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**PLANNING COMMISSION WORKSHOP AGENDA
HUMAN RESOURCES TRAINING ROOM
CITY HALL, 250 N 5TH STREET
THURSDAY, DECEMBER 18, 2025 - 12:00 PM
Attend virtually: bit.ly/GJ-PCW-2025**

Call to Order - 12:00 PM

1. Workshop Structure
2. Amendments to Accessible Parking and EV Charging Standards to Implement Colorado House Bill 24-1173
3. Amendments to Standards for Permitting Alteration of Irrigation Easements and Infrastructure (Roaring Forks vs. St. Jude's)
4. Discussion Regarding Pedestrian Access
5. Discussion Regarding Certified Irrigation Design
6. Discussion Regarding Bicycle Parking Requirements

Other Business

Adjournment



Grand Junction Planning Commission

Workshop Session

Item #1.

Meeting Date: December 18, 2025

Presented By: Sandra Weckerly

Department: Community Development

Submitted By:

Information

SUBJECT:

Workshop Structure

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None



Grand Junction Planning Commission

Workshop Session

Item #2.

Meeting Date: December 18, 2025

Presented By: Daniella Acosta, Principal Planner

Department: Community Development

Submitted By: Daniella Acosta Stine, Principal Planner

Information

SUBJECT:

Amendments to Accessible Parking and EV Charging Standards to Implement Colorado House Bill 24-1173

RECOMMENDATION:

EXECUTIVE SUMMARY:

This item is a preview of a zoning code amendment that will be formally considered at the December 23 Planning Commission hearing.

The amendment is required to ensure compliance with Colorado House Bill 24-1173, signed into law in 2024. The bill requires local governments to adopt the Colorado Electric Vehicle Charging Model Land Use Code, maintain compliant local standards for EV charging equipment, or formally opt out.

The proposed amendment addresses parking and accessibility standards related to EV charging. The amendment also adopts references to applicable national standards and state statute governing EV charging project parking design and access.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

For discussion only.

Attachments

1. Draft Ordinance

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) REGARDING APPLICATION OUTREACH MEETINGS, REQUIRED IMPROVEMENTS, AND ACCESSIBLE PARKING

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. The City Council also recognizes the importance of remaining compliant with applicable laws of the State of Colorado.

Staff has identified two application types which presently require an application outreach meeting, whereas in one case the requirement is impractical to implement and inconsistent with standard practice, and in the other case the requirement is disproportionate to the impact of the application type.

Staff has identified an issue, pertaining to the impacts of development on existing irrigation easements and infrastructure, which necessitates the introduction of an appropriate standard for establishing the permissibility of such impacts.

Finally, staff has identified two provisions concerning the provision of accessible parking spaces and electric vehicle charging stations that are required to be adopted from the Colorado Electric Vehicle Charging Model Land Use Code.

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):

21.02.030 COMMONLY APPLICABLE PROCEDURES

The requirements described in this section are common to many of the procedures contained in this Code. Table 21.02-3 summarizes the common application procedures in this Code and identifies whether they are required for the specific procedures defined in GJMC 21.02.050. Exceptions to these general rules apply and may be identified in the regulations for the specific procedures.

(a) Summary Table of Commonly Applicable Procedures

Table 21.02-3: Summary Table of Commonly Applicable Procedures

* = Optional ✓ = Required Gray Box = Not Applicable

PDIM = Proposed Development Information Meeting

NCM = Neighborhood Comment Meeting

Section	Procedure	General Mtg	Pre-App Mtg	Applic. Outreach Mtg	Public Notice	Public Hearing
	Detailed requirements in GJMC:	Error! Reference source not found.				

Applications Requiring a Public Hearing

21.02.050(d)	Code Text Amendment	*	*	NCM	✓	✓
21.02.050(p)	Vacation of Public Right-of-Way or Easement	*	*	NCM [5]	✓	✓

Notes:

[5] NCM, Vacation of Public Right-of-Way only.

21.05.020 REQUIRED IMPROVEMENTS

(d) Standards for Specific Improvements. The following improvements shall be provided for all development unless the appropriate official determines otherwise based on a process provided in the specific standards or, where applicable, through GJMC § [21.02.050\(q\)](#).

(5) Existing Irrigation Infrastructure, Ditch and/or Easement/Apparent or of Record. When a project proposes to alter an irrigation easement and/or the irrigation infrastructure within it, Colorado law allows alterations only if the changes do not significantly lessen the utility of the easement, increase the burdens on the owner of the easement in its use and enjoyment, or frustrate the purpose for which the easement was created. Interference with a ditch easement without consent constitutes trespass. Accordingly, a development applicant must either a)

secure a written agreement by and between the burdened owner and the benefited owner to the alterations that accommodate both parties' use of their respective properties to the fullest extent possible, or b) barring such an agreement, the applicant shall obtain a court declaration before commencing alterations. The court order shall state that the alteration does not damage the benefited owner(s) in accordance with the Restatement of Servitudes test/applicable Colorado law¹.

[1] Namely, that the change does not significantly lessen the utility of the easement, increase the burdens on the owner of the easement, or frustrate the purpose for which the easement was created"

21.08.020 OFF-STREET PARKING AND LOADING

...

(b) General Parking Standards.

...

(4) Accessible Parking.

...

(v) Any van-accessible parking space that is designated to accommodate a person in a wheelchair, is served by an EV Charging Port, and is not designated as parking reserved for a person with a disability under C.R.S. 42-4-1208 shall be counted as two standard automobile parking spaces towards applicable parking minimums.

(vi) The design of parking spaces and parking access for all EV Charging Projects shall comply with the US Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations or any applicable accessibility regulations issued by the federal Department of Justice or Department of Transportation, or in state statute.

INTRODUCED on first reading this ____ day of January 2026 and ordered published in pamphlet form.

ADOPTED on second reading this ____ day of February 2026 and ordered published in pamphlet form.

ATTEST:

¹ Namely, that the change does not significantly lessen the utility of the easement, increase the burdens on the owner of the easement, or frustrate the purpose for which the easement was created

Cody Kennedy
President of the City Council

Selestina Sandoval
City Clerk

DRAFT



Grand Junction Planning Commission

Workshop Session

Item #3.

Meeting Date: December 18, 2025

Presented By: Tamra Allen, Community Development Director, John Shaver, City Attorney

Department: Community Development

Submitted By: Daniella Acosta Stine, Principal Planner

Information

SUBJECT:

Amendments to Standards for Permitting Alteration of Irrigation Easements and Infrastructure (Roaring Forks vs. St. Jude's)

RECOMMENDATION:

EXECUTIVE SUMMARY:

This item is a preview of a zoning code amendment that will be formally considered at the December 23 Planning Commission hearing.

Staff has identified the need for a clear standard addressing development impacts to existing irrigation easements and infrastructure. The City routinely reviews and approves development proposals that involve the relocation or modification of irrigation easements or associated facilities, or may require such changes as part of development approval.

Colorado case law requires that a property owner burdened by an irrigation easement obtain authorization before altering the easement or the irrigation infrastructure within it. The proposed amendment introduces an appropriate standard for establishing the permissibility of such impacts.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

For discussion only.

Attachments

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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. The City Council also recognizes the importance of remaining compliant with applicable laws of the State of Colorado.

Staff has identified two application types which presently require an application outreach meeting, whereas in one case the requirement is impractical to implement and inconsistent with standard practice, and in the other case the requirement is disproportionate to the impact of the application type.

Staff has identified an issue, pertaining to the impacts of development on existing irrigation easements and infrastructure, which necessitates the introduction of an appropriate standard for establishing the permissibility of such impacts.

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secure a written agreement by and between the burdened owner and the benefited owner to the alterations that accommodate both parties' use of their respective properties to the fullest extent possible, or b) barring such an agreement, the applicant shall obtain a court declaration before commencing alterations. The court order shall state that the alteration does not damage the benefited owner(s) in accordance with the Restatement of Servitudes test/applicable Colorado law¹.

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21.08.020 OFF-STREET PARKING AND LOADING

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Cody Kennedy
President of the City Council

Selestina Sandoval
City Clerk

DRAFT



Grand Junction Planning Commission

Workshop Session

Item #4.

Meeting Date: December 18, 2025

Presented By: Thomas Lloyd, Senior Planner

Department: Community Development

Submitted By: Thomas Lloyd, Senior Planner

Information

SUBJECT:

Discussion Regarding Pedestrian Access

RECOMMENDATION:

EXECUTIVE SUMMARY:

This workshop item reflects a recommendation from the Housing Affordability Code Task Force (HACTF) regarding the pedestrian connection requirement currently included in Section 21.05.020(e)(8) of the zoning code.

Staff will provide background on the origin and application of the requirement, along with information that informed its inclusion. Information will be presented reflecting the HACTF recommendation, along with a staff-prepared update to the pedestrian connection requirement to support Planning Commission discussion.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

For Informational purposes and discussion.

Attachments

1. HACTF Recommendation No. 7 Pedestrian Access
2. Staff-Prepared Draft for Consideration

Connecting Commercial and Industrial Code Amendments to Housing Affordability

1. The Broader Definition of 'Affordability' in Grand Junction

The Grand Junction Housing Strategy (Resolution 74-24) defines affordability broadly—not just as reducing direct housing costs, but also as removing regulatory and procedural barriers, and fiscal cost shift that increase total development costs that are ultimately borne by home buyers and renters.

The strategy specifically encourages changes that reduce fiscal cost burden, improve land-use efficiency, streamline development approvals, and reduce indirect costs that affect the overall cost of housing. Therefore, even amendments to commercial or industrial codes can play a meaningful role in achieving housing affordability goals.

2. How Each Proposed Code Amendment Supports Housing Affordability

Drive-Through Standards (**§21.04.040(E)(2)**)

In Grand Junction, sales and use taxes from retail development are the largest source of the City's operating revenues. Sales and use taxes are the primary source of the City's General Fund which supports the core city functions and capital improvement projects that underpin the development of housing.

Returning primary function to retail drive-through will maintain the sales tax revenue that is necessary to support public infrastructure and services that are necessary for cost effective housing. Allowing drive-through retail development to continue also underpins mixed-use projects that include both retail commercial and residential components where commercial components carry a greater proportionate share of the cost of the land and infrastructure that are necessary to support housing.

Talking point: "The City of Grand Junction is discouraging small retail development through overly burdensome drive through design criteria and by doing so more infrastructure and service cost burden will be shifted to housing. Amending the zoning code to allow retail drive-through development will contribute substantially to the financial feasibility of housing development in general and attainable housing in particular."

Required Pedestrian Access and Bicycle Parking in Industrial Zones (**§21.08.020(A-C)**)

While it is important to consider safety for multimodal access and circulation in high traffic settings frequented by the general public it is also important to bike and ped requirements for property uses that are not oriented toward the general public where low traffic living and work functions require design forms that don't necessitate exclusive pedestrian and bicycle design criteria that negate other primary uses by reducing valuable indoor area and interrupting on site circulation. The proposed code changes are intended to recognize bike and pedestrian use without comprising other uses. Those that are using property should be

able to design them to serve the function of residential and non-residential tenants alike to derive the highest and best property use at the lowest possible cost.

The imposition of exclusive pedestrian access and specific indoor bike storage requirements on non-retail commercial and industrial zoned properties limits their functional efficiency and the resultant lack of usable space and hindered site circulation from these requirements ultimately reduces business expansion and the resultant wage growth that is a primary component of housing affordability.

In addition to maintaining employment growth, it is important to understand that residential builders and contractors, and their suppliers are primary users of commercial and industrial spaces and maintaining the design functionality of the spaces that builders and building material suppliers utilize ultimately reduces the construction costs that ripple into the housing market through higher material and labor prices.

Thus, it is important to recognize that the proposed zoning amendments support housing affordability both by increasing employment and maintaining the operating efficiency of housing providers.

Talking point: "Right-sizing exclusive pedestrian access and bike-parking requirements increases business expansion and wage growth to increase consumer funding for housing while improving builder and supplier operating efficiencies to reduce housing costs."

Non-Structural Change of Use (§21.02.040(C)(2)(i) B)

Amend §21.02.040(C)(2)(i)(B) to exempt non-structural change-of-use projects from Administrative Review when there are no exterior site or utility changes and the change-of-use is in the same General Use Category (Residential, Public, Commercial, Industrial) as the proceeding/historical use.

Currently a Change of Use Permit process is required whenever a property changes from a nonresidential use to a residential one, or between certain use categories—even if there are no structural modifications, site layout changes, or utility adjustments. This requirement adds time and cost to zoning compliant business expansions that could otherwise proceed under standard zoning guidelines. Just as importantly this process uses up staff resources that could be better utilized to process residential subdivision and site plan applications.

Talking point: "Reducing staff time spent reviewing zoning compliant change of uses in existing buildings will increase the pace and predictability of business expansion and resultant employment growth while allocating more staff time to expedite residential site plan subdivision applications. Expediting job and wage growth will improve consumer funds available for housing and allocating more staff time to residential projects will reduce entitlement delays to increase the rate of housing production."

3. Affordability Through Efficiency

The Task Force's mission is to identify and remove regulatory barriers that make housing more expensive. Commercial and industrial efficiencies directly support that mission by

(i) **Required Pedestrian Access.**

(A) Each non-industrial zoned development with one or more buildings, except individual lot development of a single-unit detached or duplex dwelling, shall provide reasonably reasonable 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.**

(i) Each pedestrian sidewalk connection shall be a minimum of six four feet wide and shall be constructed of concrete.

(ii) At least one pedestrian sidewalk connection between a principal building and an abutting street shall provide access to an existing contiguous public sidewalk allowing continuous travel to all abutting streets if available. The connection shall be separated from motor vehicle areas by a curb or other physical barrier approved by the Director, except that The pedestrian connection to an abutting street may crossing cross 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 three inches above the height of the adjacent pavement.
- c. The crossing shall be constructed of concrete stripped on a polymer surface 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.

(iii) 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.~~

~~e.h. 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.

(Ord. 5267, 7/16/2025; Ord. 5263, 6/18/2025; Ord. No. 5250, 4/2/2025; Ord. No. 5241, 12/4/2024; Ord. No. 5228, 8/7/2024; Ord. 5190, 12/20/2023)

§ 21.05.030. Parks, open space, and trails.

(a) (Reserved)

(b)

Pedestrian and Bicycle Trails.

(1) Trails shall be constructed in accordance with applicable City standards.

(2) **Trail Construction for Transportation Impact Fee Credit.**

If a required Active Transportation Corridor is constructed for any purpose other than replacing a required sidewalk (pursuant to § 29.68.020(f) Pedestrian Facilities), then the developer/owner may request a credit for the cost of construction of the trail(s) against the project's Transportation Impact Fee in an amount not to exceed the total transportation fee. The amount of the credit will be determined by the City using established and uniform cost for labor and materials for the specific type and width of the trail(s) constructed.

(Ord. No. 5250, 4/2/2025; Ord. 5190, 12/20/2023)

§ 21.05.040. Residential compatibility standards.

(a)

Purpose.

The purpose of this section is to protect existing Residential zone districts, neighborhoods, and uses from the potentially adverse impacts arising from the development of taller or more intense structures in close proximity to residences.

(b)

Applicability.

(1) The residential compatibility standards in this subsection apply when single-unit attached of three units or more, multi-unit residential, mixed-use development, or nonresidential development is proposed adjacent to structures in an R-R, R-ER, R-1R, R-2R, RL-4, or RL-5 zone district (protected residential districts).

(2) In cases where multiple structure types are contained on the same lot, residential adjacency shall apply to the area within that lot which encompasses the protected

PROPOSED REVISIONS - CLEAN

(8) Pedestrian Circulation. This section applies to all development, excluding development within an industrial zone district, and single-unit detached or duplex dwellings.

(i) Each development shall provide pedestrian connections from the front of the principal building's main entrances to abutting public sidewalk(s) or streets, outlying parking areas, transit facilities, and any abutting Active Transportation Corridor.

(ii) Design Requirements.

(A) Each pedestrian sidewalk connection shall be a minimum of four feet wide and shall be constructed of an impermeable material.

(B) When a pedestrian connection crosses a vehicular area such as a travel lane or parking lot, the connection shall be constructed so that it is clearly visible, using techniques such as contrasts in material, color and/or texture.

(C) Curb extensions shall be used to minimize crossing distance.



Grand Junction Planning Commission

Workshop Session

Item #5.

Meeting Date: December 18, 2025

Presented By: Daniella Acosta, Principal Planner

Department: Community Development

Submitted By: Daniella Acosta Stine, Principal Planner

Information

SUBJECT:

Discussion Regarding Certified Irrigation Design

RECOMMENDATION:

EXECUTIVE SUMMARY:

This workshop item reflects a recommendation from the Housing Affordability Code Task Force regarding the Certified Irrigation Design (CID) requirement currently included in the zoning code.

This workshop item is intended to support discussion regarding the CID requirement currently included in the zoning code.

Staff will provide background on the origin and application of the requirement, along with information that informed its inclusion. Industry subject matter experts will also provide perspectives related to the CID requirement. Input from the HACTF will be shared as part of the discussion.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

For discussion only.

Attachments

1. HACTF Recommendation No. 7 CID

Recommendation Form

Task Force Proposal Template and Reporting Guide

Each member preparing a proposal for the Task Force should complete the following outline to ensure consistent structure and adequate depth. The intent is not to require perfect code-writing or legal formatting, but to:

- Clearly define the problem;
- Describe the desired outcome;
- Offer a specific and implementable change (code, policy, or procedure);
- Explain how it will improve housing affordability (time, cost, or risk reduction);
- Identify impacts, alignment, and next steps for Council action.

Please keep your written submission concise (2-3 pages) but complete enough that a code-writing professional can translate it into legislative or procedural language.

1. Problem Statement

Describe the issue clearly and specifically. Identify where in the process or what code/policy creates the problem. Include examples, data points, or anecdotes that demonstrate the real-world impact on cost, time, or efficiency.

Example: The following code requirement is currently in the landscape code:

- **Code Section:** *Section 21.06.040* of the Grand Junction Municipal Code
- **Purpose:** Ensures that landscape irrigation systems are designed efficiently and sustainably, minimizing water waste and supporting healthy plant growth.
- **Certification Requirement:**
 - Irrigation systems must be designed by a *certified irrigation designer* or a *licensed professional* with expertise in landscape irrigation.
 - Certification may include credentials from recognized organizations such as the Irrigation Association or similar bodies.

There are four main problems with this requirement: 1) Very few professionals on the western slope have these credentials and the bodies that issue these credentials barely function, 2) There are no specific building code or code references that would provide guidance for these credentials, 3) The design and inspection requirement would add a cost of \$1,500-\$7,500 in consulting fees, in addition to 2-3 weeks of design time during plan development, and 4) There is no long term enforcement mechanism for ensuring "healthy plant" growth rendering the requirement and cost useless. In essence this adds a regulatory burden under the guise of good intentions when property owners and HOA's are incentivized to maintain their landscaping to maintain value.

2. Outcome Statement (Goal / Objective)

Define the ideal condition or result you seek. Phrase it in measurable or observable terms.

Example: Remove Section *21.06.040* from the code.

3. Proposed Change (Draft Concept)

Indicate whether this is a code amendment, policy change, or procedural/administrative improvement.

Write out your idea as clearly as possible, even if not in final legal form. Cite or quote relevant code sections when possible.

Example: Remove Section *21.06.040* from the code.

4. Cost / Benefit Analysis (Housing Cost Impact)

Quantify, if possible, how this change affects housing costs:

- Depending on the project size, reduces soft cost/consulting fees by approximately \$1,500=\$7,500
- As this design cannot be completed until after the landscape design is complete, removing this requirement will save 2-3 weeks minimum per project if the consulting expertise was available. Given the shortage in the market, this time could extend to 6-8 weeks.

5. Summary for Council and Public Messaging

Provide a 2-3 sentence plain-language summary suitable for public presentation.

Example: "This change will reduce the cost of housing by saving \$1,500-\$7,500 in fees and in shorten the time and cost of carry but 6-8 weeks by eliminating the design process. In addition, the current requirement implies that property owners and HOA's do not maintain their landscaping, while market forces dictate that most property owners are incentivized to maintain the landscaping to hold their market value. Regulatory burdens and associated costs/delays are not needed for this specific issue.



Grand Junction Planning Commission

Workshop Session

Item #6.

Meeting Date: December 18, 2025

Presented By: Daniella Acosta, Principal Planner

Department: Community Development

Submitted By: Daniella Acosta Stine, Principal Planner

Information

SUBJECT:

Discussion Regarding Bicycle Parking Requirements

RECOMMENDATION:

EXECUTIVE SUMMARY:

This workshop item reflects a recommendation from the Housing Affordability Code Task Force regarding the bicycle parking requirements currently included in the zoning code.

This item is a continued discussion following prior direction from the Planning Commission, which indicated interest in exploring modifications to bicycle parking ratios rather than complete elimination of the requirements. For purposes of the workshop discussion, information will be presented reflecting the HACTF recommendation, along with a staff-prepared draft related to existing bicycle parking ratios, to support Planning Commission discussion.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

For discussion only.

Attachments

1. HACTF Recommendation No. 5 Bicycle Storage
2. Staff-Prepared Draft for Consideration

Connecting Commercial and Industrial Code Amendments to Housing Affordability

1. The Broader Definition of 'Affordability' in Grand Junction

The Grand Junction Housing Strategy (Resolution 74-24) defines affordability broadly—not just as reducing direct housing costs, but also as removing regulatory and procedural barriers, and fiscal cost shift that increase total development costs that are ultimately borne by home buyers and renters.

The strategy specifically encourages changes that reduce fiscal cost burden, improve land-use efficiency, streamline development approvals, and reduce indirect costs that affect the overall cost of housing. Therefore, even amendments to commercial or industrial codes can play a meaningful role in achieving housing affordability goals.

2. How Each Proposed Code Amendment Supports Housing Affordability

Drive-Through Standards (**§21.04.040(E)(2)**)

In Grand Junction, sales and use taxes from retail development are the largest source of the City's operating revenues. Sales and use taxes are the primary source of the City's General Fund which supports the core city functions and capital improvement projects that underpin the development of housing.

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Talking point: "The City of Grand Junction is discouraging small retail development through overly burdensome drive through design criteria and by doing so more infrastructure and service cost burden will be shifted to housing. Amending the zoning code to allow retail drive-through development will contribute substantially to the financial feasibility of housing development in general and attainable housing in particular."

Required Pedestrian Access and Bicycle Parking in Industrial Zones (**§21.08.020(A-C)**)

While it is important to consider safety for multimodal access and circulation in high traffic settings frequented by the general public it is also important to bike and ped requirements for property uses that are not oriented toward the general public where low traffic living and work functions require design forms that don't necessitate exclusive pedestrian and bicycle design criteria that negate other primary uses by reducing valuable indoor area and interrupting on site circulation. The proposed code changes are intended to recognize bike and pedestrian use without comprising other uses. Those that are using property should be

able to design them to serve the function of residential and non-residential tenants alike to derive the highest and best property use at the lowest possible cost.

The imposition of exclusive pedestrian access and specific indoor bike storage requirements on non-retail commercial and industrial zoned properties limits their functional efficiency and the resultant lack of usable space and hindered site circulation from these requirements ultimately reduces business expansion and the resultant wage growth that is a primary component of housing affordability.

In addition to maintaining employment growth, it is important to understand that residential builders and contractors, and their suppliers are primary users of commercial and industrial spaces and maintaining the design functionality of the spaces that builders and building material suppliers utilize ultimately reduces the construction costs that ripple into the housing market through higher material and labor prices.

Thus, it is important to recognize that the proposed zoning amendments support housing affordability both by increasing employment and maintaining the operating efficiency of housing providers.

Talking point: "Right-sizing exclusive pedestrian access and bike-parking requirements increases business expansion and wage growth to increase consumer funding for housing while improving builder and supplier operating efficiencies to reduce housing costs."

Non-Structural Change of Use (§21.02.040(C)(2)(i) B)

Amend §21.02.040(C)(2)(i)(B) to exempt non-structural change-of-use projects from Administrative Review when there are no exterior site or utility changes and the change-of-use is in the same General Use Category (Residential, Public, Commercial, Industrial) as the proceeding/historical use.

Currently a Change of Use Permit process is required whenever a property changes from a nonresidential use to a residential one, or between certain use categories—even if there are no structural modifications, site layout changes, or utility adjustments. This requirement adds time and cost to zoning compliant business expansions that could otherwise proceed under standard zoning guidelines. Just as importantly this process uses up staff resources that could be better utilized to process residential subdivision and site plan applications.

Talking point: "Reducing staff time spent reviewing zoning compliant change of uses in existing buildings will increase the pace and predictability of business expansion and resultant employment growth while allocating more staff time to expedite residential site plan subdivision applications. Expediting job and wage growth will improve consumer funds available for housing and allocating more staff time to residential projects will reduce entitlement delays to increase the rate of housing production."

3. Affordability Through Efficiency

The Task Force's mission is to identify and remove regulatory barriers that make housing more expensive. Commercial and industrial efficiencies directly support that mission by

21 08a 020 8 (a) (b) (c) – BIKE PARK STORE

§ 21.08.020. Bicycle parking and storage.**(a) Amount Required.**

(1) Each nonresidential principal structure shall provide the following, depending on the category of the use as shown in Table 21.04-1: Principal Use Table:

Table 21.08-5: Minimum Bicycle Parking Spaces Required		
Use or Use Category	Short-Term Spaces	Long-Term Spaces
Multi-unit dwelling	2 plus .05 per bedroom N/A	2 plus .05 per bedroom N/A
Food and beverage service, recreation and entertainment, and retail uses	2 plus 1 per 520,000 square feet of gross floor area	2 plus 1 per 12,000 square feet of gross floor area N/A
Office uses	2 plus 1 per 20,000 square feet of gross floor area	2 plus 1 per 10,000 square feet gross floor area N/A
Industrial uses*	2N/A	2 plus 1 per 15,000 square feet internal gross floor area N/A
All other nonresidential uses	2 plus 1 per 20,000 square feet of gross floor area N/A	2 plus 1 per 12,000 square feet internal gross floor area N/A

*Warehouse uses, including mini-warehouse, shall not be required to provide parking for the additional gross floor area used for storage only.

~~(2) If more than 10 bicycle parking spaces are required, a minimum of 10% of the required bicycle parking spaces shall be designed to accommodate cargo bicycles or bicycles with trailers.~~

(b) Location.**(1) Short-Term Bicycle Spaces.**

~~(i) Short term bicycle spaces shall be located within 50 feet from the main entrance of the principal building.~~

~~(ii)(i) Short-term bicycle racks shall be located so that they:~~

- ~~(A) Are easily accessed from the street and protected from motor vehicles;~~
- ~~(B) Are visible to passers-by to promote usage and enhance security;~~
- ~~(C) Do not impede or interfere with pedestrian traffic or routine maintenance activities;~~

- (D) Do not block access to buildings, bus boarding or freight loading;
- (E) Allow reasonable clearance for opening of passenger-side doors of parked cars; and
- (F) ~~Are covered, to the maximum extent practicable, where users will leave their bikes for a longer amount of time.~~

(2) **Long-Term Bicycle Parking.**

~~Long-term bicycle parking shall be enclosed and secured to the maximum extent practicable. Enclosed bicycle parking includes but is not limited to: an area enclosed by a secure fence with a lockable entrance, a secure and accessible room in a building, a secure and accessible enclosure within a parking structure, or a cluster of bicycle lockers.~~

(c) **Design Standards.**

- (1) No more than 50% of the required bicycle parking spaces may require the bicycle to be hung or parked vertically, rather than being parked with both tires on the ground.
- (2) ~~Accounting for the length or width of a standard bicycle, the parking shall not reduce the minimum sidewalk width, as required by provisions of this Code and any applicable overlays.~~
- (3) ~~Cargo bicycle and bicycle trailer parking spaces shall be a minimum of 10 feet long and three feet wide.~~
- (4) ~~A three foot wide aisle is required between rows of bicycle parking spaces or between a row of bicycle parking spaces and any wall or any other obstruction, as measured from the center of the bicycle rack. The edge of the bicycle rack shall be a minimum of three feet from the edge of curb or pavement along a roadway.~~
- (5) ~~Bicycle racks shall be located on improved non permeable surfaces and shall be anchored to the ground.~~
- (6) ~~Bicycle racks shall provide two points of contact with the bicycle frame such as an inverted "U" or a post and ring. Wave, schoolyard, wheel well, bollard and spiral racks are prohibited.~~
- (7) ~~(6) Bicycle racks shall accommodate varied bicycle and styles, including electric bicycles and cargo bicycles, with greater clearance from obstructions, walkways, and other bicycle parking spaces to the maximum extent practicable.~~
- (8) ~~(7) Bicycle racks shall be constructed of rust-resistant, sturdy, and high-quality materials and designed so that they cannot be dissembled or tampered with.~~
- (9) ~~(8) Areas designated for bicycle parking shall be clearly marked and reserved for~~

bicycle parking only.

(d) **Alternative Bicycle Parking.**

The Director may waive or reduce the requirements of this section pursuant to the following criteria:

- (1) The location and design standards may be waived or reduced if the applicant can demonstrate that unique or unusual characteristics exist on a development site; or
- (2) The quantity of required spaces may be reduced if existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of two bicycle parking spaces are provided on site.

(Ord. 5267, 7/16/2025; Ord. 5263, 6/18/2025; Ord. 5190, 12/20/2023)

Staff Recommendation v1 CLEAN

§ 21.08.020. Bicycle parking and storage.

(a) **Amount Required.** Each nonresidential principal structure shall provide the following, depending on the category of the use as shown in Table 21.04-1: Principal Use Table:

Table 21.08-5: Minimum Bicycle Parking Spaces Required		
Use or Use Category	Short-Term Spaces	Long-Term Spaces
Multi-unit dwelling	.025 per Unit	.25 per Unit
Food and beverage service, recreation and entertainment, and retail uses	1 per 5,000 square feet of gross floor area	
Office uses	1 per 20,000 square feet of gross floor area	1 per 10,000 square feet gross floor area
All other nonresidential uses	1 per 20,000 square feet of gross floor area	

(b) **Location. All bicycle parking areas shall be designated for bicycle parking only.**

(1) Short-term bicycle racks shall be located so that they are:

- a. Short-term bicycle racks shall be located so that they: are easily accessed from the street, clearly visible to passers-by for natural surveillance, and protected from motor vehicle traffic.
- b. Bicycle racks shall be located on improved non-permeable surfaces and shall be anchored to the ground.
- c. Bicycle racks shall provide two points of contact with the bicycle frame, such as an inverted "U" or a post and ring. Wave, schoolyard, wheel well, bollard and spiral racks are prohibited.
- d. The quantity of required short spaces may be reduced if existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of two bicycle parking spaces is provided on site.

(2) Long-term bicycle parking shall be enclosed and secured. Enclosed bicycle parking includes but is not limited to: an area enclosed by a secure fence with a lockable entrance, a secure and accessible room in a building, a secure and accessible enclosure within a parking structure, or a cluster of bicycle lockers.