,211	105,662	139,964	57,678	139,964	148,418
534	Health, Dental, Vision Insurance	214,448	312,043	491,417	223,517	491,417	544,046
535	Worker's Compensation Insurance	109,803	167,780	215,983	100,768	215,983	209,413
536	Health Programs	13,489	17,165	28,114	15,509	28,114	85,243
537	Other Insurance	6,513	9,728	12,020	6,281	12,020	13,705
538	Retirement	70,432	86,374	113,459	46,651	113,459	117,396
539	Other Benefits	3,750	9,750	9,750	10,500	9,750	22,403
540	Operating	1,129,625	1,680,243	2,024,768	576,897	2,024,768	1,502,836



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
541	Operating Costs	99,625	97,829	90,102	31,815	90,102	97,256
542	Utilities	432	-	-	-	-	1,740
543	Contract Services	124,082	122,463	74,600	24,835	74,600	69,000
544	Charges and Fees	787,453	810,240	932,391	441,622	932,391	920,815
545	Professional Development	6,347	5,620	14,375	11,704	14,375	14,775
546	Grants and Contributions	-	320	-	315	-	1,000
547	Equipment	111,685	643,771	913,300	66,607	913,300	398,250
548	Interfund Charges	1,540,152	1,867,501	2,348,441	1,191,940	2,348,441	2,676,476
549	General Government Internal Support Charge	365,505	401,720	475,885	237,942	475,885	432,547
550	Insurance Premiums Internal Support Charge	38,767	46,520	97,693	48,847	97,693	94,274
551	Fleet and Fuel Internal Support Charge	834,907	890,773	1,128,439	582,443	1,128,439	1,304,977
552	Information Technology Internal Support Charge	28,893	244,446	302,480	150,736	302,480	467,777
553	Facility Internal Support Charge	13,289	16,379	28,846	14,423	28,846	29,992
554	Utilities Internal Support Charge	258,791	267,663	315,098	157,549	315,098	346,910
555	Capital Outlay	389,637	48,508	1,225,000	300,446	2,433,254	435,000
556	Capital Equipment	-	38,000	-	-	659,758	435,000
557	Capital Facilities	389,637	10,508	1,225,000	300,446	1,773,496	-
558	303 - Convention Center Fund	\$ (198,840)	\$ (193,971)	-	\$ 1,739	-	-
559	Revenue	\$ 155,491	\$ 213,566	-	\$ 1,999	-	-
560	Other Revenue	2,071	-	-	-	-	-
561	Intergovernmental	153,420	213,566	-	1,999	-	-
562	Expenses	\$ 354,331	\$ 407,537	-	\$ 260	-	-
563	Operating	207,252	225,985	-	260	-	-
564	Contract Services	206,692	225,000	-	-	-	-
565	Charges and Fees	560	985	-	260	-	-
566	Interfund Charges	147,079	181,552	-	-	-	-
567	Fleet and Fuel Internal Support Charge	6,129	5,752	-	-	-	-
568	Utilities Internal Support Charge	140,950	175,800	-	-	-	-
569	305 - Golf Courses Fund	\$ (61,786)	\$ (196,645)	\$ (192,685)	\$ (735,686)	\$ (192,685)	\$ 219,868
570	Revenue	\$ 2,291,049	\$ 2,472,758	\$ 2,657,625	\$ 476,870	\$ 2,657,625	\$ 3,246,285
571	Interest Revenue	4,449	9,167	9,985	(74)	9,985	9,985
572	Other Revenue	10,246	67,600	25,540	1,334	25,540	117,000
573	Lease Revenue	363,998	412,793	414,400	33,574	414,400	482,400
574	Charges for Services	1,775,228	1,828,085	2,038,700	412,001	2,038,700	2,464,400
575	License and Permits	137,127	155,113	169,000	30,034	169,000	172,500
576	Expenses	\$ 2,352,835	\$ 2,669,403	\$ 2,850,310	\$ 1,212,556	\$ 2,850,310	\$ 3,026,417
577	Labor and Benefits	887,745	979,214	1,020,501	462,448	1,020,501	1,149,139
578	Regular Wages	402,916	447,012	474,154	216,159	474,154	495,975
579	Part-Time Wages	294,972	318,214	308,620	135,022	308,620	385,000
580	Overtime	459	1,050	1,999	118	1,999	-
581	Other Compensation	8,611	15,538	19,867	7,094	19,867	20,214
582	Employment Taxes	51,640	57,287	61,489	26,031	61,489	68,941
583	Health, Dental, Vision Insurance	79,614	82,294	95,030	49,468	95,030	102,705
584	Worker's Compensation Insurance	12,268	16,226	17,172	7,935	17,172	17,554
585	Health Programs	8,344	9,404	7,504	4,082	7,504	18,943
586	Other Insurance	2,792	3,103	3,091	1,855	3,091	3,589
587	Retirement	24,630	27,587	30,075	13,184	30,075	31,739
588	Other Benefits	1,500	1,500	1,500	1,500	1,500	4,478
589	Operating	848,919	904,703	945,053	390,072	945,053	1,026,170
590	Costs of Goods Sold	393,950	388,295	356,720	64,276	356,720	347,000
591	Operating Costs	153,969	158,981	208,718	102,095	208,718	246,700
592	Utilities	50,274	47,446	55,475	41,475	55,475	56,700
593	Contract Services	23,644	33,284	17,895	9,406	17,895	20,420
594	Charges and Fees	77,494	95,155	79,220	53,223	79,220	108,250
595	Professional Development	4,831	2,960	8,200	810	8,200	15,500
596	Equipment	144,757	178,583	218,825	118,787	218,825	231,600
597	Interfund Charges	528,374	697,689	746,958	360,036	746,958	763,310
598	General Government Internal Support Charge	110,240	139,454	198,574	99,287	198,574	199,635
599	Insurance Premiums Internal Support Charge	23,470	28,164	39,429	19,715	39,429	38,049
600	Fleet and Fuel Internal Support Charge	243,493	302,216	285,942	130,210	285,942	274,658



2025 Budget
By Department, By Fund, By Account Classification
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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
601	Information Technology Internal Support Charge	72,411	120,386	93,042	45,839	93,042	117,083
602	Facility Internal Support Charge	19,681	29,011	51,285	25,643	51,285	53,542
603	Utilities Internal Support Charge	59,079	78,458	78,686	39,343	78,686	80,343
604	Capital Outlay	-	-	50,000	-	50,000	-
605	Land	-	-	50,000	-	50,000	-
606	Debt Service	87,797	87,797	87,798	-	87,798	87,798
607	Principal	77,939	79,108	80,295	-	80,295	81,499
608	Interest Expense	9,859	8,690	7,503	-	7,503	6,299
609	308 - Parking Fund	\$ 17,442	\$ (46,494)	\$ (362,351)	\$ 52,374	\$ (362,351)	\$ 73,881
610	Revenue	\$ 704,792	\$ 767,532	\$ 1,323,865	\$ 507,078	\$ 1,323,865	\$ 1,198,384
611	Interest Revenue	6,398	19,157	10,596	8,516	10,596	10,596
612	Other Revenue	90	40	-	-	-	4,788
613	Lease Revenue	60,790	2,910	104,040	100	104,040	-
614	Charges for Services	89,023	158,574	108,092	101,808	108,092	235,000
615	License and Permits	397,317	385,398	473,202	245,684	473,202	570,000
616	Fines	131,474	165,903	578,655	148,620	578,655	378,000
617	Special Assessments	19,700	35,550	49,280	2,350	49,280	-
618	Expenses	\$ 687,350	\$ 814,026	\$ 1,686,216	\$ 454,704	\$ 1,686,216	\$ 1,124,503
619	Labor and Benefits	167,846	261,175	610,348	274,476	610,348	463,870
620	Regular Wages	115,049	178,975	385,731	179,040	385,731	298,643
621	Overtime	2,359	2,216	-	4,223	-	384
622	Other Compensation	1,714	1,856	3,429	1,113	3,429	1,407
623	Employment Taxes	8,443	12,835	29,747	12,915	29,747	22,983
624	Health, Dental, Vision Insurance	26,746	44,705	142,728	51,986	142,728	90,955
625	Worker's Compensation Insurance	5,265	7,074	18,705	9,044	18,705	11,789
626	Health Programs	584	1,337	4,368	3,517	4,368	14,207
627	Other Insurance	702	1,009	2,419	1,137	2,419	2,182
628	Retirement	6,984	10,793	23,221	10,750	23,221	19,086
629	Other Benefits	-	375	-	750	-	2,234
630	Operating	162,332	177,783	247,773	106,094	247,773	253,710
631	Operating Costs	13,732	19,865	19,620	34,691	19,620	21,700
632	Utilities	5,184	-	-	-	-	0
633	Contract Services	49,598	29,669	34,528	5,318	34,528	77,500
634	Charges and Fees	74,544	88,607	85,000	59,782	85,000	120,000
635	Professional Development	-	-	1,900	-	1,900	29,510
636	Equipment	19,274	39,642	106,725	6,303	106,725	5,000
637	Interfund Charges	113,404	131,301	154,327	74,081	154,327	163,155
638	General Government Internal Support Charge	55,658	58,878	66,496	33,248	66,496	60,878
639	Insurance Premiums Internal Support Charge	10,940	12,444	17,422	8,691	17,422	16,812
640	Fleet and Fuel Internal Support Charge	12,877	5,776	4,554	2,374	4,554	3,956
641	Information Technology Internal Support Charge	21,362	43,754	57,194	26,802	57,194	72,677
642	Facility Internal Support Charge	975	-	476	238	476	500
643	Utilities Internal Support Charge	11,592	10,449	8,185	2,728	8,185	8,331
644	Capital Outlay	-	-	430,000	53	430,000	-
645	Capital Equipment	-	-	430,000	53	430,000	-
646	Debt Service	243,767	243,767	243,768	-	243,768	243,768
647	Principal	219,641	222,935	226,280	-	226,280	229,674
648	Interest Expense	24,126	20,832	17,488	-	17,488	14,094
649	402 - Equipment Fund	\$ 2,320,228	\$ 294,186	\$ (154,425)	\$ (127,065)	\$ (3,728,025)	\$ 378,984
650	Revenue	\$ 8,892,741	\$ 8,550,146	\$ 9,352,721	\$ 4,731,634	\$ 9,352,721	\$ 10,983,482
651	Interest Revenue	51,466	190,316	15,772	108,721	15,772	15,772
652	Other Revenue	202,094	209,408	1,000	15,736	1,000	201,500
653	Sale of Capital Assets	232,826	83,718	50,000	219	50,000	50,000
654	Charges for Services	1,084,075	1,187,429	1,204,958	563,834	1,204,958	1,541,952
655	Interfund Revenue	7,322,278	6,879,275	8,080,991	4,043,124	8,080,991	9,174,258
656	Expenses	\$ 6,572,512	\$ 8,255,960	\$ 9,507,146	\$ 4,858,699	\$ 13,080,746	\$ 10,604,498
657	Labor and Benefits	1,417,756	1,407,855	1,725,270	793,578	1,725,270	2,040,465
658	Regular Wages	984,226	962,622	1,132,820	531,112	1,132,820	1,356,946
659	Overtime	11,550	4,995	17,110	1,828	17,110	19,465
660	Other Compensation	5,972	3,847	11,441	2,401	11,441	3,172

2025 Budget
By Department, By Fund, By Account Classification
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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
661	Employment Taxes	71,540	69,366	88,784	38,013	88,784	105,538
662	Health, Dental, Vision Insurance	227,609	241,748	326,659	147,350	326,659	343,255
663	Worker's Compensation Insurance	34,310	39,583	49,429	23,682	49,429	54,123
664	Health Programs	18,341	21,307	19,805	11,142	19,805	52,093
665	Other Insurance	6,264	6,443	7,921	4,594	7,921	9,800
666	Retirement	56,442	56,442	70,551	31,204	70,551	85,632
667	Other Benefits	1,500	1,500	750	2,250	750	10,440
668	Operating	3,106,558	3,177,923	2,963,160	1,497,405	2,963,160	3,558,693
669	Operating Costs	1,636,335	1,761,742	1,462,738	992,497	1,462,738	1,972,525
670	Fuel	1,346,627	1,258,029	1,417,904	474,525	1,417,904	1,464,148
671	Utilities	3,431	317	775	-	775	10,795
672	Contract Services	28,073	101,610	30,782	17,955	30,782	35,270
673	Charges and Fees	410	436	675	391	675	675
674	Professional Development	23,254	22,815	18,386	7,526	18,386	20,500
675	Equipment	68,427	32,975	31,900	4,511	31,900	54,780
676	Interfund Charges	396,745	681,018	492,316	312,536	492,316	517,959
677	Insurance Premiums Internal Support Charge	186,143	253,368	88,973	111,236	88,973	85,859
678	Fleet and Fuel Internal Support Charge	31,329	20,204	18,182	8,918	18,182	29,605
679	Information Technology Internal Support Charge	97,178	187,597	266,265	132,934	266,265	291,098
680	Facility Internal Support Charge	33,138	28,919	37,676	18,838	37,676	39,155
681	Utilities Internal Support Charge	48,956	190,930	81,220	40,610	81,220	72,242
682	Capital Outlay	1,651,454	2,989,164	4,326,400	2,255,181	7,900,000	4,487,382
683	Capital Equipment	1,651,454	2,989,164	4,326,400	2,255,181	7,900,000	4,487,382
684	406 - Facilities Management Fund	\$ 3,662	\$ 11,740	\$ 180,284	\$ 203,365	\$ 180,284	\$ (2,807)
685	Revenue	\$ 3,114,346	\$ 4,143,783	\$ 4,226,773	\$ 2,119,295	\$ 4,226,773	\$ 3,450,995
686	Interest Revenue	(745)	(1,976)	1,653	3,027	1,653	1,653
687	Other Revenue	3,384	7,169	1,719	2,154	1,719	46,214
688	Lease Revenue	19,860	19,893	20,932	12,880	20,932	20,932
689	Interfund Revenue	3,091,847	4,118,698	4,202,469	2,101,235	4,202,469	3,382,196
690	Expenses	\$ 3,110,683	\$ 4,132,043	\$ 4,046,489	\$ 1,915,930	\$ 4,046,489	\$ 3,453,801
691	Labor and Benefits	651,288	823,699	905,183	416,251	905,183	1,055,474
692	Regular Wages	468,860	591,068	644,706	288,017	644,706	721,451
693	Part-Time Wages	553	-	-	-	-	-
694	Overtime	2,560	7,346	4,942	3,129	4,942	8,444
695	Other Compensation	3,213	4,234	7,041	4,368	7,041	3,489
696	Employment Taxes	34,699	43,957	50,172	21,467	50,172	56,104
697	Health, Dental, Vision Insurance	80,690	96,557	104,864	56,683	104,864	137,091
698	Worker's Compensation Insurance	20,164	29,866	37,411	16,154	37,411	39,269
699	Health Programs	9,951	11,268	11,341	6,509	11,341	33,150
700	Other Insurance	2,911	3,777	3,702	2,468	3,702	5,239
701	Retirement	27,686	35,628	41,004	17,457	41,004	46,024
702	Other Benefits	-	-	-	-	-	5,212
703	Operating	2,257,517	2,999,440	2,789,624	1,322,930	2,789,624	1,983,899
704	Operating Costs	51,899	62,007	71,284	26,077	71,284	71,434
705	Utilities	1,878,863	2,558,882	2,410,910	1,129,011	2,410,910	1,582,935
706	Contract Services	325,220	368,433	280,530	166,220	280,530	302,630
707	Professional Development	666	5,355	4,500	1,158	4,500	4,500
708	Equipment	869	4,762	22,400	465	22,400	22,400
709	Interfund Charges	201,878	308,904	351,682	176,148	351,682	414,429
710	Insurance Premiums Internal Support Charge	89,962	107,954	151,136	75,568	151,136	145,846
711	Fleet and Fuel Internal Support Charge	17,427	18,369	15,129	8,040	15,129	23,172
712	Information Technology Internal Support Charge	64,797	136,230	163,028	81,346	163,028	222,926
713	Facility Internal Support Charge	21,358	36,957	11,653	5,826	11,653	12,104
714	Utilities Internal Support Charge	8,334	9,394	10,736	5,368	10,736	10,380
715	Capital Outlay	-	-	-	601	-	-
716	Capital Facilities	-	-	-	601	-	-
717	Police						
718	100 - General Fund	\$ (26,803,577)	\$ (28,885,550)	\$ (31,593,715)	\$ (14,964,332)	\$ (31,727,526)	\$ (36,339,100)
719	Revenue	\$ 1,487,539	\$ 1,764,111	\$ 1,869,778	\$ 1,095,464	\$ 2,121,931	\$ 1,603,267
720	Other Revenue	63,357	110,181	58,575	89,967	92,751	68,455



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
721	Sale of Capital Assets	633	-	-	-	-	-
722	Charges for Services	815,057	809,327	760,506	436,613	760,506	840,766
723	License and Permits	1,225	1,050	1,000	105	1,000	1,000
724	Fines	7,974	7,900	9,500	3,415	9,500	7,500
725	Intergovernmental	591,895	833,038	1,040,197	565,345	1,258,174	685,546
726	Contributions	7,398	2,615	-	20	-	-
727	Expenses	\$ 28,291,116	\$ 30,649,661	\$ 33,463,493	\$ 16,059,796	\$ 33,849,457	\$ 37,942,367
728	Labor and Benefits	18,575,139	20,693,644	23,316,869	10,778,855	23,316,869	26,430,457
729	Regular Wages	12,171,074	13,543,380	15,027,125	6,786,485	15,027,125	17,238,201
730	Part-Time Wages	8,100	12,739	-	8,840	-	-
731	Overtime	1,503,582	1,794,429	1,706,689	994,229	1,706,689	2,081,537
732	Other Compensation	263,604	259,569	424,582	119,308	424,582	63,651
733	Employment Taxes	350,747	383,737	439,087	189,573	439,087	491,858
734	Health, Dental, Vision Insurance	2,084,272	2,087,621	2,738,368	1,270,045	2,738,368	2,834,744
735	Worker's Compensation Insurance	599,098	813,464	932,655	446,218	932,655	977,544
736	Health Programs	175,741	200,777	185,712	94,070	185,712	462,750
737	Other Insurance	78,154	88,148	97,266	54,419	97,266	118,543
738	Retirement	1,286,768	1,459,155	1,720,760	765,417	1,720,760	2,039,372
739	Other Benefits	54,000	50,625	44,625	50,250	44,625	122,257
740	Operating	2,670,938	2,696,512	2,675,265	1,290,039	3,061,229	2,404,643
741	Operating Costs	611,873	698,055	607,005	313,687	607,005	718,929
742	Fuel	-	297	-	385	-	-
743	Utilities	50,180	-	-	-	-	15,400
744	Contract Services	999,954	917,332	969,769	506,127	1,109,080	910,959
745	Charges and Fees	1,847	2,009	630	1,196	630	1,500
746	Professional Development	531,029	514,981	506,891	258,401	526,891	514,005
747	Insurance and Claims	1,553	-	-	-	-	-
748	Grants and Contributions	23,963	34,420	30,120	12,107	40,120	99,000
749	Equipment	450,538	529,419	560,850	198,137	777,503	144,850
750	Interfund Charges	6,849,694	6,691,302	7,471,359	3,938,711	7,471,359	9,107,267
751	Communications Center Internal Support Charge	2,453,665	2,486,205	2,590,706	1,295,353	2,590,706	2,701,675
752	Insurance Premiums Internal Support Charge	305,157	366,188	512,664	256,332	512,664	494,721
753	Fleet and Fuel Internal Support Charge	1,127,827	999,806	1,016,453	792,567	1,016,453	1,193,638
754	Information Technology Internal Support Charge	2,403,403	2,139,525	2,636,012	1,236,698	2,636,012	3,923,398
755	Facility Internal Support Charge	420,010	527,428	512,951	256,476	512,951	531,287
756	Utilities Internal Support Charge	139,633	172,150	202,573	101,286	202,573	262,547
757	Capital Outlay	195,344	568,202	-	52,191	-	-
758	Capital Equipment	162,209	568,202	-	52,191	-	-
759	Capital Facilities	33,135	-	-	-	-	-
760	101 - Enhanced 911 Fund	\$ 3,592,041	\$ 3,995,391	\$ 4,531,049	\$ 1,580,812	\$ 4,531,049	\$ 3,788,030
761	Revenue	\$ 3,592,041	\$ 3,995,391	\$ 4,531,049	\$ 1,580,812	\$ 4,531,049	\$ 4,300,970
762	Tax Revenue	-	(61,766)	(77,277)	(34,411)	(77,277)	(83,599)
763	Interest Revenue	35,323	138,847	109,276	88,830	109,276	109,276
764	Charges for Services	3,556,719	3,918,310	4,499,050	1,526,393	4,499,050	4,275,293
765	Expenses	-	-	-	-	-	\$ 512,940
766	Transfers Out	-	-	-	-	-	512,940
767	Transfers Out	-	-	-	-	-	512,940
768	107 - First Responder Tax Fund	\$ (648,757)	\$ (1,491,885)	\$ (2,484,540)	\$ (824,534)	\$ (2,484,540)	\$ (3,047,380)
769	Revenue	-	\$ 1	-	-	-	-
770	Other Revenue	-	1	-	-	-	-
771	Expenses	\$ 648,757	\$ 1,491,885	\$ 2,484,540	\$ 824,534	\$ 2,484,540	\$ 3,047,380
772	Labor and Benefits	371,211	698,566	1,842,147	450,440	1,842,147	2,213,559
773	Regular Wages	290,685	510,739	1,253,116	303,351	1,253,116	1,325,313
774	Overtime	4,208	14,947	-	6,807	-	246,197
775	Other Compensation	441	450	7,600	2,171	7,600	550
776	Employment Taxes	21,611	37,924	70,149	22,137	70,149	72,972
777	Health, Dental, Vision Insurance	26,779	85,975	321,250	73,324	321,250	307,729
778	Worker's Compensation Insurance	5,888	11,550	55,753	8,354	55,753	69,337
779	Health Programs	651	1,530	15,979	6,252	15,979	46,004
780	Other Insurance	2,007	3,307	8,537	2,331	8,537	9,366



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
781	Retirement	17,441	30,644	106,763	18,213	106,763	123,607
782	Other Benefits	1,500	1,500	3,000	7,500	3,000	12,483
783	Operating	39,182	68,943	283,100	93,802	283,100	413,100
784	Operating Costs	11,561	-	36,400	-	36,400	36,400
785	Utilities	2,592	-	-	-	-	-
786	Professional Development	-	-	29,000	530	29,000	29,000
787	Equipment	25,028	68,943	217,700	93,272	217,700	347,700
788	Interfund Charges	238,364	314,318	359,293	175,911	359,293	420,721
789	Fleet and Fuel Internal Support Charge	170,783	188,511	211,556	104,580	211,556	179,787
790	Information Technology Internal Support Charge	67,581	125,807	147,737	71,332	147,737	240,934
791	Capital Outlay	-	410,058	-	104,381	-	-
792	Capital Equipment	-	410,058	-	104,381	-	-
793	115 - Public Safety Impact Fee Fund	\$ 107,170	\$ 138,300	\$ 114,051	\$ 113,219	\$ 114,051	\$ 216,050
794	Revenue	\$ 107,170	\$ 138,300	\$ 114,051	\$ 113,219	\$ 114,051	\$ 216,050
795	Interest Revenue	-	5,807	-	-	-	-
796	Charges for Services	107,170	132,494	114,051	113,219	114,051	216,050
797	201 - Sales Tax Capital Improvements Fund	\$ 658	-	-	-	\$ (90,000)	-
798	Expenses	\$ (658)	-	-	-	\$ 90,000	-
799	Operating	(658)	-	-	-	90,000	-
800	Contract Services	(658)	-	-	-	-	-
801	Equipment	-	-	-	-	90,000	-
802	405 - Communications Center Fund	\$ (2,079,881)	\$ (1,842,517)	\$ (3,205,127)	\$ (1,191,145)	\$ (3,610,803)	\$ (3,599,821)
803	Revenue	\$ 5,337,990	\$ 5,612,990	\$ 5,999,098	\$ 2,990,519	\$ 5,999,098	\$ 6,957,846
804	Interest Revenue	10,099	41,581	20,069	20,842	20,069	20,069
805	Other Revenue	715	750	-	-	-	-
806	Lease Revenue	91,200	91,200	90,600	45,900	90,600	90,600
807	Charges for Services	2,231,937	2,375,140	2,578,897	1,269,178	2,578,897	2,806,522
808	Interfund Revenue	3,004,039	3,104,320	3,309,532	1,654,598	3,309,532	3,527,715
809	Transfers In	-	-	-	-	-	512,940
810	Expenses	\$ 7,417,871	\$ 7,455,508	\$ 9,204,225	\$ 4,181,664	\$ 9,609,901	\$ 10,557,667
811	Labor and Benefits	4,867,082	5,026,900	6,428,043	2,532,224	6,428,043	6,908,767
812	Regular Wages	2,866,350	2,836,334	3,976,674	1,409,787	3,976,674	4,000,104
813	Part-Time Wages	-	5,369	-	12,538	-	-
814	Overtime	925,404	1,055,462	810,807	505,544	810,807	1,060,642
815	Other Compensation	21,578	97,680	50,304	7,287	50,304	9,890
816	Employment Taxes	279,121	289,639	357,625	138,776	357,625	381,776
817	Health, Dental, Vision Insurance	497,454	467,127	847,955	313,249	847,955	963,096
818	Worker's Compensation Insurance	7,624	13,641	24,611	7,167	24,611	16,312
819	Unemployment Insurance	17,087	-	-	-	-	-
820	Health Programs	53,944	60,713	60,031	31,515	60,031	150,191
821	Other Insurance	18,412	19,129	27,267	11,641	27,267	28,451
822	Retirement	169,609	173,555	262,644	84,971	262,644	264,942
823	Other Benefits	10,500	8,250	10,125	9,750	10,125	33,364
824	Operating	540,463	382,219	480,488	206,983	480,488	372,510
825	Operating Costs	142,678	87,374	102,408	45,467	102,408	129,450
826	Utilities	67,219	105,633	91,267	52,638	91,267	0
827	Contract Services	66,149	64,626	71,126	13,386	71,126	71,126
828	Professional Development	96,579	26,517	101,600	37,515	101,600	102,700
829	Grants and Contributions	1,384	1,313	1,323	-	1,323	1,470
830	Equipment	166,453	96,756	112,764	57,978	112,764	67,764
831	Interfund Charges	1,497,009	1,661,440	2,145,694	1,065,758	2,145,694	2,763,450
832	General Government Internal Support Charge	356,168	394,026	474,127	237,063	474,127	557,571
833	Insurance Premiums Internal Support Charge	8,773	10,528	14,739	7,370	14,739	14,223
834	Fleet and Fuel Internal Support Charge	53,699	57,019	80,281	40,674	80,281	35,662
835	Information Technology Internal Support Charge	1,051,273	1,137,828	1,479,966	732,361	1,479,966	2,136,323
836	Utilities Internal Support Charge	27,096	62,039	96,581	48,291	96,581	19,670
837	Capital Outlay	513,318	384,950	150,000	376,698	555,676	512,940
838	Capital Equipment	513,318	384,950	150,000	376,698	555,676	512,940
839	Fire						
840	100 - General Fund	\$ (11,250,443)	\$ (9,020,633)	\$ (12,116,812)	\$ (7,068,408)	\$ (12,116,812)	\$ (12,496,959)



2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
841	Revenue	\$ 9,505,396	\$ 11,940,912	\$ 11,343,054	\$ 4,299,360	\$ 11,528,344	\$ 12,608,547
842	Interest Revenue	1,249	901	-	1,756	-	-
843	Other Revenue	5,874	64,899	-	43,282	-	-
844	Sale of Capital Assets	3,330	-	-	-	-	-
845	Charges for Services	8,735,580	10,933,508	10,345,394	4,081,308	10,530,684	11,807,751
846	License and Permits	176,730	128,740	139,044	53,713	139,044	131,800
847	Intergovernmental	580,614	810,649	857,616	119,280	857,616	667,996
848	Contributions	2,020	2,215	1,000	20	1,000	1,000
849	Expenses	\$ 20,755,839	\$ 20,961,544	\$ 23,459,866	\$ 11,367,768	\$ 23,645,156	\$ 25,105,506
850	Labor and Benefits	15,559,150	15,558,978	17,145,686	8,148,510	17,145,686	17,873,222
851	Regular Wages	9,581,368	9,648,902	10,867,998	5,113,987	10,867,998	11,435,541
852	Part-Time Wages	31,992	44,540	97,396	28,078	97,396	-
853	Overtime	1,583,009	1,403,570	899,668	475,566	899,668	1,048,588
854	Other Compensation	57,103	126,859	232,224	74,149	232,224	39,337
855	Employment Taxes	193,408	198,048	217,852	100,301	217,852	241,737
856	Health, Dental, Vision Insurance	1,647,984	1,547,024	1,930,427	955,508	1,930,427	2,020,984
857	Worker's Compensation Insurance	605,483	713,091	800,831	378,577	800,831	762,507
858	Health Programs	179,433	201,149	167,412	77,664	167,412	330,149
859	Other Insurance	64,419	64,280	69,733	39,456	69,733	80,706
860	Retirement	1,542,076	1,538,608	1,776,418	816,594	1,776,418	1,821,264
861	Other Benefits	72,874	72,906	85,727	88,630	85,727	92,408
862	Operating	1,727,243	1,793,820	1,530,851	856,950	1,716,141	1,777,785
863	Operating Costs	664,396	831,341	666,756	343,291	666,756	773,545
864	Fuel	4,045	9,908	1,440	962	1,440	1,440
865	Utilities	71,249	23,339	19,146	12,499	19,146	39,525
866	Contract Services	364,634	452,118	333,607	364,856	518,897	531,007
867	Charges and Fees	151,601	155,644	159,286	5,795	159,286	155,000
868	Professional Development	196,204	160,155	348,316	88,874	348,316	274,568
869	Grants and Contributions	2,100	-	2,300	-	2,300	2,700
870	Equipment	273,013	161,316	-	40,674	-	-
871	Interfund Charges	3,374,872	3,555,564	4,783,329	2,362,308	4,783,329	5,454,499
872	Communications Center Internal Support Charge	550,374	618,115	718,490	359,245	718,490	826,040
873	Insurance Premiums Internal Support Charge	199,291	239,149	334,809	167,405	334,809	323,091
874	Fleet and Fuel Internal Support Charge	1,460,629	1,128,817	1,747,764	866,845	1,747,764	2,026,954
875	Information Technology Internal Support Charge	896,496	1,242,354	1,560,408	757,885	1,560,408	1,840,825
876	Facility Internal Support Charge	165,702	212,565	318,373	159,187	318,373	331,727
877	Utilities Internal Support Charge	102,380	114,564	103,485	51,742	103,485	105,862
878	Capital Outlay	94,575	53,182	-	-	-	-
879	Capital Equipment	94,575	53,182	-	-	-	-
880	107 - First Responder Tax Fund	\$ (4,112,296)	\$ (6,488,706)	\$ (7,976,992)	\$ (5,550,736)	\$ (7,976,992)	\$ (11,338,857)
881	Revenue	\$ 1,437,426	\$ 2,046,924	\$ 2,091,941	\$ 559,193	\$ 2,091,941	\$ 12,504
882	Intergovernmental	1,437,426	2,046,924	2,091,941	559,193	2,091,941	12,504
883	Expenses	\$ 5,549,722	\$ 8,535,630	\$ 10,068,933	\$ 6,109,928	\$ 10,068,933	\$ 11,351,361
884	Labor and Benefits	4,355,383	6,571,710	8,584,130	3,828,129	8,584,130	9,325,328
885	Regular Wages	3,116,249	4,639,638	5,172,457	2,583,040	5,172,457	5,850,240
886	Part-Time Wages	1,476	-	-	-	-	-
887	Overtime	106,371	151,808	863,361	49,038	863,361	789,904
888	Other Compensation	7,213	30,691	53,317	54,268	53,317	25,733
889	Employment Taxes	47,594	68,623	98,971	38,688	98,971	117,465
890	Health, Dental, Vision Insurance	477,619	728,822	1,099,773	488,339	1,099,773	1,095,329
891	Worker's Compensation Insurance	169,315	303,538	400,274	176,274	400,274	403,901
892	Health Programs	10,939	22,895	63,077	39,523	63,077	175,899
893	Other Insurance	17,262	31,609	36,223	20,372	36,223	42,073
894	Retirement	382,257	570,789	755,798	331,070	755,798	774,628
895	Other Benefits	19,088	23,298	40,879	47,517	40,879	50,156
896	Operating	861,491	495,346	545,985	233,385	545,985	582,472
897	Operating Costs	454,231	380,579	342,212	175,932	342,212	356,727
898	Utilities	6,338	9,325	9,552	5,988	9,552	17,876
899	Contract Services	58,418	-	1,823	453	1,823	88,077
900	Professional Development	19,598	13,283	11,230	18,413	11,230	39,971

2025 Budget
By Department, By Fund, By Account Classification
November 6, 2024

Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
901	Equipment	322,907	92,160	181,168	32,598	181,168	79,820
902	Interfund Charges	210,478	668,859	938,818	469,852	938,818	1,443,562
903	Fleet and Fuel Internal Support Charge	158,105	159,909	238,829	120,753	238,829	498,499
904	Information Technology Internal Support Charge	21,663	471,499	583,622	290,916	583,622	824,482
905	Facility Internal Support Charge	14,960	1,406	84,702	42,351	84,702	88,470
906	Utilities Internal Support Charge	15,750	36,045	31,665	15,833	31,665	32,111
907	Capital Outlay	122,369	799,715	-	1,578,563	-	-
908	Capital Equipment	122,369	799,715	-	1,578,563	-	-
909	115 - Public Safety Impact Fee Fund	\$ 246,620	\$ 322,389	\$ 265,857	\$ 265,209	\$ 265,857	\$ 489,301
910	Revenue	\$ 246,620	\$ 322,389	\$ 265,857	\$ 265,209	\$ 265,857	\$ 489,301
911	Interest Revenue	-	13,520	-	-	-	-
912	Charges for Services	246,620	308,869	265,857	265,209	265,857	489,301
913	201 - Sales Tax Capital Improvements Fund	\$ (9,173,094)	\$ (2,051,699)	\$ (9,620,004)	\$ (231,888)	\$ (8,620,004)	\$ (39,000)
914	Revenue	\$ 191,114	-	-	-	\$ 1,000,000	-
915	Intergovernmental	191,114	-	-	-	1,000,000	-
916	Expenses	\$ 9,364,208	\$ 2,051,699	\$ 9,620,004	\$ 231,888	\$ 9,620,004	\$ 39,000
917	Operating	127,345	344	-	145	-	-
918	Operating Costs	39,769	103	-	145	-	-
919	Equipment	87,576	242	-	-	-	-
920	Capital Outlay	9,236,863	2,051,355	9,620,004	231,742	9,620,004	39,000
921	Capital Equipment	153,421	748,373	2,120,004	130,170	2,120,004	-
922	Capital Facilities	9,083,442	1,298,482	7,500,000	101,572	7,500,000	39,000
923	Land	-	4,500	-	-	-	-
924	Utilities						
925	301 - Water Fund	\$ (7,080,347)	\$ 9,756,030	\$ (2,077,682)	\$ (1,752,670)	\$ (6,167,531)	\$ (1,910,264)
926	Revenue	\$ 10,191,129	\$ 22,434,270	\$ 11,586,628	\$ 4,683,785	\$ 11,605,730	\$ 12,843,613
927	Interest Revenue	42,861	150,337	46,840	79,111	46,840	46,840
928	Other Revenue	51,854	18,578	1,000	7,837	1,000	45,000
929	Lease Revenue	70,752	58,037	59,090	81,981	59,090	62,828
930	Debt Proceeds	-	11,508,216	-	40,506	-	-
931	Charges for Services	8,706,055	9,041,470	9,343,500	3,857,439	9,343,500	10,114,400
932	License and Permits	73,928	71,604	75,000	36,215	75,000	70,000
933	Interfund Revenue	864,481	863,681	994,458	430,675	994,458	1,349,545
934	Intergovernmental	109,676	505,163	826,740	91,289	845,842	935,000
935	Contributions	271,523	217,186	240,000	58,733	240,000	220,000
936	Expenses	\$ 17,271,476	\$ 12,678,240	\$ 13,664,310	\$ 6,436,455	\$ 17,773,261	\$ 14,753,877
937	Labor and Benefits	3,345,802	3,585,254	4,516,935	2,009,209	4,516,935	5,303,611
938	Regular Wages	2,263,326	2,442,283	2,958,811	1,314,183	2,958,811	3,475,886
939	Part-Time Wages	-	-	10,982	-	10,982	-
940	Overtime	111,651	121,982	119,387	50,714	119,387	138,900
941	Other Compensation	20,562	20,041	69,268	16,811	69,268	25,129
942	Employment Taxes	171,760	186,423	241,239	98,046	241,239	277,846
943	Health, Dental, Vision Insurance	481,333	472,908	700,540	339,904	700,540	827,916
944	Worker's Compensation Insurance	91,671	117,806	145,299	66,177	145,299	144,480
945	Health Programs	44,476	51,906	49,367	25,469	49,367	123,129
946	Other Insurance	15,354	16,834	21,556	10,369	21,556	24,940
947	Retirement	139,070	148,847	196,736	80,412	196,736	239,277
948	Other Benefits	6,600	6,225	3,750	7,125	3,750	26,109
949	Operating	1,373,160	1,291,622	1,944,349	545,796	1,969,818	3,008,382
950	Operating Costs	946,008	884,636	1,003,331	369,775	1,003,331	1,119,746
951	Utilities	27,712	19,124	19,600	13,698	19,600	21,515
952	Contract Services	173,799	129,840	272,418	49,287	297,887	368,148
953	Charges and Fees	6,269	4,830	7,000	6,600	7,000	6,500
954	Professional Development	40,273	34,663	57,860	23,050	57,860	78,273
955	Grants and Contributions	71,959	84,581	493,940	52,680	493,940	1,010,300
956	Equipment	107,141	133,947	90,200	30,706	90,200	403,900
957	Interfund Charges	1,714,067	1,827,940	1,972,719	984,669	1,972,719	2,390,728
958	General Government Internal Support Charge	670,447	717,277	724,544	362,272	724,544	948,160
959	Insurance Premiums Internal Support Charge	95,673	114,808	160,731	80,366	160,731	155,105
960	Fleet and Fuel Internal Support Charge	369,277	347,913	333,257	170,846	333,257	487,795

2025 Budget
By Department, By Fund, By Account Classification
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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
961	Information Technology Internal Support Charge	420,509	555,860	654,194	321,189	654,194	694,327
962	Facility Internal Support Charge	35,063	26,414	38,189	19,095	38,189	39,630
963	Utilities Internal Support Charge	123,097	65,668	61,804	30,902	61,804	65,711
964	Capital Outlay	9,971,461	5,587,612	3,970,000	2,588,689	8,053,482	2,795,000
965	Capital Equipment	-	70	100,000	52,980	100,000	-
966	Utility Systems	9,971,461	5,587,541	3,870,000	2,535,709	7,953,482	2,795,000
967	Debt Service	866,985	385,812	1,260,307	308,092	1,260,307	1,256,156
968	Principal	774,465	307,468	1,033,880	173,872	1,033,880	1,047,955
969	Interest Expense	92,521	78,344	226,427	134,220	226,427	208,201
970	309 - Irrigation Fund	\$ 83,616	\$ (59,346)	\$ 4,770	\$ 59,084	\$ 4,770	\$ (5,899)
971	Revenue	\$ 572,495	\$ 363,557	\$ 390,733	\$ 200,073	\$ 390,733	\$ 391,518
972	Interest Revenue	959	4,493	3,433	2,480	3,433	3,433
973	Debt Proceeds	215,649	-	-	-	-	-
974	Charges for Services	353,547	357,190	386,000	197,308	386,000	387,185
975	Contributions	2,340	1,875	1,300	285	1,300	900
976	Expenses	\$ 488,879	\$ 422,904	\$ 385,963	\$ 140,989	\$ 385,963	\$ 397,417
977	Labor and Benefits	116,611	124,960	128,593	61,560	128,593	155,153
978	Regular Wages	85,795	88,144	90,778	39,073	90,778	104,125
979	Overtime	3,236	7,497	3,294	1,805	3,294	-
980	Other Compensation	200	201	3,089	1,682	3,089	1,485
981	Employment Taxes	6,595	7,092	7,417	2,972	7,417	7,973
982	Health, Dental, Vision Insurance	10,615	10,343	11,910	10,139	11,910	25,969
983	Worker's Compensation Insurance	3,975	5,163	5,400	2,408	5,400	3,409
984	Health Programs	354	378	-	284	-	3,383
985	Other Insurance	498	620	644	342	644	734
986	Retirement	5,344	5,522	6,061	2,479	6,061	7,543
987	Other Benefits	-	-	-	375	-	532
988	Operating	27,807	44,792	36,570	6,781	36,570	37,650
989	Operating Costs	26,280	28,064	33,000	6,476	33,000	34,050
990	Utilities	550	567	570	305	570	600
991	Contract Services	977	16,161	2,000	-	2,000	2,500
992	Equipment	-	-	1,000	-	1,000	500
993	Interfund Charges	170,981	170,833	144,638	72,648	144,638	163,451
994	General Government Internal Support Charge	24,887	27,436	29,206	14,603	29,206	31,627
995	Insurance Premiums Internal Support Charge	1,164	1,397	1,956	978	1,956	1,888
996	Fleet and Fuel Internal Support Charge	6,259	11,190	6,730	3,694	6,730	4,731
997	Information Technology Internal Support Charge	-	-	-	-	-	15,741
998	Utilities Internal Support Charge	138,671	130,809	106,746	53,373	106,746	109,464
999	Capital Outlay	173,480	66,158	60,000	-	60,000	25,000
1000	Utility Systems	173,480	66,158	60,000	-	60,000	25,000
1001	Debt Service	-	16,162	16,162	-	16,162	16,162
1002	Principal	-	12,927	13,121	-	13,121	13,318
1003	Interest Expense	-	3,235	3,041	-	3,041	2,844
1004	900 - Joint Sewer System Fund	\$ 2,370,912	\$ (3,334,972)	\$ 19,329,705	\$ 60,698,475	\$ 13,577,298	\$ (48,122,973)
1005	Revenue	\$ 19,674,816	\$ 19,788,570	\$ 82,812,704	\$ 76,797,960	\$ 86,870,027	\$ 21,755,575
1006	Charges for Services	14,888,121	15,471,162	17,065,264	8,535,693	17,065,264	18,066,005
1007	Contributions	4,207,319	2,993,132	3,270,960	1,447,772	3,270,960	2,550,240
1008	Debt Proceeds	-	-	61,300,000	64,884,878	64,884,878	-
1009	Fines	2,500	9,000	1,000	-	1,000	1,000
1010	Interest Revenue	389,956	1,183,606	864,480	1,860,955	1,336,925	824,730
1011	Interfund Revenue	150,892	89,276	185,000	12,309	185,000	195,000
1012	Intergovernmental	(36,392)	798	-	-	-	-
1013	Other Revenue	71,133	39,022	126,000	52,492	126,000	118,600
1014	Special Assessments	1,287	2,574	-	3,861	-	-
1015	Expenses	\$ 17,303,904	\$ 23,123,542	\$ 63,482,999	\$ 16,099,485	\$ 73,292,729	\$ 69,878,548
1016	Labor and Benefits	3,982,769	4,145,280	4,802,223	2,097,939	4,802,223	5,434,867
1017	Regular Wages	2,843,193	2,955,881	3,287,217	1,420,390	3,287,217	3,642,318
1018	Part-Time Wages	-	-	10,982	-	10,982	-
1019	Employment Taxes	210,810	220,328	262,128	108,845	262,128	292,070
1020	Health Programs	43,338	49,631	53,392	27,615	53,392	127,053

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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1021	Health, Dental, Vision Insurance	523,673	513,410	696,742	279,604	696,742	758,895
1022	Other Benefits	12,150	12,825	12,750	12,750	12,750	32,726
1023	Other Compensation	11,103	32,004	38,682	70,202	38,682	48,898
1024	Other Insurance	18,600	20,411	23,681	11,412	23,681	26,129
1025	Overtime	73,622	68,814	93,160	29,015	93,160	133,837
1026	Retirement	171,595	180,641	215,446	89,481	215,446	245,916
1027	Worker's Compensation Insurance	74,685	91,335	108,043	48,625	108,043	127,025
1028	Operating	1,811,295	2,172,155	2,986,164	1,621,374	2,986,164	3,994,613
1029	Charges and Fees	424,548	358,737	425,010	458,768	425,010	447,214
1030	Contract Services	70,679	395,388	1,223,055	373,232	1,223,055	870,330
1031	Costs of Goods Sold	42	-	-	-	-	-
1032	Equipment	24,284	24,423	23,000	24,718	23,000	260,500
1033	Grants and Contributions	1,994	1,706	3,200	2,538	3,200	3,100
1034	Operating Costs	1,219,061	1,324,840	1,223,386	724,996	1,223,386	1,520,659
1035	Professional Development	51,654	59,981	75,435	30,387	75,435	55,355
1036	Utilities	19,033	7,080	13,078	6,735	13,078	837,455
1037	Interfund Charges	2,880,435	3,144,519	3,337,711	1,623,973	3,337,711	2,842,541
1038	Fleet and Fuel Internal Support Charge	389,721	432,222	360,294	181,008	360,294	357,180
1039	General Government Internal Support Charge	746,644	780,990	812,229	406,115	812,229	858,624
1040	Information Technology Internal Support Charge	352,581	470,333	543,775	263,643	543,775	692,697
1041	Insurance Premiums Internal Support Charge	84,049	100,859	141,202	70,601	141,202	136,260
1042	Utilities Internal Support Charge	1,307,440	1,360,115	1,480,211	702,606	1,480,211	797,780
1043	Capital Outlay	8,109,405	13,041,497	51,736,796	9,359,497	59,372,054	53,855,777
1044	Capital Equipment	55,953	188,837	386,796	3,955	386,796	-
1045	Utility Systems	8,053,452	12,852,660	51,350,000	9,355,542	58,985,258	53,855,777
1046	Debt Service	520,000	620,091	620,105	1,396,702	2,794,577	3,750,750
1047	Interest Expense	-	55,091	15,105	791,702	2,189,577	2,795,750
1048	Principal	520,000	565,000	605,000	605,000	605,000	955,000
1049	Parks and Recreation						
1050	100 - General Fund	\$ (9,253,382)	\$ (10,105,735)	\$ (11,346,447)	\$ (5,478,798)	\$ (11,743,377)	\$ (12,714,278)
1051	Revenue	\$ 2,627,393	\$ 3,008,787	\$ 2,848,650	\$ 1,374,197	\$ 2,848,650	\$ 3,268,190
1052	Other Revenue	11,045	11,542	18,750	52,741	18,750	20,650
1053	Lease Revenue	6,770	10,060	7,719	8,151	7,719	9,132
1054	Sale of Capital Assets	-	3,600	-	-	-	-
1055	Charges for Services	1,386,666	1,407,858	1,291,486	624,954	1,291,486	1,331,162
1056	License and Permits	812,553	1,097,473	1,267,825	666,366	1,267,825	1,552,482
1057	Intergovernmental	398,233	457,515	244,495	23,519	244,495	344,264
1058	Contributions	12,127	20,739	18,375	(1,534)	18,375	10,500
1059	Expenses	\$ 11,880,776	\$ 13,114,522	\$ 14,195,097	\$ 6,852,995	\$ 14,592,027	\$ 15,982,468
1060	Labor and Benefits	6,742,155	7,405,274	8,459,675	3,892,420	8,459,675	9,328,181
1061	Regular Wages	3,336,328	3,575,505	4,220,124	1,929,711	4,220,124	4,412,223
1062	Part-Time Wages	1,666,348	1,918,870	1,829,210	842,287	1,829,210	2,359,654
1063	Overtime	89,248	94,266	60,102	58,245	60,102	-
1064	Other Compensation	76,574	89,565	66,383	45,580	66,383	129,606
1065	Employment Taxes	380,576	418,229	471,606	210,556	471,606	526,862
1066	Health, Dental, Vision Insurance	664,955	692,870	1,102,288	461,265	1,102,288	1,001,767
1067	Worker's Compensation Insurance	223,715	297,491	342,668	160,494	342,668	342,426
1068	Unemployment Insurance	14,290	-	-	-	-	-
1069	Health Programs	62,191	71,012	79,971	41,277	79,971	197,548
1070	Other Insurance	19,537	22,481	26,424	14,685	26,424	31,845
1071	Retirement	200,142	213,735	253,399	120,070	253,399	287,690
1072	Other Benefits	8,250	11,250	7,500	8,250	7,500	38,560
1073	Operating	2,803,843	2,849,960	3,279,227	1,785,265	3,676,157	3,878,341
1074	Costs of Goods Sold	44,163	43,824	33,070	80,666	33,070	35,948
1075	Operating Costs	872,081	876,203	1,025,789	619,478	1,025,789	1,085,705
1076	Utilities	839,293	822,006	850,502	257,648	850,502	830,933
1077	Contract Services	745,406	727,592	875,480	420,717	1,050,480	1,457,260
1078	Charges and Fees	11,101	16,579	59,004	37,032	59,004	67,725
1079	Professional Development	41,764	65,127	46,683	22,106	46,683	52,221
1080	Insurance and Claims	-	-	5,130	350	5,130	-



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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1081	Grants and Contributions	69,910	33,681	20,830	12,163	20,830	54,257
1082	Equipment	180,125	264,948	362,739	335,104	584,669	294,292
1083	Interfund Charges	2,260,962	2,542,280	2,404,801	1,185,149	2,404,801	2,775,947
1084	Insurance Premiums Internal Support Charge	107,796	129,354	195,702	97,851	195,702	188,852
1085	Fleet and Fuel Internal Support Charge	860,018	788,057	812,370	400,254	812,370	866,800
1086	Information Technology Internal Support Charge	629,751	949,414	836,383	406,870	836,383	1,114,805
1087	Facility Internal Support Charge	111,514	159,888	147,402	73,701	147,402	153,150
1088	Utilities Internal Support Charge	551,883	515,567	412,944	206,472	412,944	452,339
1089	Capital Outlay	73,816	317,008	51,394	(9,839)	51,394	-
1090	Capital Equipment	73,816	120,461	51,394	50,050	51,394	-
1091	Capital Facilities	-	54,859	-	12,098	-	-
1092	Land	-	141,688	-	(71,987)	-	-
1093	105 - Parkland Expansion Fund	-	-	-	-	-	\$ (450,000)
1094	Expenses	-	-	-	-	-	\$ 450,000
1095	Transfers Out	-	-	-	-	-	450,000
1096	Transfers Out	-	-	-	-	-	450,000
1097	110 - Conservation Trust Fund	-	-	-	-	-	\$ (100,000)
1098	Expenses	-	-	-	-	-	\$ 100,000
1099	Transfers Out	-	-	-	-	-	100,000
1100	Transfers Out	-	-	-	-	-	100,000
1101	116 - Community Recreation Center Tax Fund	-	-	\$ (122,990)	-	\$ (122,990)	\$ (443,280)
1102	Expenses	-	-	\$ 122,990	-	\$ 122,990	\$ 443,280
1103	Labor and Benefits	-	-	101,390	-	101,390	367,722
1104	Regular Wages	-	-	68,911	-	68,911	236,171
1105	Employment Taxes	-	-	5,274	-	5,274	18,067
1106	Health, Dental, Vision Insurance	-	-	17,896	-	17,896	78,779
1107	Worker's Compensation Insurance	-	-	3,943	-	3,943	10,574
1108	Health Programs	-	-	-	-	-	5,412
1109	Other Insurance	-	-	540	-	540	1,335
1110	Retirement	-	-	4,826	-	4,826	16,532
1111	Other Benefits	-	-	-	-	-	851
1112	Operating	-	-	21,600	-	21,600	-
1113	Equipment	-	-	21,600	-	21,600	-
1114	Interfund Charges	-	-	-	-	-	75,559
1115	Information Technology Internal Support Charge	-	-	-	-	-	75,559
1116	201 - Sales Tax Capital Improvements Fund	\$ (10,056,062)	\$ (5,850,044)	\$ (5,849,903)	\$ (3,164,559)	\$ (7,511,129)	\$ (570,000)
1117	Revenue	\$ 2,157	\$ 310,780	-	\$ 355,320	\$ 917,203	\$ 764,300
1118	License and Permits	2,157	8,628	-	-	-	-
1119	Intergovernmental	-	92,152	-	355,320	917,203	-
1120	Contributions	-	210,000	-	-	-	214,300
1121	Transfers In	-	-	-	-	-	550,000
1122	Expenses	\$ 10,058,219	\$ 6,160,823	\$ 5,849,903	\$ 3,519,879	\$ 8,428,332	\$ 1,334,300
1123	Operating	60,771	25,144	-	17,595	-	-
1124	Operating Costs	12,669	-	-	-	-	-
1125	Contract Services	48,102	24,750	-	525	-	-
1126	Equipment	-	395	-	17,070	-	-
1127	Capital Outlay	9,997,448	6,135,679	5,849,903	3,502,284	8,428,332	1,334,300
1128	Capital Equipment	-	4,550	-	-	-	-
1129	Capital Facilities	43,052	526,471	225,000	998	225,000	439,300
1130	Land	9,579,163	4,865,676	3,549,903	3,379,735	5,563,332	575,000
1131	Parks and Trails	375,233	267,459	1,775,000	17,882	2,340,000	320,000
1132	Other Capital	-	471,524	300,000	103,670	300,000	-
1133	204 - Major Projects Fund	-	\$ (1,102,187)	\$ 48,384,783	\$ 75,252,264	\$ 48,384,783	\$ (54,568,693)
1134	Revenue	-	-	\$ 72,000,000	\$ 77,050,702	\$ 72,000,000	\$ 1,500,000
1135	Interest Revenue	-	-	-	1,443,180	-	-
1136	Debt Proceeds	-	-	66,000,000	74,106,729	66,000,000	-
1137	Intergovernmental	-	-	3,000,000	793	3,000,000	-
1138	Contributions	-	-	3,000,000	1,500,000	3,000,000	1,500,000
1139	Expenses	-	\$ 1,102,187	\$ 23,615,217	\$ 1,798,439	\$ 23,615,217	\$ 56,068,693
1140	Operating	-	-	-	400,369	-	-



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Line	By Department						
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1141	Charges and Fees	-	-	-	400,369	-	-
1142	Capital Outlay	-	1,102,187	23,615,217	1,398,070	23,615,217	56,068,693
1143	Capital Facilities	-	1,082,268	23,615,217	1,398,070	23,615,217	56,068,693
1144	Land	-	19,919	-	-	-	-



**2025 Budget
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Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1	100 - General Fund						
2	Revenue	\$ 97,347,481	\$ 106,277,925	\$ 107,719,211	\$ 58,713,905	\$ 107,909,967	\$ 112,325,289
3	Tax Revenue	77,915,625	79,083,826	82,892,397	46,646,497	82,305,913	87,027,491
4	Interest Revenue	994,063	1,435,904	1,368,036	540,059	1,368,036	1,351,772
5	Other Revenue	213,690	460,558	170,325	253,118	204,501	302,655
6	Lease Revenue	6,770	10,910	7,719	8,251	7,719	9,132
7	Sale of Capital Assets	15,319	13,086	7,000	60,590	7,000	9,000
8	Charges for Services	11,782,461	13,953,802	13,199,649	5,474,707	13,384,939	14,998,205
9	License and Permits	1,235,408	1,485,956	1,648,624	927,469	1,648,624	1,992,657
10	Interfund Revenue	2,417,046	2,729,131	2,955,415	1,451,481	2,955,415	3,304,207
11	Fines	251,980	239,129	305,000	158,999	305,000	330,000
12	Intergovernmental	1,605,962	4,575,139	2,710,460	870,357	3,118,234	1,697,806
13	Contributions	21,544	25,569	19,375	(1,494)	169,375	11,500
14	Transfers In	887,613	2,264,915	2,435,211	2,323,870	2,435,211	1,290,865
15	Expenses	\$ 92,040,358	\$ 99,757,547	\$ 109,909,601	\$ 55,249,402	\$ 113,025,429	\$ 112,211,044
16	Labor and Benefits	55,713,396	59,997,979	67,364,380	31,141,580	67,364,380	71,409,122
17	Operating	15,133,283	19,897,367	16,985,759	9,301,503	20,182,932	16,546,200
18	Interfund Charges	17,313,392	18,098,064	21,039,605	10,660,281	21,039,605	23,955,722
19	Capital Outlay	1,275,186	1,764,136	119,922	46,103	269,922	-
20	Transfers Out	2,605,102	-	4,099,935	4,099,935	4,099,935	-
21	Contingency	-	-	300,000	-	68,655	300,000
22	101 - Enhanced 911 Fund						
23	Revenue	\$ 3,592,041	\$ 3,995,391	\$ 4,531,049	\$ 1,580,812	\$ 4,531,049	\$ 4,300,970
24	Tax Revenue	-	(61,766)	(77,277)	(34,411)	(77,277)	(83,599)
25	Interest Revenue	35,323	138,847	109,276	88,830	109,276	109,276
26	Charges for Services	3,556,719	3,918,310	4,499,050	1,526,393	4,499,050	4,275,293
27	Expenses	\$ 2,517,830	\$ 2,922,097	\$ 2,830,498	-	\$ 2,830,498	\$ 3,488,155
28	Transfers Out	2,517,830	2,922,097	2,830,498	-	2,830,498	3,488,155
29	102 - Visit Grand Junction Fund						
30	Revenue	\$ 5,022,371	\$ 4,403,175	\$ 4,586,782	\$ 2,025,377	\$ 4,586,782	\$ 4,968,546
31	Tax Revenue	3,113,570	3,324,105	3,527,060	1,563,452	3,527,060	3,749,703
32	Interest Revenue	25,566	58,476	5,061	19,342	5,061	5,061
33	Other Revenue	-	157	-	-	-	-
34	Charges for Services	6,275	-	5,000	-	5,000	13,300
35	Transfers In	1,876,961	1,020,436	1,049,661	442,583	1,049,661	1,200,482
36	Expenses	\$ 5,354,032	\$ 4,838,466	\$ 5,578,170	\$ 1,659,597	\$ 5,578,170	\$ 5,110,054
37	Labor and Benefits	368,468	465,305	675,735	249,436	800,525	649,571
38	Operating	4,628,301	3,889,971	4,414,117	1,070,688	4,289,327	4,008,294
39	Interfund Charges	157,262	283,189	268,318	119,474	268,318	232,188
40	Transfers Out	200,000	200,000	220,000	220,000	220,000	220,000
41	104 - Community Development Block Grant Fund						
42	Revenue	\$ 458,509	\$ 452,662	\$ 482,428	\$ 252,271	\$ 482,428	\$ 499,552
43	Intergovernmental	458,509	452,662	482,428	252,271	482,428	499,552
44	Expenses	\$ 458,509	\$ 452,662	\$ 482,428	\$ 148,976	\$ 762,288	\$ 499,552
45	Operating	435,321	313,209	189,748	148,976	189,748	238,561
46	Transfers Out	23,189	139,453	292,680	-	572,540	260,991
47	105 - Parkland Expansion Fund						
48	Revenue	\$ 1,200,600	\$ 997,452	\$ 1,272,594	\$ 668,515	\$ 1,272,594	\$ 1,160,227
49	Interest Revenue	9,101	29,548	9,595	25,898	9,595	9,595
50	Charges for Services	1,190,026	965,981	1,260,499	641,799	1,260,499	1,150,632
51	Fines	1,473	1,923	2,500	817	2,500	-
52	Expenses	\$ 1,364,792	\$ 75,773	\$ 2,364,792	-	\$ 2,557,502	\$ 509,792
53	Transfers Out	1,364,792	75,773	2,364,792	-	2,557,502	509,792
54	106 - Lodging Tax Share Fund						
55	Revenue	\$ 2,126,136	\$ 2,349,089	\$ 2,516,048	\$ 1,068,744	\$ 2,516,048	\$ 2,893,157
56	Tax Revenue	2,124,160	2,334,967	2,487,017	1,062,520	2,487,017	2,881,157
57	Interest Revenue	1,975	14,121	29,031	6,223	29,031	12,000
58	Expenses	\$ 2,160,719	\$ 2,449,046	\$ 2,519,186	\$ 1,062,199	\$ 2,519,186	\$ 2,881,157
59	Operating	1,260,420	1,428,610	1,469,525	619,616	1,469,525	1,680,675
60	Transfers Out	900,300	1,020,436	1,049,661	442,583	1,049,661	1,200,482
61	107 - First Responder Tax Fund						
62	Revenue	\$ 13,490,560	\$ 14,555,167	\$ 14,898,839	\$ 7,037,519	\$ 14,898,839	\$ 13,507,942



**2025 Budget
By Fund, By Classification
November 6, 2024**

Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
63	Tax Revenue	12,000,708	12,241,052	12,641,120	6,342,750	12,641,120	13,329,660
64	Interest Revenue	52,426	267,190	165,778	135,576	165,778	165,778
65	Other Revenue	-	1	-	-	-	-
66	Intergovernmental	1,437,426	2,046,924	2,091,941	559,193	2,091,941	12,504
67	Expenses	\$ 7,898,142	\$ 12,521,972	\$ 23,235,357	\$ 7,965,566	\$ 23,235,357	\$ 14,537,709
68	Labor and Benefits	4,723,191	7,270,276	10,426,277	4,278,569	10,426,277	11,288,887
69	Operating	900,673	564,289	829,085	327,186	829,085	995,572
70	Interfund Charges	448,842	983,176	1,298,111	645,763	1,298,111	1,864,283
71	Capital Outlay	122,369	1,209,774	-	1,682,944	-	-
72	Transfers Out	1,703,067	2,494,457	10,681,884	1,031,103	10,681,884	388,968
73	110 - Conservation Trust Fund						
74	Revenue	\$ 843,692	\$ 943,305	\$ 1,013,033	\$ 456,205	\$ 1,013,033	\$ 882,448
75	Interest Revenue	2,320	2,629	3,633	3,961	3,633	3,669
76	Intergovernmental	841,372	940,676	1,009,400	452,245	1,009,400	878,779
77	Expenses	\$ 868,194	\$ 940,194	\$ 1,097,982	-	\$ 1,097,982	\$ 600,782
78	Transfers Out	868,194	940,194	1,097,982	-	1,097,982	600,782
79	111 - Cannabis Tax Fund						
80	Revenue	\$ 127,416	\$ 169,178	\$ 2,561,382	\$ 680,895	\$ 2,561,382	\$ 1,454,784
81	Tax Revenue	-	91,706	2,469,687	648,336	2,469,687	1,363,089
82	Interest Revenue	616	1,901	41,695	6,809	41,695	41,695
83	Charges for Services	6,800	-	-	-	-	-
84	License and Permits	120,000	75,572	50,000	25,750	50,000	50,000
85	Expenses	\$ 59,237	\$ 113,364	\$ 132,767	\$ 134,410	\$ 132,767	\$ 147,362
86	Operating	9,237	-	-	1,643	-	-
87	Transfers Out	50,000	113,364	132,767	132,767	132,767	147,362
88	115 - Public Safety Impact Fee Fund						
89	Revenue	\$ 355,550	\$ 458,930	\$ 398,160	\$ 393,819	\$ 398,160	\$ 723,603
90	Interest Revenue	1,760	17,567	18,252	15,391	18,252	18,252
91	Charges for Services	353,790	441,363	379,908	378,428	379,908	705,351
92	116 - Community Recreation Center Tax Fund						
93	Revenue	-	\$ 1,398,280	\$ 3,429,311	\$ 1,796,021	\$ 3,429,311	\$ 3,732,166
94	Tax Revenue	-	1,388,319	3,429,311	1,775,970	3,429,311	3,732,166
95	Interest Revenue	-	9,961	-	20,051	-	-
96	Expenses	-	\$ 1,100,707	\$ 122,990	-	\$ 1,843,655	\$ 4,693,612
97	Labor and Benefits	-	-	101,390	-	101,390	367,722
98	Operating	-	-	21,600	-	21,600	-
99	Interfund Charges	-	-	-	-	-	75,559
100	Transfers Out	-	1,100,707	-	-	1,720,665	4,250,332
101	201 - Sales Tax Capital Improvements Fund						
102	Revenue	\$ 26,703,786	\$ 21,328,661	\$ 44,966,188	\$ 13,511,711	\$ 47,469,530	\$ 22,296,825
103	Tax Revenue	17,780,946	18,078,836	18,668,669	9,368,807	18,668,669	19,993,751
104	Interest Revenue	108,727	416,046	-	142,000	-	-
105	Other Revenue	-	52,949	100,000	-	100,000	-
106	Sale of Capital Assets	99,400	-	2,417,546	708,085	317,546	-
107	Charges for Services	109,268	-	85,000	108,582	85,000	-
108	License and Permits	2,157	8,628	-	-	-	-
109	Special Assessments	28,899	5,316	40,000	142,969	40,000	-
110	Intergovernmental	1,449,581	579,142	4,400,334	635,540	8,531,106	200,000
111	Contributions	226,000	410,000	251,766	-	251,766	1,214,300
112	Transfers In	6,898,808	1,777,744	19,002,873	2,405,729	19,475,443	888,774
113	Expenses	\$ 36,356,921	\$ 25,568,637	\$ 54,998,439	\$ 10,861,778	\$ 58,510,814	\$ 29,168,394
114	Operating	4,192,855	4,118,655	6,900,059	2,069,535	8,290,059	7,492,235
115	Capital Outlay	25,144,379	15,213,366	42,404,038	8,572,243	44,626,413	17,000,255
116	Transfers Out	7,019,688	6,236,617	5,694,342	220,000	5,594,342	4,675,904
117	202 - Storm Drainage Development Fund						
118	Revenue	\$ 510,338	\$ 4,939	\$ 315,000	\$ 6,198	\$ 215,000	\$ 200,000
119	Charges for Services	10,339	4,939	15,000	6,198	15,000	-
120	Contributions	-	-	200,000	-	200,000	200,000
121	Transfers In	500,000	-	100,000	-	-	-
122	Expenses	\$ 12,046	\$ 60,898	\$ 320,000	\$ 208,928	\$ 200,000	\$ 270,000
123	Operating	12,046	7,229	-	-	-	-
124	Capital Outlay	-	53,669	320,000	208,928	200,000	270,000

**2025 Budget
By Fund, By Classification
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Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
125	204 - Major Projects Fund						
126	Revenue	-	\$ 1,102,187	\$ 72,694,206	\$ 77,761,493	\$ 72,694,206	\$ 1,500,000
127	Interest Revenue	-	1,480	-	1,459,765	-	-
128	Debt Proceeds	-	-	66,000,000	74,106,729	66,000,000	-
129	Intergovernmental	-	-	3,000,000	793	3,000,000	-
130	Contributions	-	-	3,000,000	1,500,000	3,000,000	1,500,000
131	Transfers In	-	1,100,707	694,206	694,206	694,206	-
132	Expenses	-	\$ 1,102,187	\$ 24,115,217	\$ 2,298,439	\$ 24,115,217	\$ 56,068,693
133	Operating	-	-	-	400,369	-	-
134	Capital Outlay	-	1,102,187	23,615,217	1,398,070	23,615,217	56,068,693
135	Transfers Out	-	-	500,000	500,000	500,000	-
136	207 - Transportation Capacity Fund						
137	Revenue	\$ 3,373,402	\$ 3,099,723	\$ 5,788,507	\$ 2,507,516	\$ 5,788,507	\$ 24,036,527
138	Interest Revenue	808,722	935,945	520,307	902,981	520,307	400,000
139	Debt Proceeds	-	-	-	-	-	20,000,000
140	Charges for Services	2,564,680	2,114,936	2,618,200	1,276,199	2,618,200	2,636,527
141	Intergovernmental	-	48,842	2,500,000	328,337	2,500,000	1,000,000
142	Contributions	-	-	150,000	-	150,000	-
143	Expenses	\$ 5,591,934	\$ 18,872,202	\$ 17,404,094	\$ 6,269,848	\$ 31,865,794	\$ 27,650,000
144	Operating	30,307	47,031	-	78,201	-	200,000
145	Capital Outlay	5,361,627	18,625,172	17,404,094	6,191,647	31,865,794	27,450,000
146	Transfers Out	200,000	200,000	-	-	-	-
147	301 - Water Fund						
148	Revenue	\$ 10,191,129	\$ 22,434,270	\$ 11,586,628	\$ 4,683,785	\$ 11,605,730	\$ 12,843,613
149	Interest Revenue	42,861	150,337	46,840	79,111	46,840	46,840
150	Other Revenue	51,854	18,578	1,000	7,837	1,000	45,000
151	Lease Revenue	70,752	58,037	59,090	81,981	59,090	62,828
152	Debt Proceeds	-	11,508,216	-	40,506	-	-
153	Charges for Services	8,706,055	9,041,470	9,343,500	3,857,439	9,343,500	10,114,400
154	License and Permits	73,928	71,604	75,000	36,215	75,000	70,000
155	Interfund Revenue	864,481	863,681	994,458	430,675	994,458	1,349,545
156	Intergovernmental	109,676	505,163	826,740	91,289	845,842	935,000
157	Contributions	271,523	217,186	240,000	58,733	240,000	220,000
158	Expenses	\$ 17,271,476	\$ 12,678,240	\$ 13,664,310	\$ 6,436,455	\$ 17,773,261	\$ 14,753,877
159	Labor and Benefits	3,345,802	3,585,254	4,516,935	2,009,209	4,516,935	5,303,611
160	Operating	1,373,160	1,291,622	1,944,349	545,796	1,969,818	3,008,382
161	Interfund Charges	1,714,067	1,827,940	1,972,719	984,669	1,972,719	2,390,728
162	Capital Outlay	9,971,461	5,587,612	3,970,000	2,588,689	8,053,482	2,795,000
163	Debt Service	866,985	385,812	1,260,307	308,092	1,260,307	1,256,156
164	302 - Solid Waste Fund						
165	Revenue	\$ 5,304,762	\$ 6,032,190	\$ 7,100,737	\$ 3,794,331	\$ 7,895,887	\$ 7,857,317
166	Interest Revenue	15,163	53,087	26,420	26,357	26,420	26,420
167	Other Revenue	103	8	-	-	-	-
168	Debt Proceeds	-	-	475,000	-	475,000	-
169	Charges for Services	5,255,775	5,696,994	6,471,817	3,388,354	6,471,817	7,762,647
170	License and Permits	-	208,550	87,500	34,410	87,500	68,250
171	Intergovernmental	33,721	73,552	40,000	345,210	835,150	-
172	Expenses	\$ 4,993,997	\$ 6,003,754	\$ 8,658,026	\$ 3,563,688	\$ 9,866,280	\$ 7,915,046
173	Labor and Benefits	1,714,583	2,187,502	2,839,817	1,274,405	2,839,817	3,080,734
174	Operating	1,129,625	1,680,243	2,024,768	576,897	2,024,768	1,502,836
175	Interfund Charges	1,540,152	1,867,501	2,348,441	1,191,940	2,348,441	2,676,476
176	Capital Outlay	389,637	48,508	1,225,000	300,446	2,433,254	435,000
177	Transfers Out	220,000	220,000	220,000	220,000	220,000	220,000
178	305 - Golf Courses Fund						
179	Revenue	\$ 2,411,049	\$ 2,592,758	\$ 2,777,625	\$ 476,870	\$ 2,777,625	\$ 3,366,285
180	Interest Revenue	4,449	9,167	9,985	(74)	9,985	9,985
181	Other Revenue	10,246	67,600	25,540	1,334	25,540	117,000
182	Lease Revenue	363,998	412,793	414,400	33,574	414,400	482,400
183	Charges for Services	1,775,228	1,828,085	2,038,700	412,001	2,038,700	2,464,400
184	License and Permits	137,127	155,113	169,000	30,034	169,000	172,500
185	Transfers In	120,000	120,000	120,000	-	120,000	120,000
186	Expenses	\$ 2,352,835	\$ 2,669,403	\$ 2,950,310	\$ 1,212,556	\$ 2,950,310	\$ 3,126,417

**2025 Budget
By Fund, By Classification
November 6, 2024**

Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
187	Labor and Benefits	887,745	979,214	1,020,501	462,448	1,020,501	1,149,139
188	Operating	848,919	904,703	945,053	390,072	945,053	1,026,170
189	Interfund Charges	528,374	697,689	746,958	360,036	746,958	763,310
190	Capital Outlay	-	-	50,000	-	50,000	-
191	Debt Service	87,797	87,797	87,798	-	87,798	87,798
192	Contingency	-	-	100,000	-	100,000	100,000
193	308 - Parking Fund						
194	Revenue	\$ 704,792	\$ 767,532	\$ 1,323,865	\$ 507,078	\$ 1,323,865	\$ 1,198,384
195	Interest Revenue	6,398	19,157	10,596	8,516	10,596	10,596
196	Other Revenue	90	40	-	-	-	4,788
197	Lease Revenue	60,790	2,910	104,040	100	104,040	-
198	Charges for Services	89,023	158,574	108,092	101,808	108,092	235,000
199	License and Permits	397,317	385,398	473,202	245,684	473,202	570,000
200	Fines	131,474	165,903	578,655	148,620	578,655	378,000
201	Special Assessments	19,700	35,550	49,280	2,350	49,280	-
202	Expenses	\$ 687,350	\$ 814,026	\$ 1,686,216	\$ 456,696	\$ 1,686,216	\$ 1,124,503
203	Labor and Benefits	167,846	261,175	610,348	274,476	610,348	463,870
204	Operating	162,332	177,783	247,773	106,094	247,773	253,710
205	Interfund Charges	113,404	131,301	154,327	74,081	154,327	163,155
206	Capital Outlay	-	-	430,000	53	430,000	-
207	Debt Service	243,767	243,767	243,768	-	243,768	243,768
208	Transfers Out	-	-	-	1,991	-	-
209	309 - Irrigation Fund						
210	Revenue	\$ 572,495	\$ 363,557	\$ 390,733	\$ 200,073	\$ 390,733	\$ 391,518
211	Interest Revenue	959	4,493	3,433	2,480	3,433	3,433
212	Debt Proceeds	215,649	-	-	-	-	-
213	Charges for Services	353,547	357,190	386,000	197,308	386,000	387,185
214	Contributions	2,340	1,875	1,300	285	1,300	900
215	Expenses	\$ 488,879	\$ 422,904	\$ 385,963	\$ 140,989	\$ 385,963	\$ 397,417
216	Labor and Benefits	116,611	124,960	128,593	61,560	128,593	155,153
217	Operating	27,807	44,792	36,570	6,781	36,570	37,650
218	Interfund Charges	170,981	170,833	144,638	72,648	144,638	163,451
219	Capital Outlay	173,480	66,158	60,000	-	60,000	25,000
220	Debt Service	-	16,162	16,162	-	16,162	16,162
221	401 - Information Technology Fund						
222	Revenue	\$ 8,895,096	\$ 10,432,710	\$ 12,536,389	\$ 6,244,984	\$ 12,536,389	\$ 16,046,937
223	Interest Revenue	17,348	31,045	23,682	19,213	23,682	23,682
224	Lease Revenue	-	-	-	125,000	-	-
225	License and Permits	110,105	-	-	1,400	-	16,800
226	Interfund Revenue	8,767,643	10,401,664	12,512,707	6,099,371	12,512,707	16,006,455
227	Expenses	\$ 9,463,327	\$ 10,064,763	\$ 12,618,091	\$ 7,498,532	\$ 12,828,241	\$ 16,321,937
228	Labor and Benefits	2,970,809	3,182,428	3,668,797	1,729,169	3,668,797	3,896,375
229	Operating	6,084,589	5,385,101	8,346,424	5,510,354	8,346,424	12,249,341
230	Interfund Charges	198,835	78,212	102,870	51,935	102,870	126,220
231	Capital Outlay	209,093	1,419,022	500,000	207,075	710,150	50,000
232	402 - Equipment Fund						
233	Revenue	\$ 8,963,304	\$ 8,631,728	\$ 9,352,721	\$ 4,731,634	\$ 9,352,721	\$ 10,983,482
234	Interest Revenue	51,466	190,316	15,772	108,721	15,772	15,772
235	Other Revenue	202,094	209,408	1,000	15,736	1,000	201,500
236	Sale of Capital Assets	232,826	83,718	50,000	219	50,000	50,000
237	Charges for Services	1,084,075	1,187,429	1,204,958	563,834	1,204,958	1,541,952
238	Interfund Revenue	7,322,278	6,879,275	8,080,991	4,043,124	8,080,991	9,174,258
239	Transfers In	70,564	81,582	-	-	-	-
240	Expenses	\$ 6,572,512	\$ 8,255,960	\$ 9,507,146	\$ 4,858,699	\$ 13,080,746	\$ 10,854,498
241	Labor and Benefits	1,417,756	1,407,855	1,725,270	793,578	1,725,270	2,040,465
242	Operating	3,106,558	3,177,923	2,963,160	1,497,405	2,963,160	3,558,693
243	Interfund Charges	396,745	681,018	492,316	312,536	492,316	517,959
244	Capital Outlay	1,651,454	2,989,164	4,326,400	2,255,181	7,900,000	4,487,382
245	Contingency	-	-	-	-	-	250,000
246	405 - Communications Center Fund						
247	Revenue	\$ 7,355,820	\$ 8,064,285	\$ 8,360,373	\$ 2,990,519	\$ 8,360,373	\$ 9,433,061
248	Interest Revenue	10,099	41,581	20,069	20,842	20,069	20,069

**2025 Budget
By Fund, By Classification
November 6, 2024**

Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
249	Other Revenue	715	750	-	-	-	-
250	Lease Revenue	91,200	91,200	90,600	45,900	90,600	90,600
251	Charges for Services	2,231,937	2,375,140	2,578,897	1,269,178	2,578,897	2,806,522
252	Interfund Revenue	3,004,039	3,104,320	3,309,532	1,654,598	3,309,532	3,527,715
253	Transfers In	2,017,830	2,451,295	2,361,275	-	2,361,275	2,988,155
254	Expenses	\$ 7,417,871	\$ 7,455,508	\$ 9,204,225	\$ 4,181,664	\$ 9,609,901	\$ 10,077,856
255	Labor and Benefits	4,867,082	5,026,900	6,428,043	2,532,224	6,428,043	6,428,956
256	Operating	540,463	382,219	480,488	206,983	480,488	372,510
257	Interfund Charges	1,497,009	1,661,440	2,145,694	1,065,758	2,145,694	2,763,450
258	Capital Outlay	513,318	384,950	150,000	376,698	555,676	512,940
259	406 - Facilities Management Fund						
260	Revenue	\$ 3,114,346	\$ 4,143,783	\$ 4,226,773	\$ 2,119,295	\$ 4,226,773	\$ 3,450,995
261	Interest Revenue	(745)	(1,976)	1,653	3,027	1,653	1,653
262	Other Revenue	3,384	7,169	1,719	2,154	1,719	46,214
263	Lease Revenue	19,860	19,893	20,932	12,880	20,932	20,932
264	Interfund Revenue	3,091,847	4,118,698	4,202,469	2,101,235	4,202,469	3,382,196
265	Expenses	\$ 3,110,683	\$ 4,132,043	\$ 4,046,489	\$ 1,915,930	\$ 4,046,489	\$ 3,528,801
266	Labor and Benefits	651,288	823,699	905,183	416,251	905,183	1,055,474
267	Operating	2,257,517	2,999,440	2,789,624	1,322,930	2,789,624	1,983,899
268	Interfund Charges	201,878	308,904	351,682	176,148	351,682	414,429
269	Capital Outlay	-	-	-	601	-	-
270	Contingency	-	-	-	-	-	75,000
271	440 - Insurance Fund						
272	Revenue	\$ 16,988,373	\$ 19,139,274	\$ 25,867,478	\$ 12,217,846	\$ 25,867,478	\$ 26,900,755
273	Interest Revenue	31,192	129,227	84,220	89,245	84,220	84,220
274	Other Revenue	16,698	333,581	6,000	804	6,000	6,000
275	Charges for Services	-	-	-	134,516	-	775,000
276	Interfund Revenue	16,309,759	18,054,730	24,139,588	10,780,143	24,139,588	25,679,048
277	Intergovernmental	-	-	175,000	-	175,000	-
278	Contributions	455,724	446,736	462,670	213,138	462,670	356,487
279	Transfers In	175,000	175,000	1,000,000	1,000,000	1,000,000	-
280	Expenses	\$ 16,446,602	\$ 18,502,028	\$ 25,448,134	\$ 8,403,888	\$ 25,448,134	\$ 25,743,723
281	Labor and Benefits	1,564,429	1,715,413	1,331,538	363,842	1,331,538	712,948
282	Operating	14,681,460	16,400,375	24,050,575	7,902,942	24,050,575	24,948,003
283	Capital Outlay	-	187,240	-	104,093	-	-
284	Interfund Charges	25,713	24,000	66,021	33,011	66,021	82,772
285	Transfers Out	175,000	175,000	-	-	-	-
286	610 - General Debt Service Fund						
287	Revenue	\$ 6,799,688	\$ 6,295,135	\$ 5,874,342	-	\$ 7,595,007	\$ 9,206,236
288	Interest Revenue	-	1,207	-	-	-	-
289	Transfers In	6,799,688	6,293,928	5,874,342	-	7,595,007	9,206,236
290	Expenses	\$ 6,799,688	\$ 6,294,927	\$ 5,874,342	\$ 3,474,479	\$ 7,595,007	\$ 9,206,236
291	Operating	4,500	3,000	4,500	3,000	4,500	3,500
292	Debt Service	6,795,188	6,291,927	5,869,842	3,471,479	7,590,507	9,202,736
293	614 - Grand Junction Public Finance Corporation Fund						
294	Revenue	\$ 700,879	\$ 696,164	\$ 699,000	\$ 1,792	\$ 699,000	\$ 701,800
295	Interest Revenue	-	4,952	-	1,792	-	-
296	Contributions	400,000	400,000	400,000	-	400,000	400,000
297	Transfers In	300,879	291,212	299,000	-	299,000	301,800
298	Expenses	\$ 699,700	\$ 699,800	\$ 699,000	\$ 198,250	\$ 699,000	\$ 701,800
299	Operating	-	1,500	2,500	2,500	2,500	2,500
300	Debt Service	699,700	698,300	696,500	195,750	696,500	699,300
301	900 - Joint Sewer System Fund						
302	Revenue	\$ 19,674,816	\$ 19,788,570	\$ 82,812,704	\$ 76,797,960	\$ 86,870,027	\$ 21,755,575
303	Interest Revenue	389,956	1,183,606	864,480	1,860,955	1,336,925	824,730
304	Other Revenue	71,133	39,022	126,000	52,492	126,000	118,600
305	Debt Proceeds	-	-	61,300,000	64,884,878	64,884,878	-
306	Charges for Services	14,888,121	15,471,162	17,065,264	8,535,693	17,065,264	18,066,005
307	Interfund Revenue	150,892	89,276	185,000	12,309	185,000	195,000
308	Fines	2,500	9,000	1,000	-	1,000	1,000
309	Special Assessments	1,287	2,574	-	3,861	-	-
310	Intergovernmental	(36,392)	798	-	-	-	-



**2025 Budget
By Fund, By Classification
November 6, 2024**

Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
311	Contributions	4,207,319	2,993,132	3,270,960	1,447,772	3,270,960	2,550,240
312	Expenses	\$ 17,303,903	\$ 23,123,543	\$ 63,482,999	\$ 16,099,484	\$ 73,292,729	\$ 69,894,431
313	Labor and Benefits	3,982,769	4,145,280	4,802,223	2,097,939	4,802,223	5,450,750
314	Operating	1,811,294	2,172,156	2,986,164	1,621,374	2,986,164	3,994,613
315	Interfund Charges	2,880,435	3,144,519	3,337,711	1,623,972	3,337,711	2,842,541
316	Capital Outlay	8,109,405	13,041,497	51,736,796	9,359,497	59,372,054	53,855,777
317	Debt Service	520,000	620,091	620,105	1,396,702	2,794,577	3,750,750

Downtown Development Authority

2025
Budget

November 6, 2024

	PROJECTED BEGINNING FUND BALANCES	TOTAL REVENUE	LABOR	NON PERSONNEL OPERATING	TOTAL OPERATING EXPENSE	DEBT SERVICE	MAJOR CAPITAL	TOTAL EXPENSE	TRANSFERS IN	TRANSFERS OUT	NET SOURCE (USE) OF FUNDS	CONTINGENCY	NET CHANGE IN FUND BALANCE	PROJECTED ENDING FUND BALANCE
DDA														
103 - DDA Operations Fund	3,323,635	1,472,033	313,874	1,034,245	1,348,119	-	-	1,348,119	-	-	123,914	-	123,914	3,447,549
611 - DDA TIF Debt Service Fund	2,574,441	3,487,658	-	734,634	734,634	2,348,794	-	3,083,428	-	-	404,230	-	404,230	2,978,671
Total	\$ 5,898,076	\$ 4,959,691	\$ 313,874	\$ 1,768,879	\$ 2,082,753	\$ 2,348,794	\$ 0	\$ 4,431,547	\$ 0	\$ 0	\$ 528,144	\$ 0	\$ 528,144	\$ 6,426,220

**Downtown Development Authority
2025 Budget
By Fund, By Classification
November 6, 2024**

Line							
Item	By Fund	2022	2023	2024	2024	2024	2025
Ref #	By Classification	Actual	Actual	Adopted	Actual June 30	Amended	Budget
1	103 - DDA Operations Fund						
2	Revenue	\$ 2,033,488	\$ 1,517,913	\$ 1,565,643	\$ 509,204	\$ 1,614,818	\$ 1,472,033
3	Tax Revenue	290,365	286,629	353,056	338,508	352,231	364,446
4	Interest Revenue	13,758	65,452	109,666	35,821	109,666	109,666
5	Other Revenue	2,785	-	-	5,000	-	-
6	Lease Revenue	33,370	32,910	36,000	19,875	36,000	38,000
7	License and Permits	-	-	5,000	-	5,000	5,000
8	Intergovernmental	36,000	178,000	107,000	110,000	157,000	-
9	Contributions	954,921	954,921	954,921	-	954,921	954,921
10	Transfers In	702,289	-	-	-	-	-
11	Expenses	\$ 1,283,468	\$ 1,008,588	\$ 1,217,490	\$ 671,579	\$ 1,217,490	\$ 1,348,119
12	Labor and Benefits	265,133	260,607	285,118	137,774	285,118	313,874
13	Operating	973,267	705,319	882,290	406,662	780,188	950,351
14	Interfund Charges	45,068	42,662	50,082	25,041	50,082	83,894
15	Capital Outlay	-	-	-	102,102	102,102	-
16	611 - DDA TIF Debt Service Fund						
17	Revenue	\$ 3,022,197	\$ 3,072,457	\$ 3,453,701	\$ 1,949,322	\$ 3,453,701	\$ 3,487,658
18	Tax Revenue	1,512,106	1,665,303	2,135,548	1,927,886	2,135,548	2,007,658
19	Interest Revenue	13,160	20,146	-	21,436	-	40,000
20	Debt Proceeds	927,289	550,000	600,000	-	600,000	700,000
21	Contributions	569,643	837,009	718,153	-	718,153	740,000
22	Expenses	\$ 3,537,974	\$ 2,779,932	\$ 2,879,672	\$ 861,840	\$ 2,879,672	\$ 3,083,428
23	Operating	256,804	579,384	629,010	36,310	629,010	734,634
24	Debt Service	2,578,881	2,200,548	2,250,662	825,530	2,250,662	2,348,794
25	Transfers Out	702,289	-	-	-	-	-



Certificate of Participation ("COP")-Lease Purchase Supplemental Information

The City of Grand Junction has two COP issuances. One for the improvements of the stadium at Lincoln Park/Suplizio Field ("Stadium COP") and the other for public safety facilities ("Public Safety COP") located primarily at 6th and Ute. The useful life of the assets that were improved by the COPs extends past the term of the lease agreements.

The Stadium COP is through the Grand Junction Public Finance Corporation with an original issuance of \$7.77 million in COPs in 2010. In the early part of 2021, they were refinanced increasing the principal to \$11.03 million, generating proceeds for Stadium improvements, and extending the term to 2045. The lease payment budgeted in Fund 614 for 2025 is \$699,300. Grand Junction Baseball Inc. partnered in the project and participates in the payment of the lease at \$300,000 per year, and Mesa County School District No. 51 participates in the payment of the lease at \$100,000 per year beginning in 2021. The lease term is through 2045, and the total remaining lease obligations including the 2025 payment referenced above is \$14,646,900.

The Public Safety COP is through Zions First National Bank with an original issuance of \$34.9 million in COPs in 2010. In 2019, the outstanding COPs were re-financed at a lower interest rate with no change in the lease term resulting in significant savings in future total lease obligations. The lease payment budgeted in Fund 610 for 2025 is \$1,994,500. The E911 Regional Communication Center participates in the payment of the lease at \$500,000 per year through the Enhanced 911 Fund. The lease term is through 2040 and the total remaining lease obligation including the 2025 payment referenced above is \$31,948,750.



Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: November 6, 2024

Presented By: Ken Sherbenou, Parks and Recreation Director

Department: Parks and Recreation

Submitted By: Ken Sherbenou

Information

SUBJECT:

Procurement Approval for Bid Package #3 and GMP for the Construction of Grand Junction Community Recreation Center at Matchett Park

RECOMMENDATION:

Authorize the City Purchasing Division to execute Change Order 2 with FCI Constructors, Inc., to establish the Guaranteed Maximum Price (GMP) of \$72,754,424, to include Bid Package #3 at a cost of \$25,797,971.00, for construction of the new Grand Junction Community Recreation Center at Matchett Park.

EXECUTIVE SUMMARY:

City Council approved Change Order 1 for Bid Packages #1 and #2 on July 17, 2024 and construction on the new Community Recreation Center (CRC) at Matchett Park commenced at the end of July 2024. The total of Bid Packages #1 and #2 was \$46,956,453 and comprised eight different trades. City staff, the CRC Design Team lead by Barker-Rinker Seacat, has now completed the final remaining Bid Package #3, and FCI Constructors has established a total cost for Bid Package #3 of \$25,797,971. These packages comprise the remaining work, a total of 27 individual trades. The largest are metal stud framing/drywall, landscaping, glass/glazing, roofing, masonry and site concrete. Bid Package #3 is the final bid package that will complete the remaining trades working on the CRC. Bid Packages #1, #2 and #3 constitute the Guaranteed Maximum Price (GMP) of \$72,754,424. Add in the soft cost budget of \$9,345,576, which consists of architectural and engineering fees, about half of the soft cost budget, along with all other necessary expenses to complete the project, and the total project budget remains at \$82,100,000 as presented at the other phases of development: schematic design and design development.

BACKGROUND OR DETAILED INFORMATION:

In April 2023, City of Grand Junction voters authorized debt for construction and a 0.14 percent Sales Tax increase for construction, debt service, and operation of the Community Recreation Center at Matchett Park. City Council previously approved a Construction Management/General Contractor (CMGC) contract with FCI Constructors, Inc. for Grand Junction Community Recreation Center construction on October 4, 2023. Since that time, FCI and the lead architect, Barker-Rinker-Seacat (BRS), and their team of sub-consultant designers, architects, and engineers have completed the design. This included schematic design and FCI obtaining cost opinions from numerous potential subcontractors to keep the project on budget. This also included design development with FCI again providing a project estimate to keep the project on budget.

Bid Package #3 was released by FCI on July 22, 2024 and formal bids were collected until September 5, 2024. Like with bid package #1 and #2, two to eight bids were collected in every trade, ensuring a competitive bidding environment and the best value for the City. FCI also performed its role as CMGC in vetting bidders to ensure experience, capacity, and financial stability. For Bid Package #3, a total of 123 bids were collected across the 27 trades. This is a significant effort to ensure the project is delivered in the most cost-effective way. It is of note that the selected subcontractor in five of the six largest trades that are the subject of Bid Packages #3 are local to Grand Junction, which equates to 72% of the work in Bid Package #3 being local.

Like Bid Package #1 and #2, the Bid Package #3 cost sets the construction cost and is the limit on the amount the City will have to pay FCI Constructors Inc. for the remaining portion of the construction work, regardless of the actual cost to the contractor. The additional savings target for Bid Package #3 of \$1,630,657 that was a part of the July 17th, 2024 presentation to Council for Bid Package #1 and #2 has been met through value engineering that sought to provide the same product at reduced expense. There is also approximately \$3,400,000 in contingency budget being carried between the City and FCI at this Guaranteed Maximum Price phase, which could be used to incorporate add-alternates to the project. The CRC is on track to follow a nearly two-year construction schedule and be complete and open to the public by the middle of 2026.

The Parks and Recreation Advisory Board reviewed the Bid Packages #3 results at their October 23rd, 2024 meeting. After lengthy discussion, PRAB voted unanimously to recommend City Council approve moving forward with Bid Packages #3. Enclosed with this agenda documentation is this letter of recommendation, along with a summary of the Bid Packages #3 and a summary of the final design. It is important to note, any cost overruns to complete the project as fully designed in the construction documents will be the responsibility of the Construction Manager General Contractor, FCI Constructors, to cover.

FISCAL IMPACT:

The \$25,797,971 cost for Bid Package #3 is included in the 2024 Amended Budget in the CRC Project within the Major Projects Capital Fund. The remaining construction cost will be budgeted accordingly, in 2025 and 2026. Any cost overruns to complete the project as fully designed in the construction documents will be the responsibility of the

Construction Manager General Contractor, FCI Constructors, to cover. Including Bid Packages #1 and #2, approved by City Council on July 17th, 2024, and this final Bid Package #3, owner's contingency, soft costs such as design and engineering fees, the total project budget is \$82,100,000.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to execute Change Order 2 with FCI Constructors, Inc., to establish the Guaranteed Maximum Price (GMP) of \$72,754,424, to include Bid Package #3 at a cost of \$25,797,971.00, for Construction Management/General Contractor (CM/GC) delivery of the Grand Junction Community Recreation Center at Matchett Park.

Attachments

1. GJCRC BP3 EST 10.17.2024 R1 Summary
2. Final Design Summary 4 29 24
3. CRC Bid Package #3 letter

PROJECT:

GRAND JUNCTION COMMUNITY RECREATION CENTER

PREPARED FOR:

**CITY OF GRAND JUNCTION
GRAND JUNCTION, CO**

**BID PACKAGE #3 ESTIMATE R1
10/17/24**

PREPARED BY: **FCI Constructors, Inc.**

FCI Constructors, Inc.

Date:

Project:

October 17, 2024

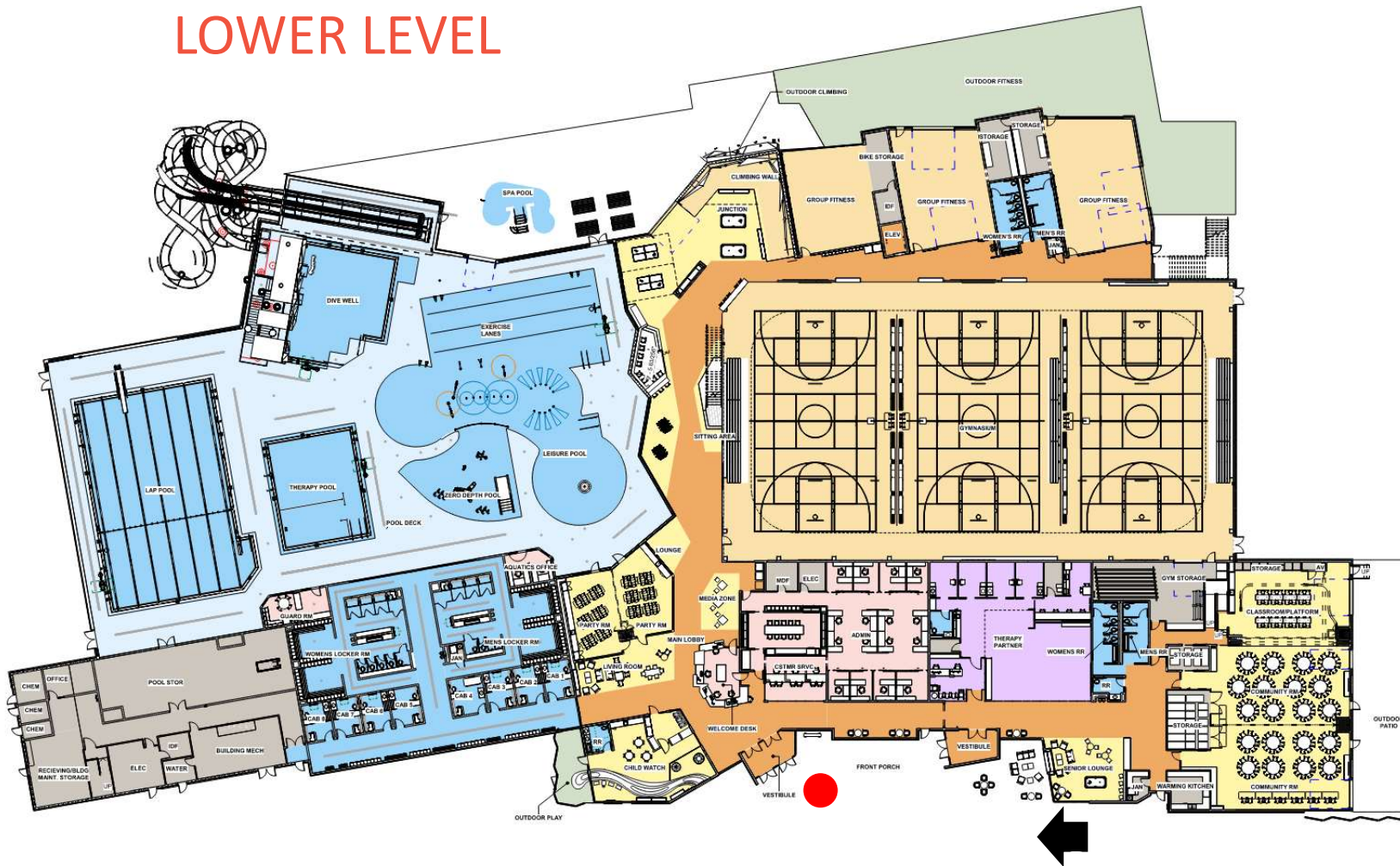
GRAND JUNCTION COMMUNITY RECREATION CENTER

BID PACKAGE #3 ESTIMATE R1

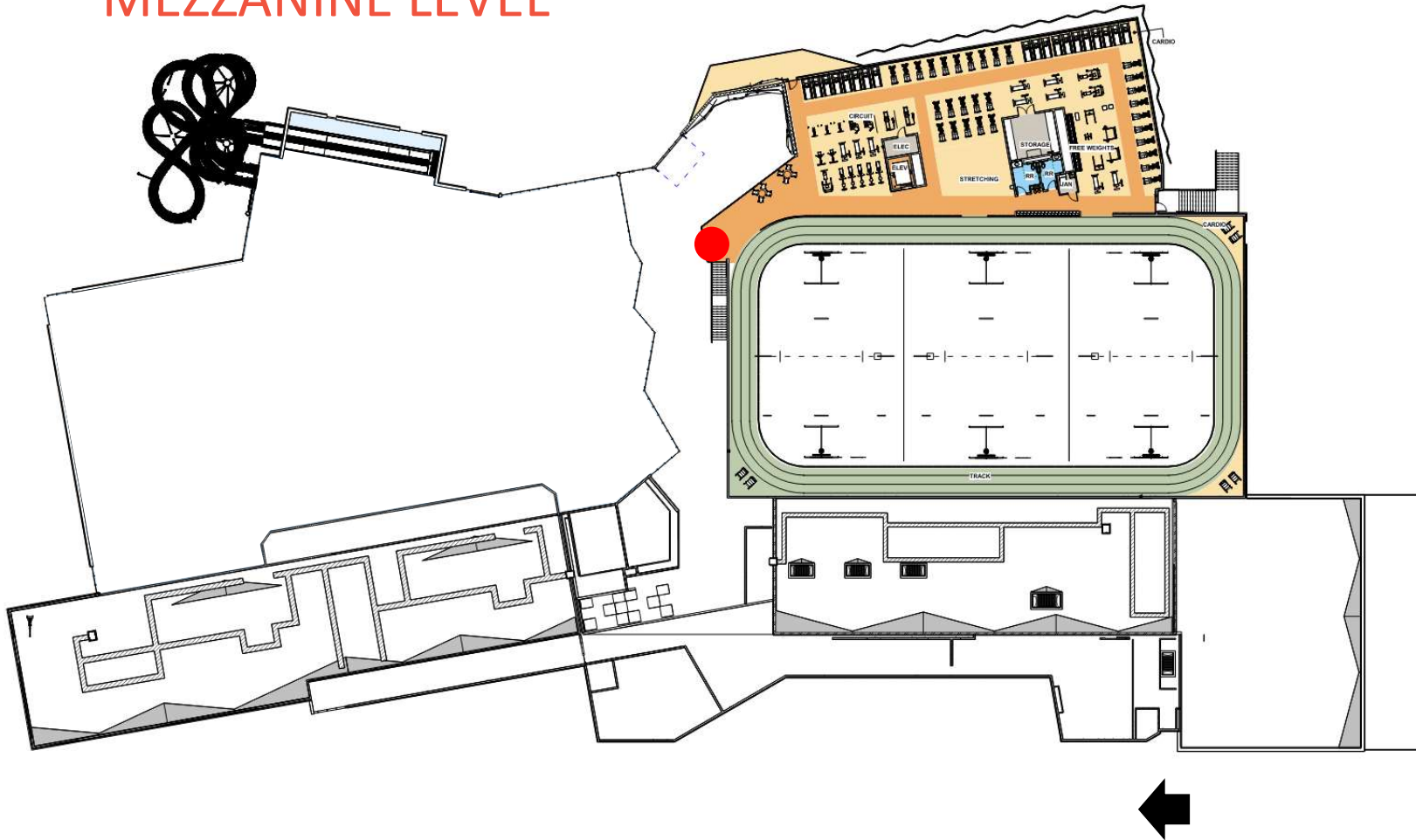
		10/17/2024
		PROJECT TOTAL
DESCRIPTION		NOTES
010000 GENERAL CONDITIONS	\$ 2,635,876	
030000 CONCRETE	\$ 5,298,380	
040000 MASONRY	\$ 1,512,713	
050000 METALS	\$ 7,214,890	
060000 WOOD & PLASTICS	\$ 1,337,629	
070000 THERMAL & MOISTURE PROTECTION	\$ 4,024,822	
080000 DOORS & WINDOWS	\$ 3,178,167	
090000 FINISHES	\$ 5,941,402	
100000 SPECIALTIES	\$ 982,427	
110000 EQUIPMENT	\$ 178,258	
120000 FURNISHINGS	\$ 168,916	
130000 SPECIAL CONSTRUCTION	\$ 10,413,678	
140000 CONVEYING SYSTEMS	\$ 138,445	
210000 FIRE SUPPRESSION	\$ 569,026	
220000 PLUMBING	\$ 3,818,804	
230000 HVAC	\$ 6,577,267	
260000 ELECTRICAL	\$ 5,426,752	
27/280000 LOW VOLTAGE/SPECIAL SYSTEMS	\$ 613,001	
310000 EARTHWORK - BUILDING	\$ 4,661,749	
310000 EARTHWORK	\$ 298,799	
320000 SITE IMPROVEMENTS	\$ 5,094,952	
330000 UTILITIES	\$ 72,879	
ALTERNATE #7 - COMMUNITY ROOM PLATFORM CURTAIN	\$ 62,316	
ALTERNATE #8 - COMMUNITY ROOM OPERABLE PARTITION	\$ 82,449	
ALTERNATE #13 - LEISURE POOL WAVE BALL	\$ 136,920	
ALTERNATE #14 - COMMUNITY ROOM 1305 BUILDOUT	\$ 154,471	
TOTAL ACCEPTED VE	\$ (4,481,252)	
SUBTOTAL - DIRECT COST	\$ 66,113,735	
CONTINGENCY	\$ 1,944,861	3.00%
ADDENDUM 3 ALLOWANCE	\$ 10,000	
BUILDERS RISK INSURANCE	\$ 78,364	
GENERAL LIABILITY INSURANCE	\$ 712,400	
PERMIT FEES	\$ 40,000	
FCI PAYMENT/PERFORMANCE BONDS	\$ 377,572	
FCI PRECONSTRUCTION PHASE FEE	\$ 50,000	
FCI CONSTRUCTION PHASE FEE	\$ 1,906,491	2.75%
REMAINING SAVINGS NEEDED AT BP2 TO REMAIN ON BUDGET	\$ -	
ESTIMATED CONSTRUCTION COST	\$ 71,233,423	
OWNER CONTINGENCY	\$ 1,521,000	
GRAND TOTAL - FIXED CONSTRUCTION COST	\$ 72,754,423	
CURRENT CONTRACT AMOUNT	\$ 46,956,453	
BID PACK #3 AMOUNT	\$ 25,797,970	



LOWER LEVEL



MEZZANINE LEVEL



October 28, 2024

Grand Junction City Council
250 North 5th Street
Grand Junction, CO 81501

City Council,

Please consider this as a letter of recommendation to approve Bid Package #3 submitted for the Community Recreation Center by FCI Constructors.

Construction is currently underway which is very exciting. On October 23rd, FCI presented the background on Bid Package #3. By all accounts, FCI has maintained their devotion to a thorough process through their hard work compiling 123 total bids. This looks to have been a very competitive process, with many bid categories receiving 4+ bids. The resulting recommendation to council estimates that 72% of the total cost will include local contractors and companies. So far, FCI states we are at or below budget, which is excellent given a project of this size, and keeping stewardship of taxpayer dollars as a top priority.

We are at yet another important stage of the CRC process. Your approving of Bid Package #3 will us continue down this successful path. The PRAB voted unanimously to recommend approval of Bid Package #3 submitted by FCI after a lengthy discussion and presentation that also included a design update. We continue to be impressed with the thoughtfulness and responsibility that is being applied to this project by the City, the architect and the contractor. We believe the resultant product will exceed expectations and create a community asset that will have a significant positive impact on the community. With City Council's approval, construction can stay on schedule and the community can rest assured knowing that the entire CRC project is moving forward.

Thanks for your consideration.



Nancy Strippel
PRAB Chair

Kyle Gardner
PRAB Vice Chair