

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 5241

AN ORDINANCE AMENDING SECTIONS OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE), CHAPTER 21.05 SITE AND STRUCTURE DEVELOPMENT STANDARDS, REGARDING PEDESTRIAN AND BICYCLE IMPROVEMENTS WITHIN DEVELOPMENTS

Recitals

The City Council desires to maintain effective zoning and development regulations that implement the vision and goals of the Comprehensive Plan while being flexible and responsive to the community's desires and market conditions and has directed that the Code be reviewed and amended as necessary.

When the Zoning & Development Code was repealed and replaced on December 20, 2023, it was anticipated that there would be necessary revisions to provide clarity and alleviate practical issues with implementation. Staff has identified several items that were amended which inadvertently conflict with standard practice, have challenges with implementation of new practice, or could use additional clarification.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of the proposed amendments.

After public notice and public hearing, the Grand Junction City Council finds that the amendments to the Zoning & Development Code implement the vision and goals of the Comprehensive Plan and that the amendments provided in this Ordinance are responsive to the community's desires, encourage orderly development of real property in the City, and otherwise advance and protect the public health, safety, and welfare of the City and its residents.

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

The following sections of the zoning and development code (Title 21 of the Grand Junction Municipal Code) are amended as follows (deletions ~~struck through~~, added language underlined):

...

21.05.020 REQUIRED IMPROVEMENTS.

...

(e) Multi-Modal Transportation System.

(1) Design Standards.

...

- (iii) ~~Each development with one or more buildings (except detached dwellings) shall provide paved pedestrian sidewalk connections to nearby public streets. An adequate physical separation between pedestrian connections and parking and driveway areas shall be provided.~~

...

(7) Bicycle Circulation.

(i) Required Bicycle Access.

- (A) All new development, except individual lot development of a single-family detached or duplex dwelling, shall include reasonably direct connections to the ~~City's on-street bikeway network and Active Transportation Corridors to the maximum extent practicable.~~
- (B) ~~Bicycle circulation shall be given equal consideration to motor vehicle traffic. The connection(s) and/or access point(s) shall be located so that it does not interfere with vehicular or pedestrian access and circulation, or with required landscaping.~~

...

(8) Pedestrian Circulation.

(i) Required Pedestrian Access.

- (A) Each development with one or more buildings, except individual lot development of a single-family detached or duplex dwelling, shall provide reasonably direct paved pedestrian sidewalk connections from the front of principal building main entrances to abutting public streets, between all principal buildings, between buildings and outlying parking areas, between buildings and transit facilities, and between the development and any abutting Active Transportation Corridor.
- (B) Pedestrian circulation shall be given equal consideration to motor vehicle traffic.

(ii) Design Requirements.

- (A) Each pedestrian sidewalk connection shall be a minimum of six feet wide and shall be constructed of concrete.
- (B) At least one pedestrian sidewalk connection between a principal building and an abutting street shall provide access to a public sidewalk allowing continuous travel to all abutting streets. The connection shall be separated from motor vehicle areas

by a curb or other physical barrier approved by the Director, except that crossing a motor vehicle area is allowed when the following standards are met for each such crossing:

- a. The crossing shall be as close to a perpendicular angle to the vehicular path of travel as possible.
- b. The crossing shall be raised to a minimum of 3 inches above the height of the adjacent pavement.
- c. The crossing shall be constructed of concrete which contrasts in color and/or texture with the pavement of the motor vehicle area.
- d. The distance of the crossing shall be the minimum necessary. No crossing shall exceed 20 feet.
- e. Curb extensions shall be used to minimize crossing distance and maximize visibility.
- f. Vehicle turning movements shall be spaced as far as possible from the crossing.
- g. Advance warning signage and striping shall be provided.

(C) All other pedestrian sidewalk connections shall meet the following standards:

- a. The connection shall be clearly visible and provide adequate lighting.
- b. Where connections cross motor vehicle areas, each such crossing shall be constructed of concrete which contrasts in color and/or texture with the pavement of the motor vehicle area.
- c. Advance warning signage and striping shall be provided as necessary to facilitate circulation and improve public safety and awareness.

(9) Access. Site layout and access design shall minimize the number of traffic conflict points into and out of a development by defining and consolidating driveways or access points and designing shared access between/among businesses.

21.05.050 RESIDENTIAL ATTACHED AND MULTIFAMILY DESIGN STANDARDS.

...

(d) Development with Three or More Principal Structures.

...

(3) Circulation and Parking.

- (i) ~~Circulation shall be designed to protect pedestrian/bicycle ways and shall minimize potentially unsafe interactions automobile traffic.~~
- (ii) ~~Pedestrian and bicycle circulation shall be given equal consideration as automobile traffic. Pedestrian and visual linkages shall be made between a project and off-site amenities.~~

- (i iii) The project shall be designed to minimize negative traffic impacts on and of the surrounding uses.
- (ii iv) To the maximum extent practicable, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
- (iii v) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 30% of each perimeter public street frontage of a multifamily development.
- (iv vi) To the maximum extent practicable, freestanding parking structures that are visible from perimeter public streets shall be sited so that the narrow end of the parking structure is perpendicular to the perimeter street.
- (v vii) Temporary parking structures are not permitted.
- (vi viii) Projects that require parking areas with more than six parking spaces shall provide maneuvering areas that accommodate ingress and egress from the lot by forward motion of vehicles. The Director may allow parking that backs out directly onto a street if the applicant can show this is a safe alternative for both pedestrians and the driver.
- (vii ix) The visual focal point of drives and walkways should be free of utilities, trash receptacles, and outdoor storage areas.

21.05.060 NONRESIDENTIAL AND MIXED USE DESIGN STANDARDS.

...

(e) Site Design. Site design elements are intended to minimize vehicular orientation and emphasize pedestrian activities such as ease of access from the public way and safe access to parking areas, increase walkability of the district especially between the public way, transit facilities and other buildings. They are also intended to provide safe access to businesses from the street and sidewalks, as well as maximize multiple parcel interconnectivity.

(f) Circulation.

- (i) A six-foot-wide sidewalk shall be provided from the street to the front of all principal building main entrances.
- (ii) Pedestrian paths shall be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities.
 - (A) Pedestrian paths shall be clearly visible, have adequate lighting, and be designed to be reasonably direct.
 - (B) Where pedestrian paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the potential conflict point, improve visibility, enhance safety, and enhance aesthetics.

~~(iii) On-site signage and traffic markings shall be provided as necessary to facilitate circulation and improve public safety and awareness.~~

~~(2) **Access.** Site layout and access design shall minimize the number of traffic conflict points into and out of a business or overall development site by defining and consolidating driveways or access points and designing shared access between/among businesses.~~

21.05.070 RETAIL SALES, BIG BOX.

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(e) Sidewalks. Pedestrian accessibility from a big box to the neighborhood is important to reducing traffic impacts and projecting a friendlier, more inviting image. This subsection sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the center grounds.

...

(5) All walkways not governed by this subsection shall be designed in accordance with 21.05.020(e)(8). Pedestrian walkways in public parking areas shall be distinguished from driving surfaces by the use of durable, low maintenance surface materials such as pavers, bricks or patterned concrete. Such walkways enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

INTRODUCED on first reading this 20th day of November 2024 and ordered published in pamphlet form.

ADOPTED on second reading this 4th day of December 2024 and ordered published in pamphlet form.

ATTEST:



Abram Herman

President of the City Council



Selestina Sandoval

City Clerk



I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5241 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 20th day of November 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 4th day of December 2024, at which Ordinance No. 5241 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 December 2024.



Deputy City Clerk

Published: November 23, 2024
Published: December 7, 2024
Effective: January 6, 2025

