

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 5227

AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY RELOCATING MAPS, POLICIES, AND/OR INFORMATION FROM THE *REDLANDS AREA PLAN, PEAR PARK NEIGHBORHOOD PLAN, AND ORCHARD MESA NEIGHBORHOOD PLAN* TO THE *COMPREHENSIVE PLAN*, TITLE 31 OF THE *GRAND JUNCTION MUNICIPAL CODE (GJMC)* AND REPEALING GJMC TITLE 34 *REDLANDS AREA PLAN (RESOLUTION NO. 62-02)*, GJMC TITLE 37 *PEAR PARK NEIGHBORHOOD PLAN (RESOLUTION NO. 13-05)*, AND GJMC TITLE 39 *ORCHARD MESA NEIGHBORHOOD PLAN (ORDINANCE NO. 4629)*

RECITALS:

On June 26, 2002, the Grand Junction City Council adopted Resolution 62-02. That Resolution approved the *Redlands 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*.

On January 5, 2005, the Grand Junction City Council adopted Resolution 13-05. That Resolution approved the *Pear Park Neighborhood 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 May 7, 2014, the Grand Junction City Council adopted Ordinance 4629. That Ordinance approved the *Orchard Mesa Neighborhood 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 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* (e.g., the 2002 Redlands Neighborhood Plan, 2004 Pear Park Neighborhood Plan and 2014 Orchard Mesa Neighborhood 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 existing neighborhood and subarea plans, as well as 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 2023 the City began the review process of the subarea plans and is preparing amendments for adoption in 2024. During this first update, the 2002 *Redlands Area Plan*, the 2004 *Pear Park Neighborhood Plan*, and 2014 *Orchard Mesa Neighborhood Plan*, have been reviewed and 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 ridgeline development and attaching the “Ridgeline Development” map into Appendix B following the Soils Map.
2. Incorporating narrative summary language regarding mineral resources and attaching the “Mineral Resources Map” into Appendix B following the Ridgeline Development map.

As a result, it is necessary that Appendix B: Technical Maps be updated to maintain and preserve these elements from the three retired neighborhood and subarea plans to remain a part of the *Comprehensive Plan*.

With the repeal of the specified neighborhood and subarea plans, it is further necessary to retain and incorporate the following elements from the Pear Park Neighborhood Plan within the *Circulation Plan*.

1. Add the Pear Park Transportation Access Management Plan map with the amendment from Ordinance 4160 as Figure 7, and
2. Add the Pear Park 2004 Conceptual Local Street Network Plan as Figure 8.

Additional amendments will occur throughout the *Comprehensive Plan* to indicate where necessary to clarify that the three neighborhood subarea plans have been repealed.

After due consideration the City 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 Orchard Mesa Neighborhood Plan, Pear Park Neighborhood Plan, and Redlands Area Plan, within the *Comprehensive Plan* and retire the plans by repealing Ordinance 4629, Resolution 13-05, and Resolution 62-02.

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:

A. Chapter 31.04.010

Exhibit A-1 attached hereto and incorporated herein including language of the plans being repealed to Chapter 1 Introduction page 10.

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 language of the plans being repealed to Appendices, Appendix A pages 92 and 93.

Exhibit A-4 attached hereto and incorporated herein including additional language explaining the Ridgeline Development Map and the Mineral Resources Map in Appendix B page on 95 with the Ridgeline Development Map added after the "Soils Map" page 117 and the Mineral Resource Map following the Ridgeline Development Map page 118. The Ridgeline Development Map and the Mineral Resource Map are added as additional Technical Maps.

B. Chapter 31.08

Exhibit B-1 attached hereto and incorporated herein includes changes to Background 31.08.070(d)(4), (5), and (6) replacing the references in parenthesis for each title of the repealed plans with language indicating the plans were repealed by this Ord. 5227, August 2024.

Exhibit B – 2 attached hereto and incorporated herein includes changes to Section B: Strategies/ Policies 31.08.110(a)(3), (4), and (6) by inserting immediately after reference to a plan that is repealed by this Ordinance the following: (repealed by this Ord. 5227, August 2024).

Exhibit B-3 attached hereto and incorporated herein includes additions to) Appendix A – Maps 31.08.150(g) Figure 7 – Pear Park Transportation Access Management Plan and amendment thereto by Ord. 4690 and (h) Figure 8 - Pear Park 2004 Conceptual Local Street Network Plan.

Exhibit B-4 attached hereto and incorporated herein includes changes to 31.08.160(d), (e), and (f) by inserting immediately after reference to a plan that is repealed by this Ordinance the following: (repealed by this Ord. 5227, August 2024).

With the relocation of information/policies/maps from the Redlands Area Plan, the Orchard Mesa Neighborhood Plan and the Pear Park Neighborhood 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 Neighborhood and Area Plans are hereby repealed and no longer of effect.

1. Resolution No. 62-02, GJMC Title 34 is hereby repealed - *Redlands Area Plan* is retired and removed as an element of the *Comprehensive Plan*.
2. Resolution No. 13-05, GJMC Title 37 is hereby repealed - the *Pear Park Neighborhood Plan* is retired and removed as an element of the *Comprehensive Plan*.
3. Ordinance No. 4629, GJMC Title 39 is hereby repealed - the *Orchard Mesa Neighborhood Plan* is retired and removed as an element of the *Comprehensive Plan*.

The full text of this Ordinance, including the amended One Grand Junction Comprehensive Plan, including the Grand Junction Circulation Plan, 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 17th day of July 2024 and ordered published in pamphlet form.

ADOPTED on second reading the 7th day of August 2024 and ordered published in pamphlet form.



Abram Herman
President of the City Council

ATTEST:

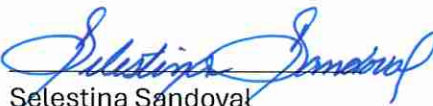

Selestina Sandoval
City Clerk



Exhibit A-1

EXHIBIT A-1



Comprehensive Plan in Context

Relationship between the Comprehensive Plan and Zoning

The Zoning and Development Code (ZDC), Title 21 of the Grand Junction Municipal Code, regulates and directs the development of property. The Code provides that zoning and development actions shall be consistent with the Comprehensive Plan. The requirements for consistency between the Comprehensive Plan and the City Code should be maintained. In doing so, the Code, including the Official Zoning Ordinance Map, should be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan or be amended to do so. Action taken by the property owner or the City, existing zoning remains in place.

Relationship between the Comprehensive Plan and the Municipal Code

Further, the City Municipal Code should be reviewed to ensure consistency with the vision and recommendations of the Comprehensive Plan.

Relationship to Other Plans

Previously adopted plans, studies, and reports completed by or for the City of Grand Junction are important to the current comprehensive planning process. The 2003 Comprehensive Plan is first among these. It contains many guiding principles and information that have remained relevant to the City's vision and goals. In addition, many of the 2003 Comprehensive Plan policies and recommendations remain consistent with the City of Grand Junction Plan. Where this consistency occurs, policies and recommendations from the previous plan have been incorporated into the City of Grand Junction Plan.

Other plans, such as neighborhood or "sub-area plans," subdivision plans, and other community plans also remain important for City long-term planning and provide for a more granular assessment and recommendations for specific areas (e.g., [Arts and Culture Plan](#), [Bicycle and Pedestrian Plan](#), [Neighborhood Plan](#), [Parks and Recreation Master Plan](#), [Circulation Plan](#), and [Wildlife Master Plan](#)). These plans remain guiding documents to the City and should be reviewed for consistency with the City of Grand Junction Comprehensive Plan and updated periodically.

Relationship to Three-Mile Plan

Colorado law, CRS §11-12-101, et seq. prohibits, among other things, the incorporation of an annexation that would have the effect of extending a municipal boundary more than three miles in any direction from the limit of the current municipal boundary in any one year. The law requires that, before completion of any annexation within the three-mile limit, the governing municipality must have a plan that generally describes the proposed location, character, and extent of public infrastructure and proposed services, as well as more particularly described in the statute. According to law, such a plan shall be updated at least once annually.

The law does not expressly establish whether the entire three-mile boundary area or just the area of the annexation is to be planned by the three-mile plan. However, and as is the case in Grand Junction, because the City's master planning includes consideration of annexation policies, the extension of a three-mile plan is incorporated in the City's Comprehensive Plan. As such and pursuant to CRS §11-12-101, et seq., the City recognizes that the Comprehensive Plan and its Urban Development Boundary is the City's Three-Mile Plan.

Exhibit A-2

EXHIBIT A-2

4. Promote the integration of transportation mode choices into existing and new neighborhoods.

4. NEIGHBORHOOD CONNECTIONS. Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens, and other gathering places to provide opportunities for interaction and strengthen a sense of community.

D. 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 link between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and transit hubs.

D. INFRASTRUCTURE IMPROVEMENTS. Prioritize infrastructure improvements, such as traffic calming, bike lanes, sidewalks, street trees, parking, 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 programmatic projects, identify infrastructure deficiencies, and collaborate with building capacity in individual neighborhoods.

B. CONNECTEDNESS. Continue to implement programs and services that connect 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 creative 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 social and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2011)** includes three subdistricts: Downtown, Mid, and Park, and provides goals and policies for each district. Each was adopted separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an open city district as part of the recommendations and public planning and design. Design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including prioritized timing, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** (approved by City Council on 12/17/2014) focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community engagement resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a land use and site map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2014)** (approved by City Council on 12/17/2014) focuses on managing and directing growth and development that fully utilizes potential area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation corridor, and access plan, providing day care, schools and other community facilities and services, and establishing high-density residential and neighborhood commercial uses are goals of this plan.

The **Redlands Neighborhood Plan (2007)** (approved by City Council on 11/14/2007) 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 geographical, natural resources, potential impacts to water, and open space and trail access. The goals for the plan include character preservation, maintaining the rural Grand Junction to the north, and natural area conservation.

The **North Avenue Corridor Plan (2007, 2011)** promotes the revitalization of the North Avenue through five blocks of the historic Park Avenue Loop to 29 Road. Components include a Student and Entrepreneur District, a mixed-use Neighborhood Center, high-density residential neighborhoods, increasing quantity of parking, and a regional retail anchor on the east end of the corridor. In 2011 a corresponding parking overlay district was established.

The **H Road/Northwest Area Plan (2005)** calls for the development of a 2,000 to 3,000 sq ft on the 29th Road and H Road intersection. It includes the rezoning 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 (2005)** is a proposed corridor standards for the Horizon Drive Business Improvement District area. These standards include allowing high-quality development and diverse character for the area.

Exhibit A-3

EXHIBIT A-3

Appendix A: Issues and Opportunities Report

Issues and Opportunities Report
The Issues and Opportunities Report (OIR) provided a synthesis of existing conditions in Grand Junction in 2018 at the outset of the planning process. It established a working knowledge of the current characteristics of the City and its residents. The OIR provided existing conditions, and when relevant, identified issues and opportunities relating to the community on each process, zoning and development code, strategy and use, and infrastructure to support the city's future. The OIR provided a synthesis of existing conditions in Grand Junction in 2018 at the outset of the planning process. It established a working knowledge of the current characteristics of the City and its residents. The OIR provided existing conditions, and when relevant, identified issues and opportunities relating to the community on each process, zoning and development code, strategy and use, and infrastructure to support the city's future.

The report reviewed existing Grand Junction issues, plans, and reports to recognize the amount of time and resources invested in those plans and to discern the information that remains useful and relevant to the planning process. The OIR provided a synthesis of existing conditions for purposes of exploration and interpretation. It laid the foundation for the vision, goals, and strategies within the Grand Junction Comprehensive Plan by identifying issues to be addressed and opportunities that should be maximized. The OIR was an integral deliverable within the planning process, providing information and analysis conducted in the early stages of the project. The OIR is available on the City website at www.gj.org. The OIR includes information about past planning efforts and adopted plans and policies that would be relevant for understanding the community and state 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 area, to coordinate and give direction to public and private development, and to protect the public interest. The Plan is founded on the Guiding Principles that influence all goals, policies, and recommendations. They are: Concentrated Growth, Sustainable Growth Pattern, Housing Variety, A Good Green System of Core and Regional Open Spaces, Road and Transportation, and A Regional Center. To further implement the Guiding Principles, the plan includes six key concepts focusing on land use and development, growth, density, development and transportation, public facilities, parks and other open space amenities, water management, public transit, community character, and recreation. The Comprehensive Plan also incorporated components of several sub-plans which are summarized in this section.

Many of the sub-plans represent more detailed planning efforts which will be recognized and referenced within the Grand Junction Comprehensive Plan. The 2010 Plan also provided a foundation for future growth and development around the region, as envisioned as mixed-use, compact, housing, working, and shopping. The plan identified these elements to make driving for short-term economic growth, projected growth, City village, and neighborhood centers which include the Plan also established mixed-use opportunities along existing and planned roads. The goal of the 2010 Comprehensive Plan was to provide a framework for development and planning driving for the long-term and short-term future. On certain conditions will be established and if appropriate, certain elements may be updated and incorporated into the new Comprehensive Plan. The 2010 Plan is a high priority of the 2010 Plan. Much of the future growth is focused inward with an emphasis on the development of urban and suburban centers and the growth of the downtown area. The plan also included downtown.

Future Land Use and the Blended Map

The 2010 Comprehensive Plan utilized a dual approach to addressing future land use, a governing land use map and a 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 revised in 2018 to establish vision and use and development strategies along the corridor. A land use plan provided a pattern for future development. It is further supported with an implementation strategy for preserving development as well as design standards and guidelines for these developments.

Greater Downtown Plan

The Greater Downtown Plan (GDP) includes three subareas: Downtown, Park, and River, and provides goals and objectives for each district. Each was developed to recognize its unique characteristics, and each includes specific recommendations and implementation actions. The Plan incorporates an urban district as part of the recommendations, and provides a design and landscape design for primary corridors in the downtown area. Recommendations and implementation strategies were provided, including proposed zoning, future land use recommendations, and identification of major street corridors.

Orchard Mesa Neighborhood Plan

The Orchard Mesa Neighborhood Plan was adopted in 2014 and focused on managing growth in the Orchard Mesa neighborhood with specific focus on community impacts, natural resources, housing, transit, economic development, public services, stormwater, future land use and zoning, and open space and trails. The Subarea Plan provided a framework for future land use and housing opportunities within the Orchard Mesa Plan area.

River Park Neighborhood Plan

The River Park Neighborhood Plan focused on managing and directing growth and development in its largely unincorporated area on the southeast side of the city. The plan provides a framework for future land use and development. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

EXHIBIT A-3

Redlands Neighborhood Plan

Completed in 2003, the Redlands Neighborhood Plan created a growth management plan to remove non-business uses in the future and use the plan to guide the future development of the Redlands area. The plan also included general guidelines for future development, including zoning, public facilities, and open space and trail access. The plan also included recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Horizon Drive District Plan

Horizon Drive District Plan was completed in 2010 and provides a framework for future development in the Horizon Drive District. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

H Road/ Northwest Area Plan

The H Road/ Northwest Area Plan was completed in 2006 and addresses the development of a 2.5-mile area around the H Road and H Road intersection. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

North Avenue Corridor Plan

The North Avenue Corridor Plan was completed from 12th Street west in 2007 and from 12th Street east in 2011. The plan provides a framework for future development in the North Avenue Corridor. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Location Assessment Report

The Location Assessment Report was developed in 2015 by Urban Concepts and DSG Advisors as a marketing tool for the City of Grand Junction and Mesa County to attract new business. The report includes the community's competitive advantages and weaknesses and provides strategies to capitalize upon. The key focus areas are:

- Product improvement - improving the product that Grand Junction and Mesa County
- Packaging - creating a marketing suite to sell the product
- Operational effectiveness - developing a business strategy for success and creating a consistent brand
- Financial targeting - creating a revenue stream and marketing strategies
- Brand identity - creating a consistent brand

Downtown Grand Junction Housing Study

A study of Downtown housing potential was conducted in 2015 for the Grand Junction Downtown Development Authority (DDA). The study was conducted in response to continuing discussions and indications of a need for market-rate housing in the downtown. The report concluded that downtown is an ideal location for housing 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 target audience for downtown housing would be young professionals and "empty nesters". The report further identified specific locations where development may be best suited, but also indicated that it may be necessary to increase the tax jurisdiction in order to capture future investment. The recommendations and associated cost-benefit analysis in the report are consistent with the initial assessment and a study conducted by Urban Concepts for the Comprehensive Plan Update. There is a balance of mixed-use development in the City and the Downtown would be a prime location opportunity for Downtown housing and mixed-use development would be specifically addressed in the Comprehensive Plan.

Grand Junction Strategic Plan

The Strategic Plan, completed in 2016, is a five-year plan for the City of Grand Junction. The plan provides a framework for future development in the City. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Vibrant Together: A Downtown

The 2016 plan was adopted in 2016 by the Downtown Development Authority (DDA) and the City of Grand Junction. The plan provides a framework for future development in the Downtown. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2017 as an addendum and update to the 2010 Park Master 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 outlined in the Parks and Recreation Facilities section of the OIR.

2019 Grand Junction Municipal 3-Mile Plan

Under Colorado state law, municipalities have the authority to create ordinances in the City of Grand Junction. The 2019 Municipal 3-Mile Plan is a framework for future development in the City. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Redlands Neighborhood Plan

The Redlands Neighborhood Plan was developed in 2003 and provides a framework for future development in the Redlands area. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Horizon Drive District Plan

The Horizon Drive District Plan was developed in 2010 and provides a framework for future development in the Horizon Drive District. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

H Road/ Northwest Area Plan

The H Road/ Northwest Area Plan was developed in 2006 and addresses the development of a 2.5-mile area around the H Road and H Road intersection. The plan also includes recommendations for future land use and development. The plan also includes recommendations for future land use and development.

Exhibit A-4

EXHIBIT A-4

Relocated Text

Broadband Wireline and Fixed Wireless Maps

A large majority of the City is served by high-speed broadband coverage with speeds between 100 Mbps and 1 Gbps. Portions of the west Grand Junction, especially agricultural areas near the UICB, and portions of the floodplain with topographical constraints have the lowest broadband coverage in the City, with many areas having less than 10 Mbps. Many municipalities are expanding high-speed broadband throughout the city. It is important to encourage investment in infrastructure and to foster business development in most sectors, given increasing reliance on high-speed internet technology for manufacturing, healthcare, government and other industries.

Wildfire Risk Map

As a community with an arid climate, Grand Junction faces wildfire risk concentrated in several areas. Wildfire risk is minimal in the urban and most of the city, and is very low in most of the City's low-density residential and rural areas. Risk is generally highest in areas of public lands, particularly in areas of the floodplain neighboring Colorado National Monument. One of the areas of wildfire risk is concentrated along the Colorado and Gunnison Rivers where large areas are occupied by trees and shrubs. Areas of high wildfire risk also exist outside of the city, such as in the Colorado National Monument and Bookcliffs, where fires are relatively unlikely to threaten properties in the City but may generate smoke which impacts including wildfire displacement and smoke.

Grand Junction Fire Map

Included here are maps providing information from the Fire Department's most recent analysis using a fire risk and fire use analysis. One map displays current conditions with fire rating for fire zones and a second map projects fire risk with the proposed three new fire stations.

Proposed BRT Corridors Map

BRT Rapid Transit (BRT) has not yet been deployed in Grand Junction, but implementing BRT is seen as desirable to provide access throughout the community and to address the availability of public transit in the city. BRT is desirable by the use of dedicated bus lanes along major transportation corridors, as well as by providing priority wait times, off-board fare collection, and special connection schemes to other transit services. This map identifies four primary candidate corridors for BRT in Grand Junction: the north-south 12th Street corridor, and the east-west corridors of North Avenue, 11th, and Peterson Avenue. Further study will be required to evaluate and implement BRT on one or all of these corridors.

Neighborhood Connections Map

Grand Junction has natural barriers such as the Colorado River and major freeways including Interstate 70 that create the community's primary connections between neighborhoods. Bridging these gaps and barriers with multimodal transportation crossing offerings, such as transit, is a key goal. A network is needed to connect neighborhoods and provide better multimodal transportation options throughout the city.

Rail Lines and Spurs Map

Grand Junction is served by robust rail facilities for a city of its size, and its location has helped the city to develop and maintain a strong economic base in industry and natural resources. The primary main stem, operated by the Union Pacific Railroad Company, runs east to west across the city. In the future, the Colorado River, with an additional line running south along the Colorado River, a number of spur, or branch lines, is also the main stem and development in the City and beyond. While railroad lines and spurs may create conflicts with other transportation modes in some locations, they are vital to the economic success of industry in the city and should remain in use wherever possible.

Truck and Hauling Routes Map

This map highlights corridors that accommodate a large daily volume of commercial trucks. Many of these freight vehicles use major corridors in Grand Junction, accessing Highway 50 to Delta, Montrose or vice versa. Many freight vehicles also make stops in Grand Junction for services and pickup, given Grand Junction's role as a regional center and manufacturing hub. To minimize negative impacts of freight and local traffic, the City designates a set of dedicated truck and hauling routes in and around the city. These primary truck routes are I-70, I-26, Highway 50 and portions of 24 Road. Secondary routes include many of the city's arterial and other state highways within City limits.

Historic Resources Map

Nearly a century and a half of habitation in Grand Junction has produced a plethora of historic structures that reflect various historical periods, architectural styles, and cultural contributions. The historic resources map identifies some of the most prominent historical resources in the City, including National, State, and local historic districts, and places on the National Register of Historic Resources. Further investigations should be carried out to improve the City's understanding of its historic resources and its ability to capitalize on these cultural and economic assets.

Airport Hazard Zones Map

The Grand Junction Regional Airport is a commercial and general aviation airport serving the Grand Valley and surrounding communities. When the wind is from the west, the Grand Junction area is at an elevated risk of aircraft noise due to the flight path of airplanes at takeoff and landing. Certain areas are located adjacent to the runway. Due to the relatively high risk of noise and flight path, certain areas are designated as Critical Zones. The event of an accident or structure is permitted to be built or occupied within a Critical Zone is a great concern. New development or construction may occur in Critical Zones, but some non-residential uses are subject to additional permitting.

Ridgeline Development Map

This map identifies ridgeline development patterns in Grand Junction. The map shows the location of ridgeline development patterns in the Grand Valley and identifies areas where development is most likely to occur. The map also identifies areas where development is most likely to occur. The map also identifies areas where development is most likely to occur. The map also identifies areas where development is most likely to occur.

Appendix A-4: Aerial map showing the location of the Grand Junction Regional Airport and surrounding communities. The map highlights the flight path of airplanes at takeoff and landing, and identifies areas that are at an elevated risk of aircraft noise.

Mineral Resources Map

This map identifies mineral resources in Grand Junction. The map shows the location of mineral resources in the Grand Valley and identifies areas where development is most likely to occur. The map also identifies areas where development is most likely to occur. The map also identifies areas where development is most likely to occur.

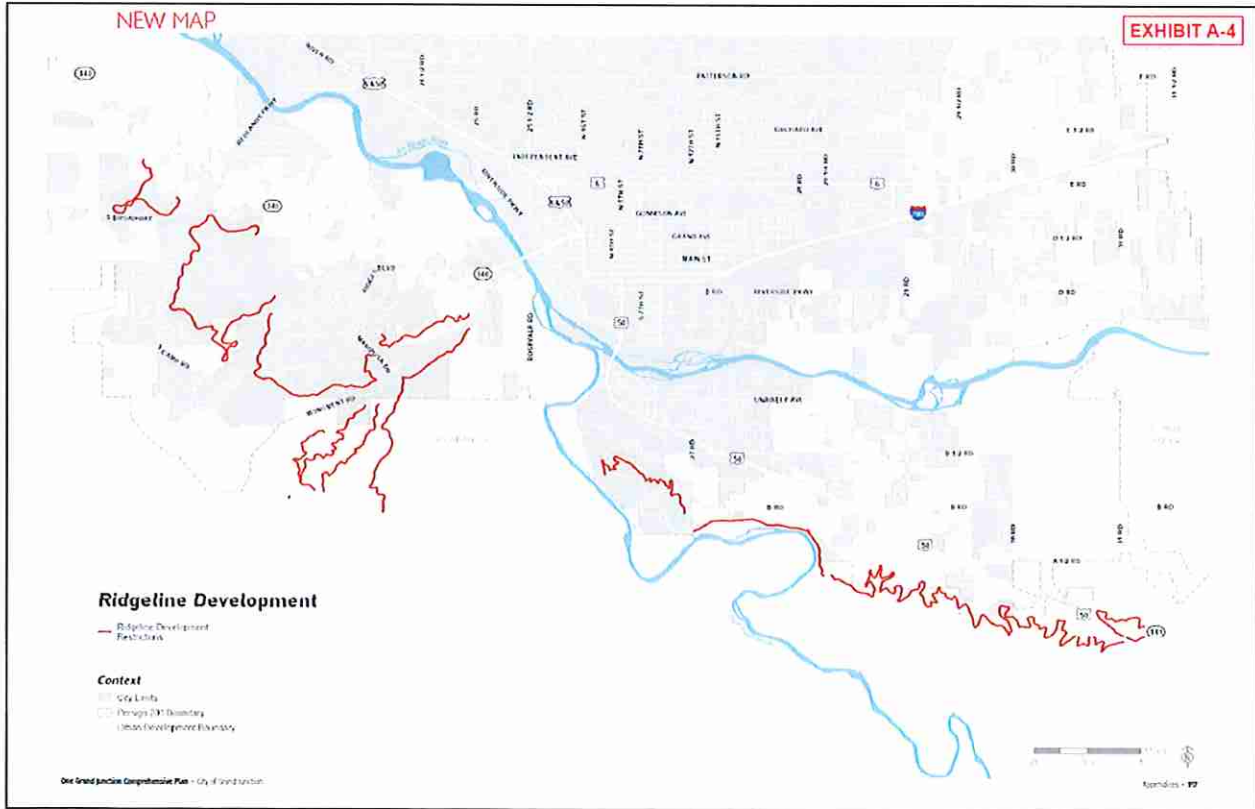


EXHIBIT A-4

Exhibit B-1

Section 31.08.070 Background

...

(d) The following adopted plans have shaped the transportation planning in the community and have been adopted by one or both, the City of Grand Junction and Mesa County, and can be found at www.mesacounty.us/planning and/or at <http://www.gjcity.org>. These plans serve as the foundation for the updated Circulation Plan.

- (1) 2010 Grand Junction Comprehensive Plan (GJMC Title 31);
- (2) Grand Valley 2040 Regional Transportation Plan;
- (3) 2001 Urban Trails Master Plan;
- (4) 2002 Redlands Area Transportation Plan (~~Chapter 34.28 GJMC repealed by Ordinance 5227, August 2024~~);
- (5) 2004 Pear Park Neighborhood Plan (~~GJMC Title 37 repealed by Ordinance 5227, August 2024~~);
- (6) 2014 Orchard Mesa Neighborhood Plan (~~GJMC Title 39 repealed by Ordinance 5227, August 2024~~);
- (7) 2011 Clifton/Fruitvale Community Plan;
- (8) 2007/2011 North Avenue Corridor Plans and Zoning Overlay (GJMC Title 32);
- (9) 24 Road Subarea Plan and Overlay (GJMC Title 33).

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Exhibit B-2

Section 31.08.070 **Section B: Strategies/Policies – Incorporate sub-area maps (Strategy).**

(a) Various plans have been developed for some areas (sub-areas) within the urban development boundary while many other areas still need specific plans. The following list recognizes planning efforts to date that are incorporated into this Circulation Plan.

- (1) Safe Routes to Schools. Studies to improve safety for children between existing neighborhoods and schools continue with projects planned, funded and constructed for Nisley Elementary, Clifton Elementary and West Middle School. Other planning has occurred and will continue to occur for all schools in School District 51.
- (2) Clifton Pedestrian Plan – refer to Clifton/Fruitvale Community Plan.
- (3) Orchard Mesa Pedestrian Plan at the Fairgrounds/Meridian Park Neighborhood Center – refer to Orchard Mesa Neighborhood Plan (~~GJMC Title 39~~ repealed by Ordinance 5227, August 2024);).
- (4) Redlands area – refer to the Redlands Area Plan (~~GJMC Title 34~~ repealed by Ordinance 5227, August 2024).
- (5) North Avenue Corridor Plans (GJMC Title 32).
- (6) Pear Park – refer to the Pear Park Neighborhood Plan (~~GJMC Title 37~~ repealed by Ordinance 5227, August 2024).
- (7) Horizon Business District – refer to (future) Horizon Business District Overlay.
- (8) Mesa Mall Environs – (future).
- (9) Safe Routes to Parks and Open Space – (future).

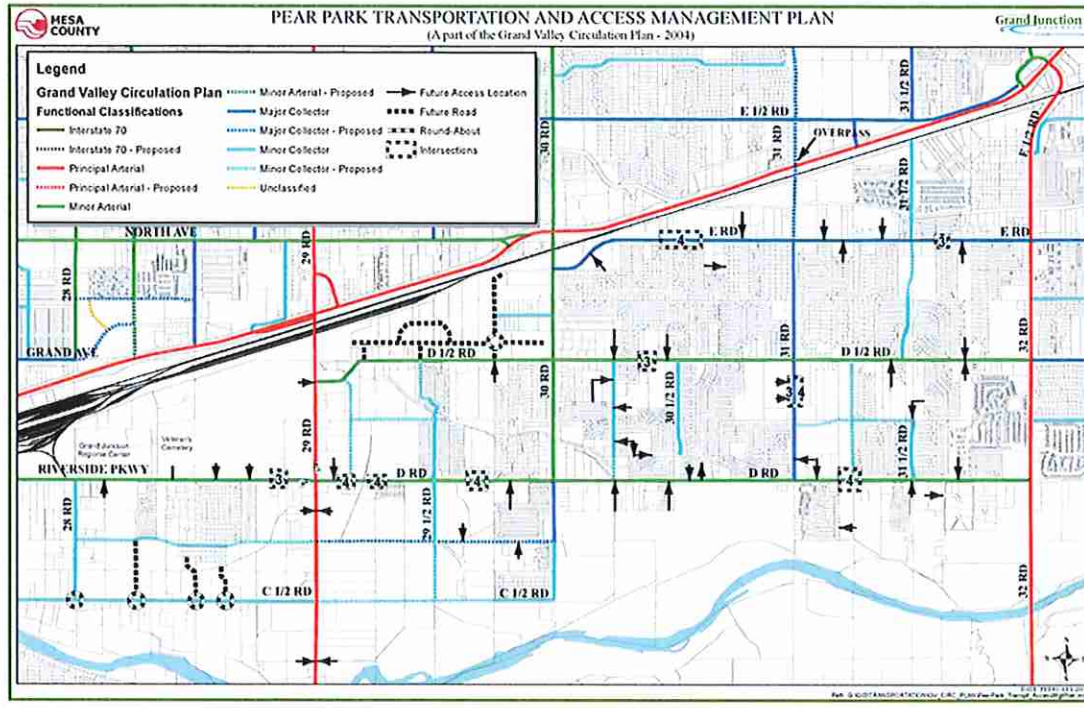
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Exhibit B-3

Section 31.08.150 Appendix A – Maps

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(g) Figure 7 – Pear Park Transportation Access Management Plan



(h) Figure 8 – Pear Park 2004 Conceptual Local Street Network Plan

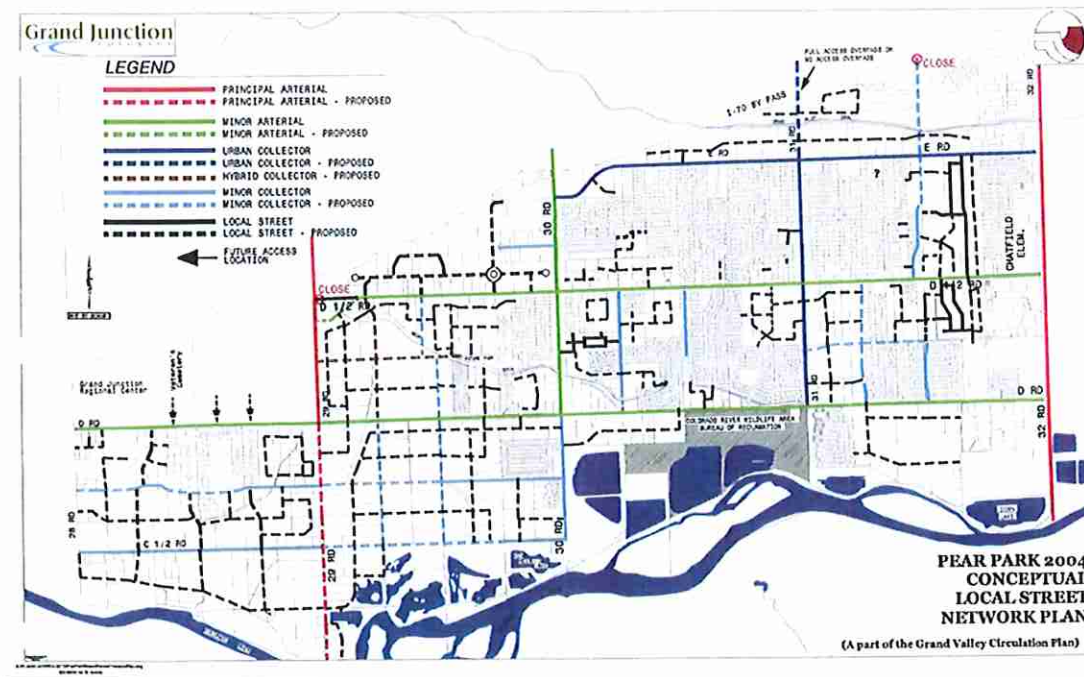


Exhibit B-4

Section 31.08.160 **Appendix B: Background on previous adopted transportation plans.**

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- (d) **2002 Redlands Area Transportation Plan** (repealed by Ordinance 5227, August 2024).
Includes a transportation section that was adopted as part of the Circulation Plan in 2002. There were four key elements of the planning effort: (1) State Highway 340 Access Control Plan; (2) capacity improvements on existing routes; (3) new roadways and neighborhood connections; and (4) multi-modal accommodations.

- (e) **2004 Pear Park Neighborhood Plan** (repealed by Ordinance 5227, August 2024).
Includes a Transportation and Access Management Plan for the Pear Park neighborhood and was adopted as part of the Circulation Plan in 2004. It remains a part of the Circulation Plan today and its detail at a neighborhood level guides development access and street cross sections for major corridors in Pear Park.


- (f) **2014 Orchard Mesa Neighborhood Plan** (repealed by Ordinance 5227, August 2024).
Includes a transportation planning section supporting complete street improvements, multi-modal enhancements for all major corridors on Orchard Mesa including US Highway 50, establishing nonmotorized crossings of U.S. Highway 50 (including the eastbound conversion of the B ½ Road overpass to a pedestrian/bicycle path), and creating safe nonmotorized routes to area attractions, schools, the riverfront, and centers.

...

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5227 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 17th day of July 2024 and 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 7th day of August 2024, at which Ordinance No. 5227 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 9th day of August 2024.


Deputy City Clerk

Published: July 19, 2024
Published: August 9, 2024
Effective: September 8, 2024

