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**PLANNING COMMISSION AGENDA
IN-PERSON/VIRTUAL HYBRID MEETING
CITY HALL AUDITORIUM, 250 N 5th STREET
TUESDAY, JUNE 23, 2026 - 5:30 PM
*Attend virtually: bit.ly/GJ-PC-6-23-26 (Case Sensitive)***

Call to Order - 5:30 PM

Consent Agenda

1. Minutes of Previous Meeting(s)
2. Consider a Request by EVC-WDG Mesa LLC to Vacate a 20-foot Wide Sanitary Sewer Easement Located on a 7.84 acre Parcel at 2405 Patterson Road

Regular Agenda

1. Consider a request by 4PF GZ Impact Land Fund LLC to zone 40.18 acres from Mesa County Residential Single Family – Rural (RSF-R) to Residential Low 5 (RL-5) located at 888 21 Road
2. Consider a request by the Housing Affordability Code Task Force to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Bicycle Parking and Storage
3. Consider a request by the Housing Affordability Code Task Force to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Certified Irrigation Designer
4. Consider a request by the City of Grand Junction to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Shared Driveways (*continued to the July 14, 2026 meeting*)

Other Business

1. Election of Chair and Vice-Chair

Adjournment

GRAND JUNCTION PLANNING COMMISSION
June 9, 2026, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:31 p.m. by Commissioner Robert Quintero.

Those present were Planning Commissioners; Ian Thomas, Gregg Palmer, and Caleb Abeloe.

Also present were Jamie Beard (Assistant City Attorney), Thomas Lloyd (Planning Manager), Daniella Acosta Stine (Principal Planner), Kate Kirk (Senior Planner), and Madeline Robinson (Planning Technician).

There were 2 members of the public in attendance, and 6 virtually.

CONSENT AGENDA

1. Approval of Minutes

Minutes of Previous Meeting(s) from April 28, 2026.

Commissioner Palmer moved to approve the Consent Agenda.

Commissioner Thomas seconded; motion passed 4-0.

REGULAR AGENDA

1. Redlands 360 ROW Vacation

VAC-2025-329

Consider a request by Grand Junction Land Company, LLC to vacate approximately 18,629 square feet of 50-foot-wide public right-of-way along South Broadway and approximately 1,823 square feet of 30-foot-wide public right-of-way along 23 Road.

Staff Presentation

Daniella Acosta Stine, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

There were no questions from Commissioner's for staff.

Applicant's representative Jane Quimby made brief comment to the Commissioner's about the project.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, June 2, 2026, via www.gjcity.org.

There were no public comments.

The public hearing was closed at 5:46 p.m. on June 9, 2026.

Discussion

Commissioner Thomas made comment that he appreciates the road safety and multi-modal services this project will bring.

Commissioner Palmer made comments that the roundabout will be proactive to the community, not reactive.

Motion and Vote

Commissioner Palmer made the following motion “Chair, on the request to vacate approximately 18,629 square feet of 50-foot-wide public right-of-way along South Broadway and approximately 1,823 square feet of 30-foot-wide public right-of-way along 23 Road, City file number VAC-2025-329, I move that the Planning Commission forward a recommendation of approval to City Council with the finding of fact and conditions as listed in the staff report.”

Commissioner Thomas seconded; Motion passed 4-0.

2. Redlands 360 Easement Vacation VAC-2025-328

Consider a request by Grand Junction Land Company, LLC to vacate approximately 0.31 acres of two 14-foot multipurpose easements along South Broadway.

Staff Presentation

Daniella Acosta Stine, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

There were no questions from Commissioner’s for staff.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, June 2, 2026, via www.gjcity.org.

There were no public comments.

The public hearing was closed at 5:54 p.m. on June 9, 2026.

Discussion

No discussion occurred between the Commissioners.

Motion and Vote

Commissioner Palmer made the following motion “Madame Chair, on the request to vacate approximately 0.31 acres of two 14-foot multipurpose easements along South Broadway, City file number VAC-2025-328, I move that the Planning Commission forward a recommendation of approval to City Council with the finding of fact and conditions as listed in the staff report.”

Commissioner Thomas seconded; Motion passed 4-0.

3. Wells Fargo on Wellington Drive-Thru CUP CUP-2026-72

Consider a request for a Conditional Use Permit (CUP) for a proposed 4,755 sf bank with a drive-through on a 1.06-acre property located at 1211 Wellington Ave in an MU-1 (Mixed-used Neighborhood) zone district.

Staff Presentation

Kate Kirk, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

Commissioner Thomas made comment about the number of parking spaces being provided and the effects that will have.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, June 2, 2026, via www.gjcity.org.

There were no public comments.

Owner of the property Sid Squirrel made comment to the Commissioner’s of his approval of the request and the benefit of a drive-thru to the bank. Applicant Aaron Barnhart also made it known that he was present virtually to answer any questions Commissioner’s may have.

The public hearing was closed at 6:10 p.m. on June 9, 2026.

Discussion

Commissioner Palmer made comment that he went and visited the site and he does not have any issue with the provided parking, and the infill of the bank will be a great addition to the area.

Commissioner Quintero made comment that with the residential component nearby, a bank will be nice.

Motion and Vote

Commissioner Palmer the following motion “Chair, on Wells Fargo on Wellington’s request for a Conditional Use Permit, file number CUP-2026-72, I move that the Planning Commission approve the Conditional Use Permit for Wells Fargo on Wellington, with the Conditions of Approval and Findings of Fact listed in the staff report.”

Commissioner Thomas seconded; Motion passed 4-0.

OTHER BUSINESS

Commissioner Thomas made a motion to postpone the chair and vice-chair election for the next meeting. Commissioner Palmer seconded; motion passed 4-0.

ADJOURNMENT

Commissioner Palmer made a motion to adjourn the meeting.

The vote to adjourn was 4-0.

The meeting adjourned at 6:13 p.m.

DRAFT



Grand Junction Planning Commission

Regular Session

Item #2.

Meeting Date: June 23, 2026
Presented By: Thomas Lloyd, Planning Manager
Department: Community Development
Submitted By: Thomas Lloyd, Planning Manager

Information

SUBJECT:

Consider a Request by EVC-WDG Mesa LLC to Vacate a 20-foot Wide Sanitary Sewer Easement Located on a 7.84 acre Parcel at 2405 Patterson Road

RECOMMENDATION:

Staff recommends that the Planning Commission recommend conditional approval to the City Council for the vacation of a 20-foot-wide sanitary sewer easement, recorded in Book 1524 at Page 881.

EXECUTIVE SUMMARY:

The applicant proposes to vacate a 20-foot-wide public sanitary sewer easement located on a 7.84-acre parcel at 2405 Patterson Road in Grand Junction, Colorado. The easement is recorded in Book 1524 at Page 881. The easement borders a portion of the northern property boundary, adjacent to Patterson Road, then meanders south for approximately 497.59 linear feet. A Minor Subdivision application and Major Site Plan application have been submitted and are approved.

The purpose of the vacation is to facilitate future redevelopment of the property, as the easement encumbers the subject property and conflicts with the proposed building footprint. The applicant intends to vacate the public sewer easement and relocate the existing sewer line to better accommodate future site improvements.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The subject property is located at 2405 Patterson Road and consists of approximately 7.84 acres. The site is currently developed as Natural Grocers and is anticipated to be redeveloped in the future.

The 20-foot-wide public sanitary sewer easement currently encumbers the property and conflicts with the proposed building footprint and site layout. The applicant proposes to vacate the easement, conditioned on the relocation of the associated sewer infrastructure.

NOTIFICATION REQUIREMENTS

A neighborhood meeting is required for requests to vacate public easements pursuant to Section 21.02.030(c) of the Zoning and Development Code. A virtual neighborhood meeting regarding the proposed vacation of public easement at 2405 Patterson Road was held via Zoom on Monday, March 4, 2024, at 5:30 PM.

Notification letters were mailed to property owners within 500 feet of the subject property on June 13, 2026.

ANALYSIS

The criteria for review are set forth in Section 21.02.050(p). The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements.

A. Conformance with the Comprehensive Plan, Grand Junction Circulation Plan, and Other Adopted Plans and Policies

The proposed easement vacation is in conformance with the Comprehensive Plan, the Grand Junction Circulation Plan, and other adopted plans and policies of the City. The easement is no longer necessary for public use as depicted. The vacation supports infill redevelopment consistent with Grand Junction policies and zoning standards.

B. No parcel shall be landlocked because of the vacation;

The subject parcel is flanked by three public streets and will continue to have adequate access following the vacation. No parcel will be landlocked as a result of the easement vacation.

C. Access shall not be unreasonably restricted or economically prohibitive.

Access to the property will not be restricted, rendered economically prohibitive, or reduced in a manner that devalues the property. Utilities currently located within the easements will be relocated, and access will be maintained from an adjoining road onto the property. Once the sanitary sewer line is relocated, no properties will be adversely affected.

D. There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services); and

The proposed easement vacation will not adversely impact the health, safety, or welfare of the general community. Fire protection, police services, utility services, and emergency access will continue to function as required.

E. The provision of adequate public facilities and services for any property as required in GJMC 21.05.020 shall not be inhibited by the proposed vacation.

The vacation will not inhibit the provision of adequate public facilities and services as required by GJMC Section 21.05.020. All utilities will remain available to the site and surrounding area.

RECOMMENDATION AND FINDINGS OF FACT

The application complies with the provisions of the Zoning and Development Code, including Section 21.02.050(p)(2)(iii)(B)

- A. The proposed easement vacations are consistent with adopted City plans and policies.
- B. No parcel will be landlocked or experience unreasonable or economically prohibitive access restrictions because of the vacation.
- C. The vacation will not adversely affect public health, safety, or welfare, nor reduce the quality of public facilities or services.
- D. Adequate public facilities and services will remain available concurrently with the development.
- E. The vacation will not hinder public or City functions.

The vacation is subject to the following conditions:

1. Applicant shall pay all recording/documentary fees for the Vacation Resolution, any easement documents, and/or dedication documents.
2. Applicant shall submit a Development Improvements Agreement that provides a Financial Guarantee for construction of the replacement 8-inch line as part of the Mesa 24 Subdivision to the satisfaction of City staff.
3. The replacement 8-inch sanitary sewer line as part of the Mesa 24 Subdivision shall be installed, constructed, and accepted by the City before the easement shall be vacated.
4. The Vacation Resolution shall be simultaneously recorded with the Subdivision Plat for the Mesa 24 Subdivision, known at City File # SUB-2025-625. The Mesa 24 Subdivision plat shall include the new 20' sanitary sewer easement to be dedicated to the City of Grand Junction.
5. The vacation resolution shall be void if the above conditions have not been met within two years of the City Council's approval of the vacation.

SUGGESTED MOTION:

I move that the Planning Commission recommend conditional approval to the City Council of the vacation of the 20-foot-wide sanitary sewer easement located at 2405 Patterson Road, as requested by EVC-WDG MESA LLC, based on the findings of fact Contained in the staff report and subject to compliance with all applicable City regulations.

Attachments

1. Exhibit 1 - Development Application
2. Exhibit 2 - Legal Description
3. Exhibit 3 - Sketch
4. Draft Mesa 24 Sewer Easement Vacation Resolution

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For:

Please fill in blanks below **only** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation

Existing Zoning

Proposed Land Use Designation

Proposed Zoning

Property Information

Site Location:

Site Acreage:

Site Tax No(s):

Site Zoning:

Project Description:

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application

Digitally signed by Luke R. Spellmeier
DN: cn=Luke R. Spellmeier, o=evcdev.com, c=US
Date: 2025.02.14 15:28:45 -0600

Date

Signature of Legal Property Owner

Digitally signed by Luke R. Spellmeier
DN: cn=Luke R. Spellmeier, o=evcdev.com, c=US
Date: 2025.02.14 15:29:18 -0600

Date

HIGH DESERT SURVEYING, INC

591 25 Road, Suite B1
Grand Junction, CO 81505
Tel: 970-254-8649 Fax: 970-241-0451

EXHIBIT A **Easement Parcel Legal Description**

A parcel of land situated in the Southwest Quarter of the Southwest Quarter (SW¼ SW¼) of Section 4, Township 1 South, Range 1 West, of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, being portions of those sanitary sewer easements granted by Reception Numbers 1380945 and 1717252 and being more particularly described as follows:

COMMENCING at the Northwest corner of Lot B, Mesa Mall's Second Minor Subdivision, Reception No. 1717252, whence the Northeast corner of said Lot B bears N89°51'58"E for a basis of bearings with all bearings hereon relative thereto; thence along the North line of said Lot B, N89°51'58"E a distance of 526.55 feet to the Southwest line of City of Grand Junction right-of-way, Reception No. 2112057; thence along said Southwest line, S45°04'08"E a distance of 14.13 feet to the North line of twenty (20) foot wide sanitary sewer easements, Reception Numbers 1380945 and 1717252 and the POINT OF BEGINNING; thence continuing along said Southwest line, S45°04'08"E a distance of 10.83 feet to the East line of said Lot B; thence along said East line, S00°08'02"E a distance of 7.52 feet; thence continuing along said East line being a tangent curve to the left having a central angle of 01°52'50", a radius of 508.00 feet, an arc length of 16.67 feet, and a chord which bears S01°03'14"E a distance of 16.67 feet to the East line of said sanitary sewer easement parcel, Reception No. 1380945; thence along said East line, S11°01'10"W a distance of 489.44 feet; thence along the South line of said sanitary sewer easement, N78°58'50"W a distance of 20.00 feet to the West line of said sanitary sewer easement; thence along said West line, N11°01'10"E a distance of 497.59 feet to the South line of said sanitary sewer easement, Reception No. 1717252, thence along said South line, S89°51'58"W a distance of 424.66 feet to the West line of said sanitary sewer easement; thence along said West line, N00°08'02"W a distance of 20.00 feet to the North line of said sanitary sewer easement; thence along said North line, N89°51'58"E a distance of 434.78 feet to the POINT OF BEGINNING.

City of Grand Junction, County of Mesa, State of Colorado.

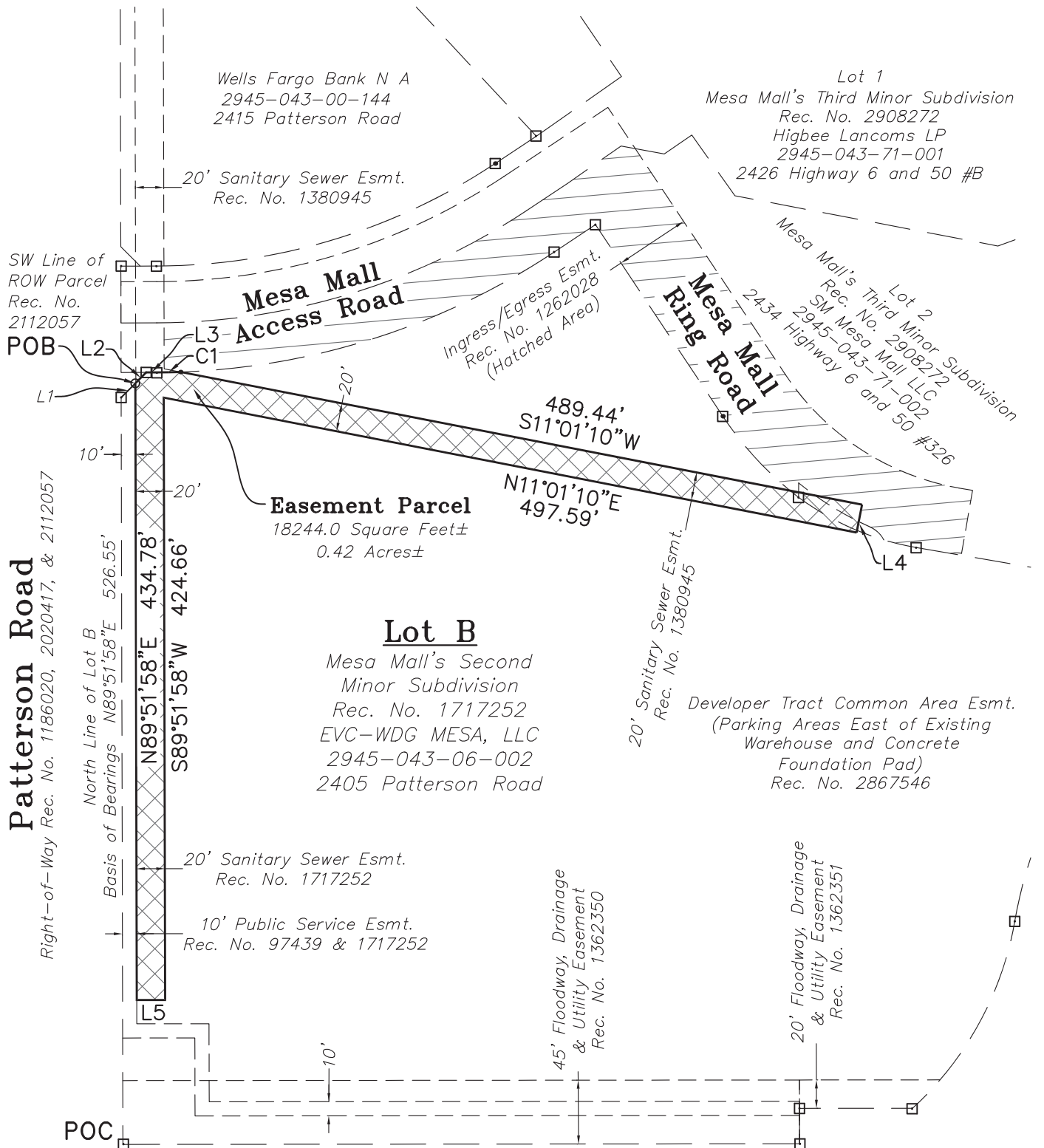
Said parcel contains an area of 18,574 square feet, 0.43 acres, more or less, as herein described.

25-35 2405 Patterson Sewer Esmt_A.doc
Prepared By: BE
J. Ben Elliott, PLS 38146
High Desert Surveying, Inc.



EXHIBIT B

Easement Parcel



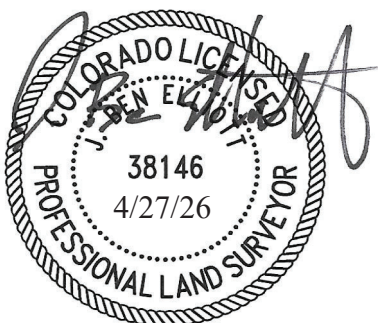
LEGEND & ABBREVIATIONS

□	FOUND BOUNDARY EVIDENCE
Rec. No.	RECEPTION NUMBER
Esmt.	EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
CH	CHORD
SW	SOUTHWEST
ROW	RIGHT OF WAY

LINE & CURVE TABLES

LINE	BEARING	DISTANCE
L1	S45°04'08"E	14.13'
L2	S45°04'08"E	10.83'
L3	S00°08'02"E	7.52'
L4	N78°58'50"W	20.00'
L5	N00°08'02"W	20.00'

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD BEARING
C1	508.00'	16.67'	1°52'50"	S01°03'14"E



SCALE: 1"=100'



High Desert Surveying, Inc.

591 25 Road, Suite B1
Grand Junction, Colorado 81505
Tele: 970-254-8649 Fax: 970-241-0451

PROJ. NO. 25-35	Surveyed	Drawn	APP'D	SHEET	OF
DATE: April, 2025	BO/SG	BE	-	1	1

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO.

A RESOLUTION VACATING A SANITARY SEWER EASEMENT FOR THE CITY OF GRAND JUNCTION LOCATED AT 2405 PATTERSON ON A 7.84 ACRE PARCEL IN A MU-2 ZONE DISTRICT

RECITALS:

EVC-WDG MESA LLC has applied for the vacation of a 20-foot-wide sanitary sewer easement located at 2405 Patterson Road in a MU-2 Zone District. If approved, the vacation will accommodate redevelopment of the property.

EVC-WDG Mesa LLC is initiating a request to vacate a 20-foot-wide sanitary sewer easement totaling approximately 18,574 sf located at 2405 Patterson Road. A 20-foot sanitary sewer easement encumbers Lot B of Mesa Mall's Second Minor Subdivision. Although a sewer line exists within the easement, it will be relocated as a result of the construction of an 8-inch sewer line as part of the Mesa 24 Subdivision. The sewer line will be physically abandoned during construction of the Mesa 24 Subdivision infrastructure. After the 8-inch sewer line is installed, constructed, and accepted by the city, a new sewer easement will be dedicated. The proposed vacation does not affect public facilities, utilities, or City functions.

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, and upon recommendation of conditional approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate the Sanitary Sewer Easement is consistent with the Comprehensive Plan and Section 21.02.050(p) of the Grand Junction Zoning & Development Code with the conditions recommended by the Planning Commission.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE FOLLOWING DESCRIBED EASEMENT IS HEREBY PARTIALLY VACATED SUBJECT TO THE LISTED CONDITIONS:

1. Applicant shall pay all recording/documentary fees for the Vacation Resolution, any easement documents, and/or dedication documents.
2. Applicant shall submit a Development Improvements Agreement that provides a Financial Guarantee for construction of the replacement 8-inch line as part of the Mesa 24 Subdivision to the satisfaction of City staff.
3. The replacement 8-inch sanitary sewer line as part of the Mesa 24 Subdivision shall be installed, constructed, and accepted by the City before the easement shall be vacated.

4. The Vacation Resolution shall be simultaneously recorded with the Subdivision Plat for the Mesa 24 Subdivision, known at City File # SUB-2025-625. The Mesa 24 Subdivision plat shall include the new 20' sanitary sewer easement to be dedicated to the City of Grand Junction.
5. The vacation resolution shall be void if the above conditions have not been met within two years of the City Council's approval of the vacation.

A parcel of land situated in the Southwest Quarter of the Southwest Quarter (SW $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 4, Township 1 South, Range 1 West, of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, being portions of those sanitary sewer easements granted by Reception Numbers 1380945 and 1717252 and being more particularly described as follows:

COMMENCING at the Northwest corner of Lot B, Mesa Mall's Second Minor Subdivision, Reception No. 1717252, whence the Northeast corner of said Lot B bears N89°51'58"E for a basis of bearings with all bearings hereon relative thereto; thence along the North line of said Lot B, N89°51'58"E a distance of 526.55 feet to the Southwest line of City of Grand Junction right-of-way, Reception No. 2112057; thence along said Southwest line, S45°04'08"E a distance of 14.13 feet to the North line of twenty (20) foot wide sanitary sewer easements, Reception Numbers 1380945 and 1717252 and the POINT OF BEGINNING; thence continuing along said Southwest line, S45°04'08"E a distance of 10.83 feet to the East line of said Lot B; thence along said East line, S00°08'02"E a distance of 7.52 feet; thence continuing along said East line being a tangent curve to the left having a central angle of 01°52'50", a radius of 508.00 feet, an arc length of 16.67 feet, and a chord which bears S01°03'14"E a distance of 16.67 feet to the East line of said sanitary sewer easement parcel, Reception No. 1380945; thence along said East line, S11°01'10"W a distance of 489.44 feet; thence along the South line of said sanitary sewer easement, N78°58'50"W a distance of 20.00 feet to the West line of said sanitary sewer easement; thence along said West line, N11°01'10"E a distance of 497.59 feet to the South line of said sanitary sewer easement, Reception No. 1717252, thence along said South line, S89°51'58"W a distance of 424.66 feet to the West line of said sanitary sewer easement; thence along said West line, N00°08'02"W a distance of 20.00 feet to the North line of said sanitary sewer easement; thence along said North line, N89°51'58"E a distance of 434.78 feet to the POINT OF BEGINNING.

City of Grand Junction, County of Mesa, State of Colorado.

Said parcel contains an area of 18,574 square feet, 0.43 acres, more or less, as herein described.

See Exhibit B.

The Conditions stated above shall be completed on or before the date two years from the date of adoption.

Passed and adopted this _____ day of _____, 2026.

ATTEST:

Selestina Sandoval, City Clerk

Laurel Cole, Mayor

DRAFT

HIGH DESERT SURVEYING, INC

591 25 Road, Suite B1
Grand Junction, CO 81505
Tel: 970-254-8649 Fax: 970-241-0451

EXHIBIT A
Easement Parcel Legal Description

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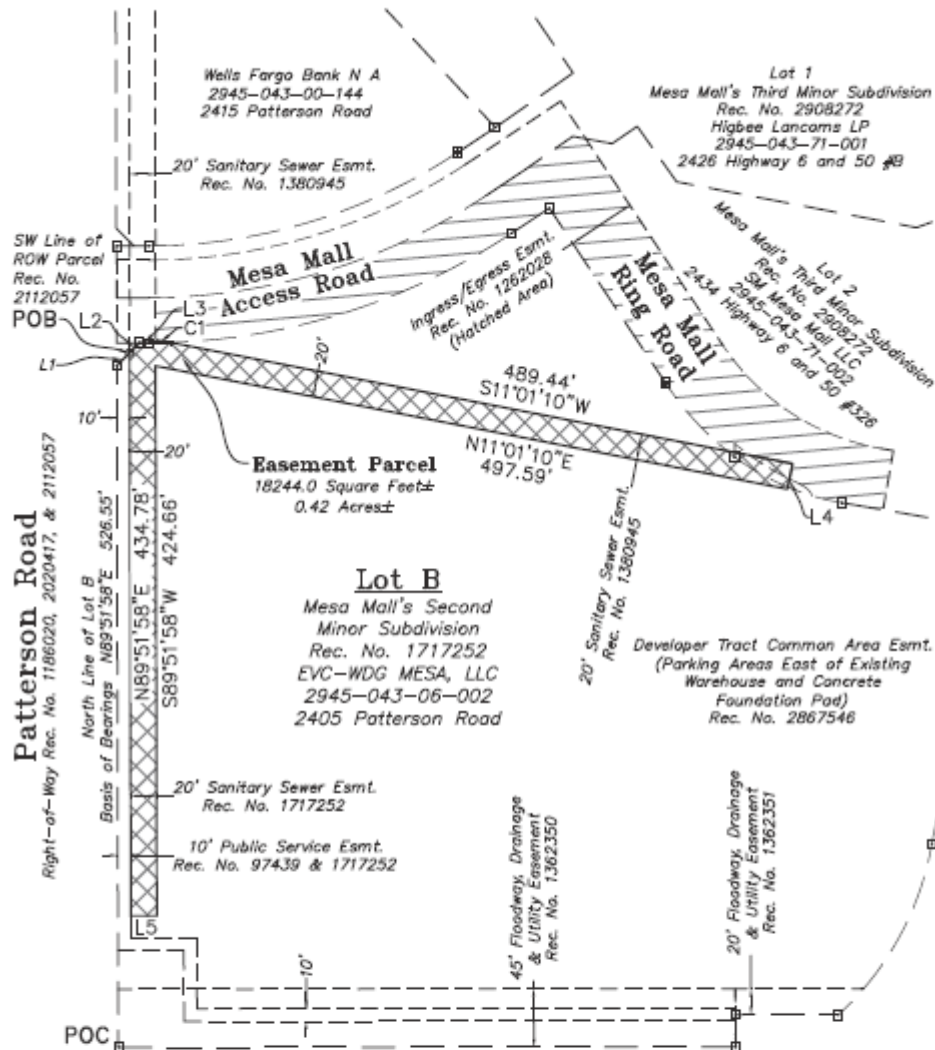
City of Grand Junction, County of Mesa, State of Colorado.

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25-35 2405 Patterson Sewer Esmt_A.doc
Prepared By: BE
J. Ben Elliott, PLS 38146
High Desert Surveying, Inc.



EXHIBIT B Easement Parcel



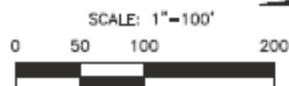
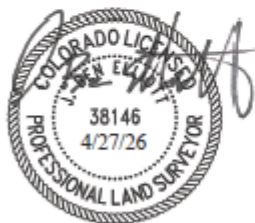
LEGEND & ABBREVIATIONS

- FOUND BOUNDARY EVIDENCE
- Rec. No. RECEPTION NUMBER
- Esmt. EASEMENT
- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- CH CHORD
- SW SOUTHWEST
- ROW RIGHT OF WAY

LINE & CURVE TABLES

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L5	N00°08'02"W	20.00'

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD BEARING
C1	508.00'	16.67'	1°52'50"	S01°03'14"E



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Grand Junction, Colorado 81505
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PROJ. NO.	25-35	Surveyed	Drawn	APP'D	SHEET	OF
DATE:	April, 2025	BO/SG	BE	-	1	1



Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: June 23, 2026
Presented By: Sam Wuebbles, Associate Planner
Department: Community Development
Submitted By: Sam Wuebbles, Associate Planner

Information

SUBJECT:

Consider a request by 4PF GZ Impact Land Fund LLC to zone 40.18 acres from Mesa County Residential Single Family – Rural (RSF-R) to Residential Low 5 (RL-5) located at 888 21 Road

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

The applicant, 4PF GZ Impact Land Fund LLC is requesting a zone of annexation to Residential Low 5 (RL-5) zone district for the Monument Vistas Annexation. The approximately 40.18 acres consists of one parcel of land located at 888 21 Road. The subject property is occupied by a single-unit residence. The property is Annexable Development per the Persigo Agreement. Annexation is requested to allow for future subdivision development. The zone district of RL-5 is consistent with the Residential Low land use category of the Comprehensive Plan. The request for annexation will be considered separately by City Council, but concurrently with the zoning request.

BACKGROUND OR DETAILED INFORMATION:

Zone of Annexation Request: The applicant, 4PF GZ Impact Land Fund LLC is requesting a zone of annexation to Residential Low 5 (RL-5) zone district for the Monument Vistas Annexation. The approximately 40.18 acres consists of one parcel of land located at 888 21 Road. The subject property is occupied by a single-unit residence. The property is Annexable Development per the Persigo Agreement. Annexation is requested to allow for future subdivision development. The zone district of RL-5 is consistent with the Residential Low land use category of the Comprehensive Plan. The request for annexation will be considered separately by City Council, but concurrently with the zoning request.

The property is currently zoned in Mesa County as Residential Single Family – Rural (RSF-R). The surrounding zoning is Mesa County Agricultural, Forestry, Transitional District (AFT) to the north, Mesa County Residential Single Family – Rural (RSF-R) and City Residential Low 4 (RL-4) to the east, City Residential Low 5 (RL-5) and Industrial Light (I-1) to the south, and Mesa County Agricultural, Forestry, Transitional District (AFT) to the west which also separates the Urban Development Boundary. Zoning will be considered for adoption by the City Council and requires review and recommendation by the Planning Commission.

The annexation area is served by Persigo sanitary sewer and Ute Water District, and all other urban amenities are available to the properties. They are located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. Tier 2 is classified as Suburban Infill. The Comprehensive Plan indicates that Annexation is appropriate in these areas for development and redevelopment in Tier 2 areas that have direct adjacency to the city limits of Grand Junction. Annexation of this parcel will introduce no immediate increase in impacts on infrastructure and City services.

The purpose of the Residential Low 5 (RL-5) zone district is to provide for a low-density development pattern that may include detached and attached dwellings along with small-scale multi-unit structures in the Residential Low future land use designation. The subject property currently holds a single-unit residence. Availability of urban services and adjacency to a Major Collector road, as identified in the Grand Junction Circulation Plan, render the property suitable for further development in accordance with allowed uses in the RL-5 zone district, which include a range of residential uses.

NOTIFICATION REQUIREMENTS

In accordance with 21.02.030(c) of the Grand Junction Municipal Code (GJMC), a Neighborhood Comment Meeting regarding the proposed Annexation and Zoning was held virtually via Zoom on January 20, 2026. The applicant's representative, City staff, and ten members of the public attended.

Notice was completed consistent with the provisions at GJMC 21.02.030(g). The subject properties were posted with an application sign on January 30, 2026. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject properties on June 12, 2026. The notice of the Planning Commission public hearing was published on June 13, 2026 in the Grand Junction Daily Sentinel.

ZONE OF ANNEXATION ANALYSIS

The criteria for review are set forth Section 21.02.050(m)(3)(ii) of the Zoning and Development Code, which provides that an applicant for rezoning has the burden of producing evidence that proves each of the following criteria:

A) Consistency. *The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.*

The proposed rezone to Residential Low 5 (RL-5) implements the following Plan principles, goals, and policies of the Comprehensive Plan:

Plan Principle 3: Responsible and Managed Growth

Goal 1: Support fiscally responsible growth and annexation policies that promote a

compact pattern of growth...and encourage the efficient use of land.
Goal 2: Encourage infill and redevelopment to leverage existing infrastructure.

The Comprehensive Plan places a priority on growth in areas identified for infill and redevelopment to effectively manage growth. This principle supports fiscally responsible policies that promote a compact pattern of growth to encourage an efficient use of land. Development is directed to areas where infrastructure is already present and the City can meet and maintain its level of service targets. This zone of annexation is supported by this plan principle because it leverages existing infrastructure and is already adjacent to existing corporate limits to the east. Further, annexation allows for additional development appropriate to the site with minimal expansion to existing infrastructure.

Intensification and Tiered Growth Plan.

The subject properties are located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. Tier 2 is classified as Suburban Infill. The Comprehensive Plan indicates that Annexation is appropriate in these areas for new development and redevelopment in Tier 2 areas that have direct adjacency to the City Limits of Grand Junction. Annexation of the subject property allows the suitable use of the property and provides development opportunities while minimizing the impact on infrastructure and City services.

Land Use Plan: Relationship to Existing Zoning

Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan. The requested zone of Residential Low 5 implements the Comprehensive Plan because it is an implementing zoning district of the Residential Low designation.

Therefore, Staff finds that this criterion has been met.

B) Development Patterns. *The proposed zoning will result in logical and orderly development pattern(s).*

The subject property currently has a single-unit dwelling. Future Residential Low development is supported for this parcel per the One Grand Junction Comprehensive Plan.

The property to the west remains outside of the Urban Development Boundary. Properties to the southwest, north, and northeast remain undeveloped. Properties to the southeast are a subdivision development with both a Residential Low 4 and 5 zone districts. The future Residential Low 5 (RL-5) subdivision is consistent with the development patterns that have been occurring in the surrounding areas.

Therefore, Staff finds that this criterion has been met.

C) Benefits. *The community or area, as decided by the reviewing body, derives an overall benefit(s) from the proposed zoning.*

A rezone to Residential Low 5 allows for future subdivision development. The proposed zoning provides overall community benefits through the addition of attainable housing in the City of Grand Junction. Future development of the property would extend sewer service and improve utilization of existing domestic infrastructure. Construction of the necessary infrastructure and subsequent residential development would also support local employment opportunities and contribute to the local economy.

Annexation and zoning of the property will allow for review of a subdivision which is an allowed use in a RL-5 zone and will provide additional land within the City limits for growth. The Persigo Agreement anticipates that such development shall occur within the City.

Therefore, Staff finds that this criterion has been met.

FINDING OF FACT AND STAFF RECOMMENDATION

After reviewing the Monument Vistas Zone of Annexation, ANX-2026-47, request for the property located at 888 21 Road from Mesa County Residential Single Family – Rural (RSF-R) to Residential Low 5 (RL-5), the following finding of fact has been made:

1. The request has met the criteria identified in Section 21.02.050(m)(3)(ii) of the Zoning and Development Code.

Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

Chair, on the Zone of Annexation request for the property located at 888 21 Road, I move that the Planning Commission forward a recommendation of approval to City Council with the finding of fact as listed in the staff report.

Attachments

1. Exhibit 1 - Development Application
2. Exhibit 2 - Annexation Plat
3. Exhibit 3 - Schedule and Summary Table
4. Exhibit 4 - Maps
5. Draft Zone of Annexation Ordinance

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For:

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation

Existing Zoning

Proposed Land Use Designation

Proposed Zoning

Property Information

Site Location:

Site Acreage:

Site Tax No(s):

Site Zoning:

Project Description:

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application

Digitally signed by Tracy States
Date: 2025.12.24 07:52:12 -07'00'

Date

Signature of Legal Property Owner



Date

STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF ~~MESA~~ Douglas

Rob Mackenzie, of lawful age, being first duly sworn, upon oath, deposes and says:

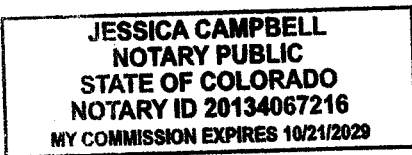
That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

[Signature]

Subscribed and sworn to before me this 20th day of January, 2026.

Witness my hand and official seal.



[Signature]
Notary Public

1745 Shea Center Dr. #150 Highlands Ranch,
Address CO 80129

My commission expires: 10/21/29

**MONUMENT VISTAS ANNEXATION
PETITION FOR ANNEXATION**

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

GENERAL LOCATION: 888 21 Road, Grand Junction, Colorado 81505

Tax ID # 2697-252-00-02

The NW¼ NW¼ of Section 25, Township 1 North, Range 2 West of the Ute Meridian,
County of Mesa, State of Colorado

This foregoing description describes the parcel; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Monument Vistas Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

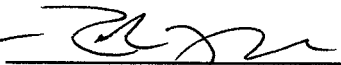
This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

4PF GZ Impact Land Fund LLC
NAME

1555 Blake Street Suite 210, Denver, CO 80202
ADDRESS



SIGNATURE

Rob Mackenzie, Vice President

1/20/26

DATE

(Monument Vistas Annexation Petition)

ALTA/NSPS LAND TITLE SURVEY

888 21 ROAD

NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN

LAND SURVEY DEPOSITS

Mesa County Surveyor's Office

Date **2/22/2023**

Deposit No. **6714-23**

Lineal Units of Measurement are U.S. Survey Foot.

MCLCS ZONE "6VA"
TRANSVERSE MERCATOR PROJECTION
POINT OF ORIGIN (NAD83) AND CENTRAL MERIDIAN:
LATITUDE: 34°06'22.72146N
LONGITUDE: 106°32'01.435524W
NORTHING: 30,000FT
EASTING: 100,000FT
SCALE FACTOR: 1.00002181719
PROJECT/SCALE FACTOR HEIGHT: 4644FT (NAVD83)

BASIS OF BEARINGS

The bearings hereon are grid bearings of the Mesa County Local Coordinate System, 6VA, as defined at http://map.mesacounty.us/gps_survey/GVAZONE.htm, determined by GPS observation of the west line of the northwest quarter of the northwest quarter of Section 25, Township 1 North, Range 2 West of the Ute Meridian. The north sixteen corner of said Section 25 and 26 being a 2.5" illegal brass cap, and the northwest corner of said Section 25 being a 2.25" brass cap marked "16-4" bearing North 00°00'02" West, as shown hereon.

LEGEND

- ALLOTMENT MONUMENT AS NOTED
- STORM MANHOLE
- SANITARY MANHOLE
- WATER METER
- TELEPHONE PEDESTAL/FULL BOX
- EASEMENT LINE
- PARCEL LINE
- ROW LINE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF CONCRETE
- STRUCTURE
- FLOW LINE
- UNDERGROUND TELEPHONE
- GAS LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD ELECTRIC LINE
- STORM LINE
- WOOD FENCE
- CHAIN LINK/IRON FENCE
- FENCE
- POWDER POLE
- GUY ANCHOR
- DECIDUOUS TREE
- IRRIGATION RISER
- MAIL BOX
- WATER SPIGOT
- GRAND JUNCTION DRAINAGE DISTRICT EASEMENT

ALTA TABLE A	
ITEM	OPTIONAL SURVEYOR RESPONSIBILITIES & SPECIFICATIONS
1	MONUMENTS PLACED (OR A REFERENCE MONUMENT OR WITNESS TO THE CORNER) AT ALL MAJOR CORNERS OF THE BOUNDARY OF THE PROPERTY, UNLESS ALREADY MARKED OR REFERENCED BY EXISTING MONUMENTS OR WITNESSES IN CLOSE PROXIMITY TO THE CORNER. - SHOWN HEREON
2	ADDRESS: 888 21 ROAD, GRAND JUNCTION, CO 81505
3	FLOOD ZONE CLASSIFICATION: SELECTED PROPERTY IS LOCATED IN FLOOD ZONE "X" (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FLOOD INSURANCE RATE MAP FOR COLORADO, COLORADO AND INCORPORATED AREAS, MAP NUMBER 0007200445F, REVISED JULY 6, 2010.
4	GROSS LAND AREA: 20.111 ACRES AS SURVEYED
5	VERTICAL RELIEF: FROM GROUND SURVEY; CONTOUR INTERVAL: 15'; BENCHMARK: NORTHWEST 1/6TH SECTION 25, ELEVATION = 4547.81 (NAVD 83 DATUM)
18	PLOTTABLE OFFSITE (I.E. APPURTINANT) EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR AS PART OF THE SURVEY PURSUANT TO SECTIONS 5 AND 6 (AND APPLICABLE SELECTED TABLE A ITEM(S) (CLIENT TO OBTAIN NECESSARY PERMISSIONS)). - SHOWN HEREON
19	PROFESSIONAL LIABILITY INSURANCE POLICY: NOT ADDRESSED ON THE FACE OF THE PLAT OR MAP; CERTIFICATE OF INSURANCE AVAILABLE UPON REQUEST.

TITLE POLICY SCHEDULE B EXCEPTIONS

1-1. STANDARD EXCEPTIONS OMITTED AS THEY ARE STANDARD EXCEPTIONS

2. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES TOGETHER WITH THE RIGHT OF PRORPRIETOR TO EXTRACT AND REMOVE HIS ORE THEREFROM SHALL BE SAID RIGHTS RESERVED TO THE UNITED STATES PATENT RECORDED SEPTEMBER 3, 1901 IN BOOK 10 TO PAGE 341 (NOT CHARTERED)
4. RIGHT OF WAY FOR COUNTY ROADS AND THE RIGHTS OF THE PUBLIC TO USE SAID ROADS AS EVIDENCED BY DOCUMENT RECORDED AUGUST 1, 1951 IN BOOK 114 AT PAGE 521 (21 ROAD AND 1 ROAD) (SHOWN HEREON PETITIONED R-0-W)
10. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF AGREEMENT, RECORDED FEBRUARY 04, 1951 IN BOOK 122 AT PAGE 400, (NOT CHARTERED)
11. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF UTILITY LOCATION PERMIT, FILED BY MOUNTAIN BELL, RECORDED JULY 24, 1975 IN BOOK 1041 AT PAGE 404 (AMBIGUOUS DESCRIPTION: "PARALLEL TO AND EAST OF 21 ROAD")
12. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF EASEMENT AND AGREEMENT, IN FAVOR OF THE GRAND JUNCTION DRAINAGE DISTRICT, RECORDED OCTOBER 05, 1980 IN BOOK 1808 AT PAGE 117 (NOTE: A PORTION OF SAID EASEMENT WAS ABANDONED IN INSTANT RECORDED JANUARY 4, 2004 IN BOOK 3566 AT PAGE 624. (SHOWN HEREON))
13. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS SHOWN ON IMPROVEMENT SURVEY PLAT DATED MARCH 01, 2012 PREPARED BY SURVEYOR, INC. 208 & 209 ROAD (A) FENCE LINE INSIDE PROPERTY BOUNDARY ALONG ALL SIDES (B) WATER METER ON WESTERLY BOUNDARY INSIDE DRAINAGE EASEMENT (C) UTILITY RIGID IN NORTHWEST AND NORTHWEST PORTIONED IRRIGATION VALVES IN WEST CENTRAL PORTION AND ALONG EASTERLY BOUNDARY (D) TWO HYDRAULIC IN CENTRAL PORTION (E) IRRIGATION PIPE IN EAST CENTRAL PORTION (F) OVERHEAD POWER LINES ALONG WESTERLY AND NORTHWEST BOUNDARIES OF SUBJECT PROPERTY. (SAID IMPROVEMENT SURVEY PLAT HAS BEEN REVIEWED BY THE HEREON SHOWN SURVEYOR)

Recorded Description of Surveyed Property (Reception Number: 2626485)

The N1/4 N1/4 of Section 25, Township 1 North, Range 2 West of the Ute Meridian, County of Mesa, State of Colorado.

GENERAL NOTES
This survey plat does not constitute a title search by the undersigned surveyor or River City Consultants, Inc. and no certification as to title or ownership of any parcels shown hereon is made by either. All information regarding ownership, rights-of-way easements of record, easements, and other documents that may affect the quality of title to this property is from a title commitment prepared by Land Title Guarantee Company (SLR050527), dated March 6, 2022. Other documents may exist which could affect this property.

This plat is a graphical representation of the professional opinion of the undersigned surveyor of the location of the property as described in the title documents referenced hereon. The bearings of the boundary lines on the drawing represent the true description rotated to grid north of the Mesa County Local Coordinate System (MCLCS). The geometric integrity of the lines has been preserved except where they yield to record monuments and/or senior or controlling lines.

Subsurface and environmental conditions were not examined or considered as a part of this survey. No statement is made concerning the existence of underground or above ground containers vessels that may affect the use or development of this land.

Adaptor ownership information was obtained from the City of Grand Junction City Map on April 25, 2022. No certification to the accuracy of this data is made by this surveyor.

REQUIRED CERTIFICATION

To Rob Mackenzie, and Land Title Guarantee Company and each of their respective successors and/or assigns:
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6, 9, 10 and 11 of Table A thereof. The field work was completed on 20/04/2022.

This statement is not a guaranty, either expressed or implied.

ABBREVIATIONS:

- MCSM - MESA COUNTY SURVEY MONUMENT
- W.C. - WITNESS CORNER
- AC - ACRES
- N - NORTH
- E - EAST
- S - SOUTH
- W - WEST
- NO. - NUMBER
- PLS - PROFESSIONAL LAND SURVEYOR
- BL - ELEVATION
- R-O-W - RIGHT-OF-WAY
- REC - RECEPTION



ALTA/NSPS LAND TITLE SURVEY

888 21 ROAD
NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 25,
TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN

Sheet 1 of 1 Date: 02/24/2022 Job No: 2063-00
Drawn: ACT Checked: BDM

Drawing name: \N:\MCSM\2022\888 21 Road\888 21 Road.dwg



RIVER CITY CONSULTANTS
215 Pitkin Avenue, Unit 201 Grand Junction, CO 81501
Phone: 970.241.4722 Fax: 970.241.8841

DEPOSIT 6714-23

**- General Project Report –
Rezone
Monument Vistas Annexation & Zoning**

**881 21 Road
Grand Junction, CO
Tax Parcel No. 2697-252-00-002
Owner(s): 4PF GZ Impact Land Fund LLC**

January 22, 2026

A. Project Description:

Location: The parcel is located on the southeast corner of 21 Road and I Road, at 888 21 Road.

Acreage: The parcel is approximately 39.97 acres.

Proposed Use: The applicant would like to rezone the parcel from County RSF-R (1 dwelling unit per 5 acres) to City RL-5 (3-5.5 dwelling units per acre) in conjunction with the Comprehensive Plan designation of Residential Low. Development is occurring at RL-4 and RL-5 densities directly to the east and southeast.

B. Public Benefit

The public benefits would be the addition of attainable housing in an area that is desirable and will extend utilities (sewer) at the expense of the developer, reducing the amount of additional City investment required and the burden on taxpayers. In the short term, construction of infrastructure and homes will contribute to the local economy.

C. Neighborhood Meeting

A neighborhood meeting was held via a Zoom meeting on January 20, 2026. A summary of the meeting is included with this submittal.

D. Project Compliance, Compatibility, and Impact

1) Adopted plans and/or policies:

The requested RL-5 zoning is an appropriate zone district for the Residential Low Category. The future development of the parcel at RL-5 zoning would be designed to be compliant with the Grand Junction Municipal code requirements. The project would

promote Plan Principle 3, Responsible and Managed Growth. The parcel is located in Tier 2 but is adjacent to Tier 1 development of the tiered growth managed areas.

Principle 3, Responsible and Managed Growth;

Policy 1. Intensification and Tiered Growth.

Support the efficient use of existing public facilities and services by directing development to locations where it can meet and maintain the level of service targets as described in Chapter 3, Servicing Growth. Prioritize development in the following locations (in order of priority). Periodically consider necessary updates to the tiers which are; Tier 1, Urban Infill; Tier 2, Suburban Infill; Tier 3, Rural Areas and County Development.

Response: The subject parcel is located in Tier 2 of the Urban Development boundary but is adjacent to Tier 1 development. Development of this parcel at a density designated by the Comprehensive Plan will allow for the extension of utilities (sewer) at the developer's expense, lessening the financial burden on both the city and taxpayers of the extension of services in this suburban area. This parcel is on the outskirts of the Tier 2 service level, which extends to I ½ Road, and the development of this project will further define the service area.

The parcel directly to the south has approval for a minor subdivision which will be recorded in the near future and is in process of a Comprehensive Plan Amendment with the goal of rezoning the north half to RL-5, leaving the southern half zoned industrial. This creates a more logical order of development from industrial to low density residential to rural development. The rezoning and annexation of this parcel will allow this parcel to participate with the parcel to the south working in tandem to extend sewer

2) Land use in the surrounding area:

Land use in the surrounding area includes:

AFT (county) to the north.

RSF-R (county) and RL-4 (city) to the east.

I-1 (city) and RL-5 (city) to the north.

AFT/Buffer Zone (county) to the west.

3) Site access and traffic patterns:

The parcel has direct access to 21 Road, which provides direct access to Hwy 6 & 50 to the south. Hwy 6 & 50 provides access to services and recreation (Canyon View Park) along the 24 Road and Patterson Road corridors in proximity to the southeast and continues southeast along Hwy 6 & 50. The annexation and zoning request will have no effect on existing traffic patterns.

4) Availability of utilities, including proximity of fire hydrants-

The subject parcel is or will be served by the following:
Ute Water
City of Grand Junction Sewer (once annexed and zoned)
Xcel Energy (gas)
Grand Valley Power (electric)
Grand Valley Irrigation Company
Grand Valley Drainage District
City of Grand Junction Fire – Station 3 (once annexed and zoned)
Charter/Spectrum (Cable)
CenturyLink/Lumen (Phone)

All utilities exist to the subject parcel, with the exception of sewer, which will be extended upon annexation/zoning/development. A Fire Flow Form will be obtained when a development application is made to indicate the proximity of fire hydrants.

5) Special or unusual demands on utilities (high water or sewage quantities, grease, or sediment contribution, pre-treatment needs, etc.):

There will be no special or unusual demands on utilities as a result of the annexation and zoning.

6) Effects on public facilities (fire, police, sanitation, roads, parks, schools, irrigation, etc.):

Annexation and zoning will have no adverse effect on public facilities.

7) Hours of operation:

N/A for annexation and zoning, but future use will be typical of residential development.

8) Number of employees:

This criterion is not applicable for this submittal.

9) Signage:

This criterion is not applicable for this submittal.

10) Site Soils Geology (such as per SCS soils mapping):

This criterion is not applicable for this submittal.

11) Impact of project on site geology and geological hazards:

None are anticipated.

E. Must address the review criteria contained in the Zoning and Development Code for the type of application being submitted.

Section 21.02.040 (b)(2) of the Zoning and Development Code:

(i) The application complies with all provisions of this code;

The request is in compliance with the zoning and development code.

(ii) The application is consistent with the Comprehensive Plan;

The requested zoning of RL-5 is consistent with the Comprehensive Plan and surrounding development.

(iii) The application complies with any other approvals on the property;

There are no prior approvals associated with the parcel.

(iv) The application complies with or will comply with other City, state, and federal regulations;

Not applicable to this request.

(v) The property is not subject to a pending notice of violation or legal action as a result of a violation of any federal, state county, or city land use law or administrative rule.

None of these conditions exist with regards to this project.

(iv) Public facilities and utilities shall be available concurrently with the development.

All public facilities and utilities will be available, concurrently with the annexation and zoning request.

Section 21.02.050 (c)(4) Review Criteria for Annexation:

(i) The annexation complies with the Municipal Annexation Act of 1965, as amended (§ 31-12-101 C.R.S., et seq.). Contiguity is presumed to satisfy the eligibility requirement of § 31-12-104 C.R.S.

The annexation meets the 1/6th contiguity requirements with city limits.

(ii) The proposed zoning is appropriate, based upon consideration of the following factors:

(A) The proposed zoning is consistent with the Comprehensive Plan designation of the property; and

The proposed zoning of RL-5 implements the Comprehensive Plan designation of Residential Low.

(B) The proposed land uses are consistent with the purpose and intent of the proposed zone district.

Single family residential development is consistent with the RL-5 zone district.

(iii) The annexation will not limit the ability to integrate surrounding land into the City or cause variances or exceptions to be granted if the adjacent land is annexed or developed.

The annexation and zoning of the parcel would actually facilitate eligibility of surrounding, adjacent parcels that want to annex and develop within city limits. No variances or exceptions would need to be granted if adjacent land is annexed and developed.

(iv) The landowner has waived in writing any preexisting vested property rights as a condition of such annexation.

There are no preexisting vested property rights associated with this parcel but the landowner waives these rights.

Section 21.02.050 (m)(3)(ii) Review Criteria for Rezoning:

A. Consistency. The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.

The requested RL-5 zoning is consistent with the Residential Low future land use designation. The Residential Low designation is appropriate for RL-4 and RL-5 zone districts.

B. Development Patterns. The proposed zoning will result in logical and orderly development pattern(s).

The rezone request and subsequent development at RL-5 standards will allow better use of this underutilized parcel and is consistent with surrounding development to the east and southeast.

C. Benefits. The community or area, as decided by the review body, derives an overall benefit(s) from the proposed zoning.

The community will derive benefits from the addition of attainable housing in a desirable part of Grand Junction. The eventual development of the parcel would extend services (sewer) and make better use of existing infrastructure (domestic water). The eventual construction of infrastructure and subsequent housing would provide local jobs and contribute money to the local economy in the short term.

F. Development Schedule

This criterion is not applicable for this submittal.

**Summary – 881 21 Road Annexation & Zoning – Public Comment Meeting
Tuesday, January 20th, VIA Zoom at 5:30 PM**

There were 11 attendees, including Tracy States, Project Coordinator with River City Consultants, Inc. and Thomas Lloyd, Planning Manager with the City of Grand Junction

Residential Development Annexation Proposal

Tracy presented a project to annex and rezone a 39.97-acre property located at 888 21 Road, requesting annexation into the City of Grand Junction and implementing a residential low designation with RL-5 zoning. Thomas Lloyd, the Planning Manager for the City of Grand Junction, was present to answer technical questions. A resident expressed concerns about formal protesting options, as they live across the street and fear the development will impact road infrastructure. Tracy explained that protests/comments can be made during the upcoming public hearings with the planning commission and city council.

Annexation Notice Process Discussion

The meeting discussed the process for notifying residents about upcoming meetings regarding annexation and zoning changes. Tracy explained that postcards would be sent out by the city, with a 10-day advance notice required by code to surrounding properties within 500'. The discussion also covered the potential impact of the development on local streets. Tracy clarified that a separate administrative application process for the subdivision will be made regarding the subdivision of the parcel and another neighborhood information meeting will be held once a plan is created. Required investigations, such as traffic studies and drainage could be required.

Persigo Annexation Agreement Discussion

The meeting focused on the Persigo agreement between the city and county, which requires annexation into the city for certain levels of development to avoid duplication of services. Thomas clarified that the agreement was negotiated in 1997 and is not being forced by the city alone, but both parties must adhere to it. Shawn expressed concerns about the inability to tap into sewer lines and the challenges of developing their property due to the agreement, while Thomas acknowledged these issues but emphasized the importance of following the existing agreement.

Groundwater Challenges in Sewer Project

The group discussed concerns about groundwater issues affecting sewer installation and drainage in the area, with Dee highlighting multiple cave-ins and safety problems during sewer line digging in 21 ½ Road. Residents stated they did not want to be annexed. Tracy

explained that annexation is only triggered if the property owner(s) wish to develop their property, and both Planning Commission and City Council hearings would be held to allow public input. The discussion concluded with Tracy outlining the process for project approval, including neighborhood meetings and website information availability.

Rural Annexation and Zoning Concerns

The meeting focused on concerns regarding annexation and zoning changes in a rural area. One of the attendees stated that the current zoning allows for one house per five acres, with farm animals permitted. Tracy confirmed and clarified that annexation into the city of Grand Junction is required to create additional lots. The group discussed the need for broader community notification, with Dee suggesting that the neighborhood take responsibility for extending notifications beyond the current 500' requirement. Tracy provided an update on the timeline for the annexation process, noting that it could take several months before public hearings are scheduled.

With no new discussion, the meeting adjourned at 6:00 PM

zm

Participants (11)

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□

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Q

Find a participant

Joined (11) ▾

TS

Tracy States (Host, me)

↑

🎤

📺

M

Michelle

🎤

📺

📞

16618601964

📞

📞

17208549086

📞

RM

read.ai meeting notes

🗎

🎤

DI

Dee's iphone

🔇

📺

K

Kleewein's

🔇

📺

LK

Louise Kuipers

🔇

📺

MW

Matthew Welch

🔇

📺

ST

Shawn Tammy Edinger

🔇

TL

Thomas Lloyd

🔇

📺

Not joined (4) >

Invite

Mute all

⋮

4PF GZ IMPACT LAND FUND LLC
PATRICK VAHEY
1555 BLAKE ST STE 210
DENVER CO 80202

AUSTIN JEFFREY B
AUSTIN MELANIE M
893 21 RD
FRUITA CO 81521

BABCOCK JAMES C
883 CANYON BROOK ST
GRAND JUNCTION CO 81505

BALLEWEG JEREMY
BALLEWEG MELANIE
2130 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

BERGER JAMES LEO
BERGER LINDA SUE
2126 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

BLAIR RONALD JOHN
BLAIR CHERYL A
863 21 RD
FRUITA CO 81521

BROOKFIELD FILING 3 & 4 LLC
BROOKFIELD MIXED USE 35 LLC
1111 S 7TH ST
GRAND JUNCTION CO 81501

BROOKFIELD NORTH HOMEOWNERS
ASSOCIATION
591 25 RD UNIT B1
GRAND JUNCTION CO 81505

BROOKFIELD SOUTH RESIDENTIAL
HOA INC
2571 I 1/2 RD
GRAND JUNCTION CO 81505

CADWELL JOHN
GLASSER STEVEN
887 CANYON BROOK ST
GRAND JUNCTION CO 81505

CAROL L TODD LIVING TRUST DATED
DEC 10 2013
2096 I RD
FRUITA CO 81521

CHISM TROY D
CHISM DANIELLE R
779 FOXFIRE CT
GRAND JUNCTION CO 81505

CITY OF GRAND JUNCTION
THOMAS LLOYD
250 N 5TH ST
GRAND JUNCTION CO 81501

COMPTON RICHLYN L
2130 TIMMERLAND AVE
GRAND JUNCTION CO 81505

DIMMICK ORRIN
DIMMICK STEPHANIE
2128 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

DRP BOOKBINDER MULTISTATE LLC
1100 W TRAVERSE PKWY UNIT 300
LEHI UT 84043

EDINGER TAMMY S
EDINGER SHAWN H
889 21 1/2 RD
GRAND JUNCTION CO 81505

EDWARDS PATRICK T
EDWARDS LINDA J
891 21 RD
FRUITA CO 81521

FRARY MICHAEL LADD
FRARY CHLOANN MICHELLE
825 SULPHUR CREEK RD
MEEKER CO 81641

GRAHAM BRITTANY
2125 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

HERNANDEZ JESUS M
HERNANDEZ MARTHA E
875 21 RD
FRUITA CO 81521

HICKMAN LINDA S
2126 I RD
GRAND JUNCTION CO 81505

HIRSCH SKYLER
BOWNS TAYLOR
2133 TIMMERLAND AVE
GRAND JUNCTION CO 81505

IRIZARI MELANIE
GLASSBURN TIMOTHY M & DENISE
2128 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

JOHNSON STEPHEN ANTHONY
JOHNSON LISA ANN
2126 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

KARREN MAXWELL
NETZAHUALCOYOTL
KARREN KIMBERLY ANN
2129 TIMMERLAND AVE
GRAND JUNCTION CO 81505

KEITH B EGAN & PAULA M EGAN
REVOCABLE TRUST
2134 MOON BEAM PL
GRAND JUNCTION CO 81505

KINGSLEY STEPHANIE
POLA GREG W
2134 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

KLEEWEN JASON A
KLEEWEN CATHERINE A PAYTON
2125 I RD
GRAND JUNCTION CO 81505

KUIPERS LOUISE E
NOLAN JAMES A
2131 TIMMERLAND AVE
GRAND JUNCTION CO 81505

LANNAN JOHN R III
LANNAN SOPHIA W
2128 TIMMERLAND AVE
GRAND JUNCTION CO 81505

MANTHEI ROWAN JURGENS
101 RAINBOW DR UNIT 4928
LIVINGSTON TX 77399

MEEKS ASHLEIGH K H
MEEKS SAMUEL E P
2126 TIMMERLAND AVE
GRAND JUNCTION CO 81505

MILES TRUST DATED MAR 26 2008
12014 RD 42
MANCOS CO 81328

OLIN NICOLE
OLIN JEFFREY
2127 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

OTTOMAN JASON
OTTOMAN AMANDA
895 21 RD
FRUITA CO 81521

PEACOCK KELLY L
PEACOCK KIMBERLY E
2131 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

PLUNK RALPH R JR
PLUNK KATHY F
2132 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

POLLARD STEPHEN
BURNS MEGAN
2132 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

RIVER CITY CONSULTANTS INC
TRACY STATES
215 PITKIN AVE STE 201
GRAND JUNCTION CO 81501

SENERGY BUILDERS
DARIN CAREI
1111 S 7TH ST
GRAND JUNCTION CO 81501

SMELSER MATTHEW R
SMELSER CHELSEY M
2116 I RD
GRAND JUNCTION CO 81505

SMITH CAITLIN
879 CANYON BROOK ST
GRAND JUNCTION CO 81505

TRUSCOTT BRIEN L
HORNE VICTORIA A
2129 BLOOMFIELD AVE
GRAND JUNCTION CO 81505

WALT LINDSEY
CISAR DEVON J
881 CANYON BROOK ST
GRAND JUNCTION CO 81505

WELCH MATT
WELCH AUNA
885 CANYON BROOK ST
GRAND JUNCTION CO 81505

WHETSTONE DUSTIN E
PO BOX 2787
GRAND JUNCTION CO 81502

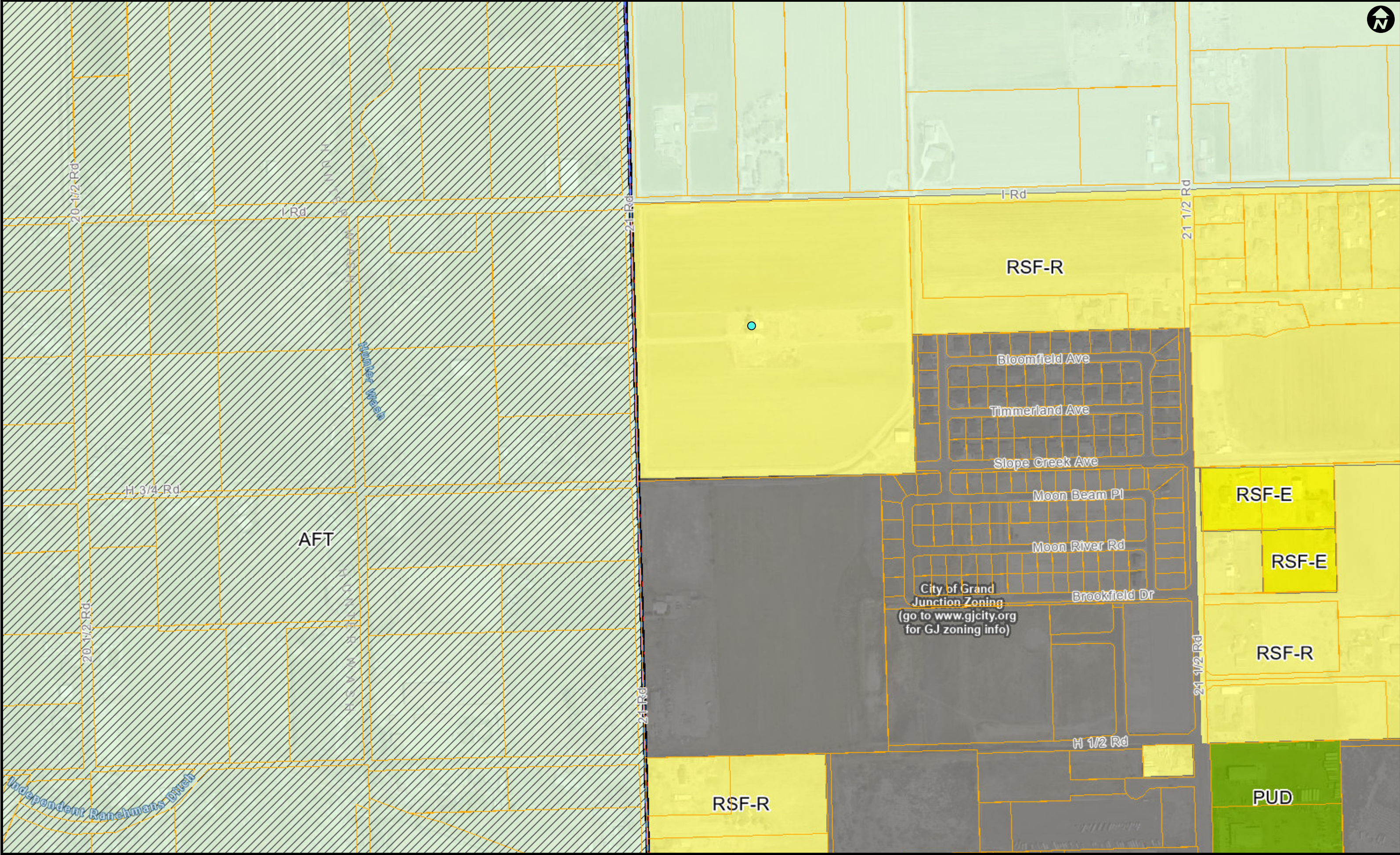
WRIGHT MARTIN E
WRIGHT ADRIANE M
2135 MOON BEAM PL
GRAND JUNCTION CO 81505

YENTER REX A
YENTER DIETRA F
2102 I RD
GRAND JUNCTION CO 81505

Location Map

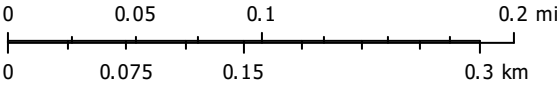


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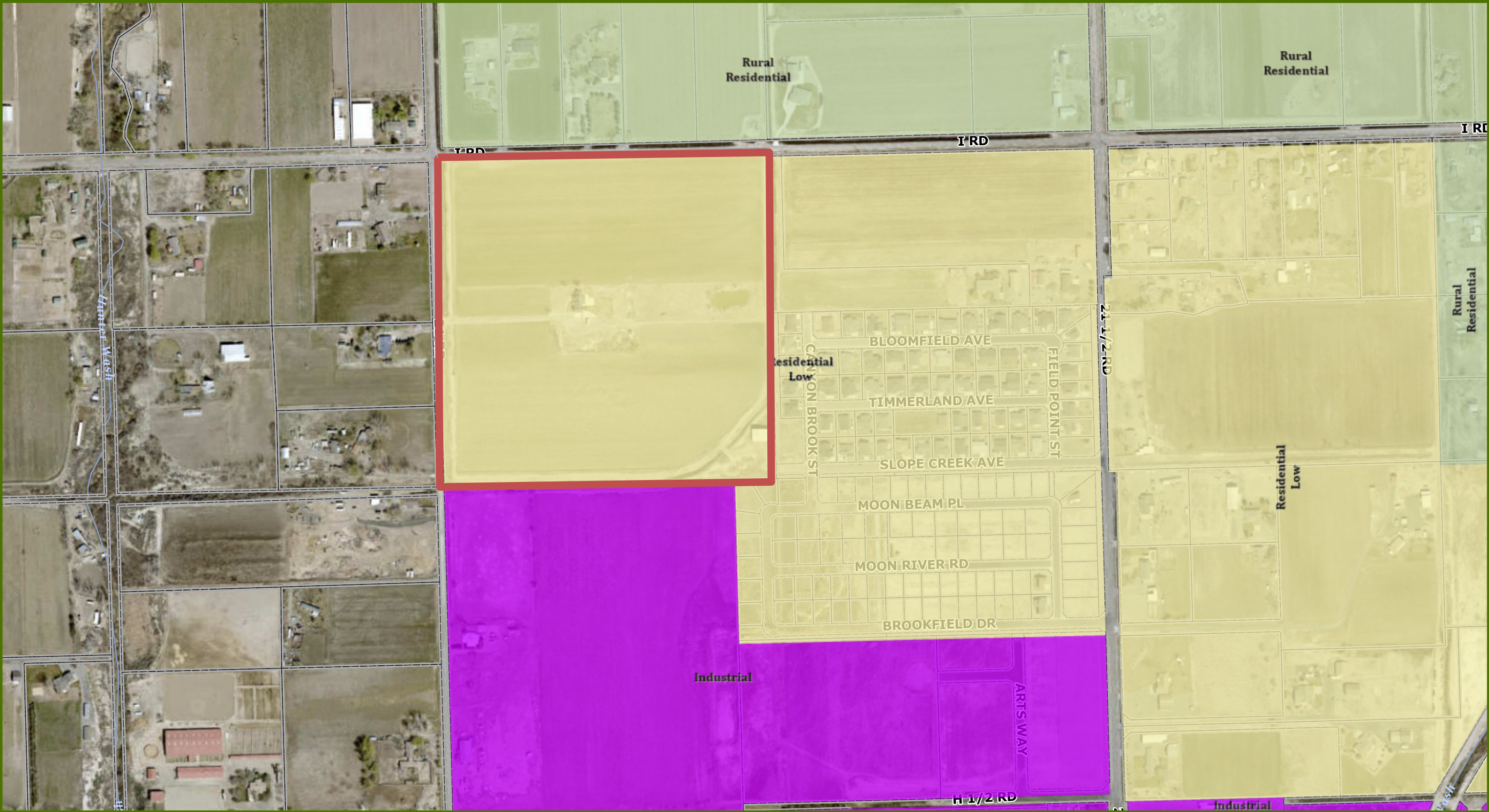


The Geographic Information System (GIS) and its components are designed as a source of reference for answering inquiries, for planning and for modeling. GIS is not intended or does not replace legal description information in the chain of title and other information contained in official government records such as the County Clerk and Records office or the courts. In addition, the representations of location in this GIS cannot be substitute for actual legal surveys. The information contained herein is believed accurate and suitable for the limited uses, and subject to the limitations set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of this information.

Existing County Zoning



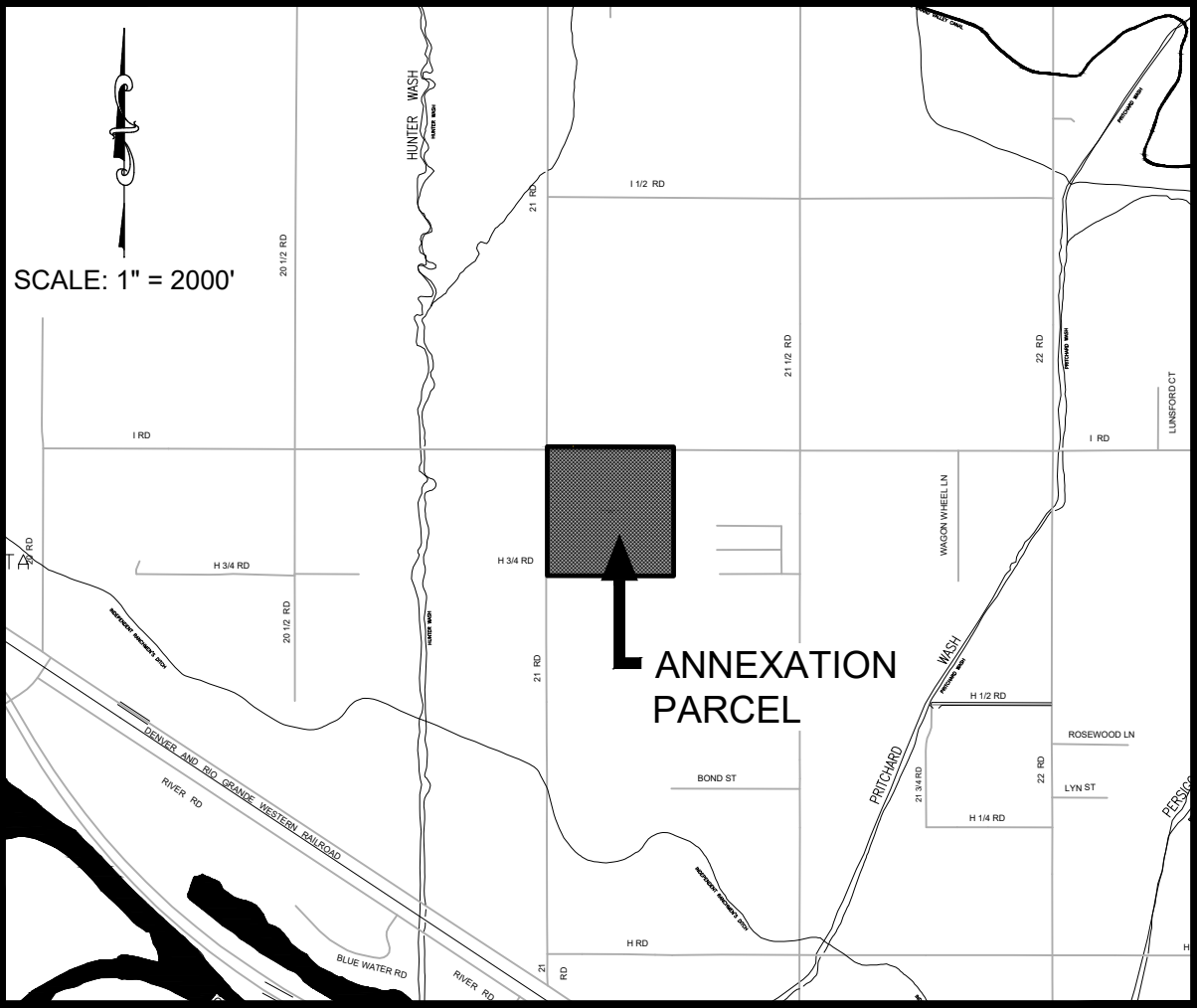
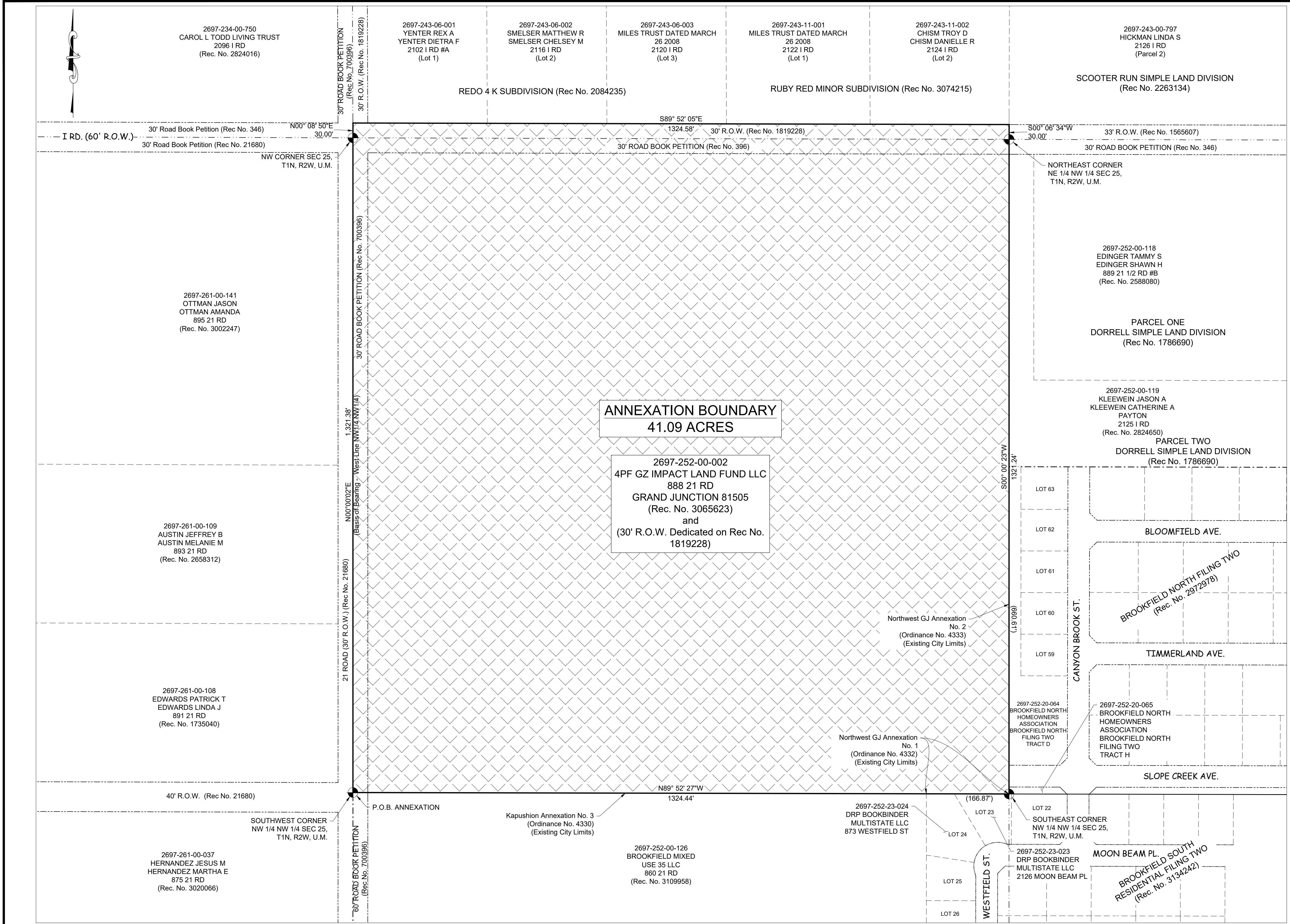
Comprehensive Plan (Future Land Use)



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MONUMENT VISTAS ANNEXATION

NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 25 and the
SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN



SITE LOCATION MAP

LEGAL DESCRIPTION

A parcel of land described in a deed filed at Reception Number 3065623 and a portion of the right of way dedicated on Quarter Circle Ranch Simple Land Division same as recorded at Reception Number 1819228, located in the Northwest Quarter of the Northwest Quarter (NW 1/4 NW 1/4) of Section 25 and the Southwest Quarter of the Southwest Quarter (SW 1/4 SW 1/4) of Section 24, Township 1 North, Range 2 West, Ute Meridian, Mesa County, Colorado being more particularly described as follows:

Beginning at the Southwest corner of said NW 1/4 NW 1/4 of Section 25 whence the Northwest corner of said Section 25 bears N00°00'02"E based on the Mesa County Local Coordinate System, GVA with all bearings contained herein relative thereto; thence N00°00'02"E a distance of 1321.38 feet to said Northwest corner of Section 25; thence N00°08'50"E along the west line of said Southwest Quarter of Southwest Quarter (SW 1/4 SW 1/4) of Section 24 30.00 feet to the north line of the 1 Road Right of Way dedicated on said Quarter Circle Ranch Simple Land Division; thence S89°52'05"E along said north Right of Way line a distance of 1324.58 feet to a point on the east line of said SW 1/4 SW 1/4 of Section 24; thence S00°06'34"W along said east line a distance of 30.00 feet to the Northeast corner of said NW 1/4 NW 1/4 of Section 25; thence S00°00'23"W a distance of 1321.24 feet along the east line of said NW 1/4 NW 1/4 a portion of said east line being the west boundary of Northwest GJ Annexation No. 2 (Ordinance Number 4333) to the Southeast corner of said NW 1/4 NW 1/4 of Section 25; thence N89°52'27"W a distance of 1324.44 feet along the south line of said NW 1/4 NW 1/4 of Section 25 a portion of said south line being a portion of the north line of Northwest GJ Annexation No. 1 (Ordinance Number 4332) and the north line of Kapushion Annexation No. 3 (Ordinance Number 4330) to the Point of Beginning.

Said parcel contains 41.09 Acres (1,789,835 Square Feet) more or less, as described.

AREAS OF ANNEXATION

ANNEXATION PERIMETER	5,351.64 FT.
CONTIGUOUS PERIMETER	1,985.04 FT.
AREA IN SQUARE FEET	1,789,835 FT ²
AREA IN ACRES	41.09 AC.
AREA WITHIN R.O.W.	118,217 SQ. FT.
	2.71 AC.
AREA WITHIN DEEDED R.O.W.	39,738 SQ. FT.
	0.91 AC.

LEGEND

ANNEXATION BOUNDARY	
ANNEXATION AREA	
EXISTING CITY LIMITS	
EXISTING PARCEL LINE	
EXISTING R.O.W. LINE	
EXISTING SECTION LINE	

SURVEY ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT	SQ. FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING	U.M.	UTE MERIDIAN
R.O.W.	RIGHT OF WAY	NO.	NUMBER
SEC.	SECTION	REC.	RECEPTION
T.	TOWNSHIP	AC.	ACRES
R.	RANGE		

ORDINANCE NO.
X

EFFECTIVE DATE
X

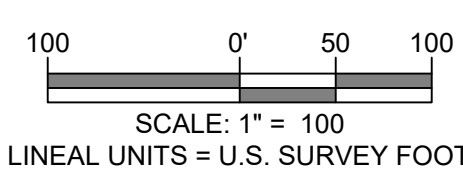
NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLATS, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

RENEE BETH PARENT
STATE OF COLORADO - P.L.S. NO. 38266
FOR THE CITY OF GRAND JUNCTION
244 NORTH 7TH STREET
GRAND JUNCTION, CO 81501

G:\Data\SURVEY\Annexations\2026\Monument Vistas CAD\Monument Vistas Annexation Boundary DJM 2-18-26.DWG - PLOTTED 2026-03-13

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: DJM DATE: 03/13/2026
REVIEWED BY: RBP DATE: 03/13/2026
CHECKED BY: ABL DATE: 03/13/2026
APPROVED BY: RBP DATE: 03/13/2026

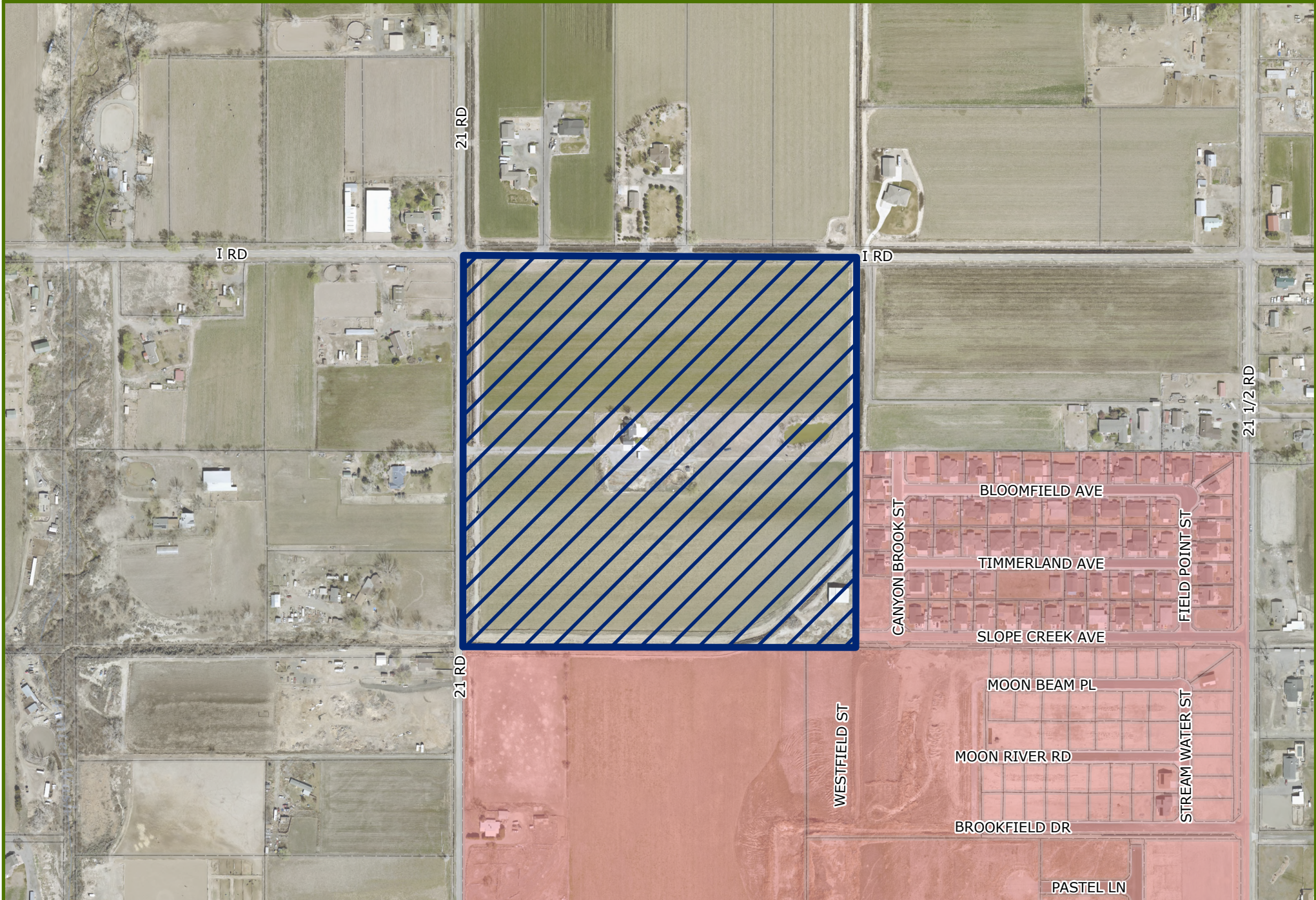


Engineering & Transportation
Department
244 North 7th Street - Grand Junction, CO. 81501

MONUMENT VISTAS ANNEXATION
NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 25 and the
SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24,
TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN

MONUMENT VISTAS ANNEXATION SCHEDULE				
May 20		Referral of Petition, Intro Proposed Ordinance, Exercise Land Use		
June 23		Planning Commission Considers Zone of Annexation		
July 1		City Council Intro Proposed Zoning Ordinance		
July 15		City Council Accept Petition/Annex and Zoning Public Hearing		
August 17		Effective date of Annexation and Zoning		
ANNEXATION SUMMARY				
File Number		ANX-2026-47		
Location(s)		888 21 Road		
Tax ID Number(s)		2697-252-00-002		
Number of Parcel(s)		1		
Existing Population		1 Family		
Number of existing Dwelling Units		1		
Acres Land Annexed		39.97		
Developable Acres Remaining		39.97		
Right-of-way in Annexation		N/A		
Previous County Zoning		RSF-R		
Proposed City Zoning		RL-5		
Surrounding Zoning:	North:	County AFT		
	South:	City I-1 and RL-5		
	East:	City RL-4 and County RSF-R		
	West:	County AFT		
Current Land Use		Single Family/Agricultural		
Proposed Land Use		Residential		
Surrounding Land Use:	North:	Single Family Residential/Agricultural		
	South:	Single Family Residential/Agricultural		
	East:	Residential Low; Vacant Industrial		
	West:	Single Family Residential/Agricultural		
Comprehensive Plan Designation:		Residential Low		
Retailers within Annexation boundary		Yes:		No: X
If yes, provide Name/Address/Phone Number				
Values:	Assessed	\$60,890 (School) \$55,710 (Non-School)		
	Actual	\$703,810		
Address Ranges				
Special Districts:	Water	Ute Water		
	Sewer	Persigo		
	Fire	Lower Valley Fire		
	Irrigation/Drainage	Grand Valley Drainage District		
	School	School District 51		
	Pest	Grand River Mosquito Control District		

Monument Vistas Annexation



0 125 250 500 Feet

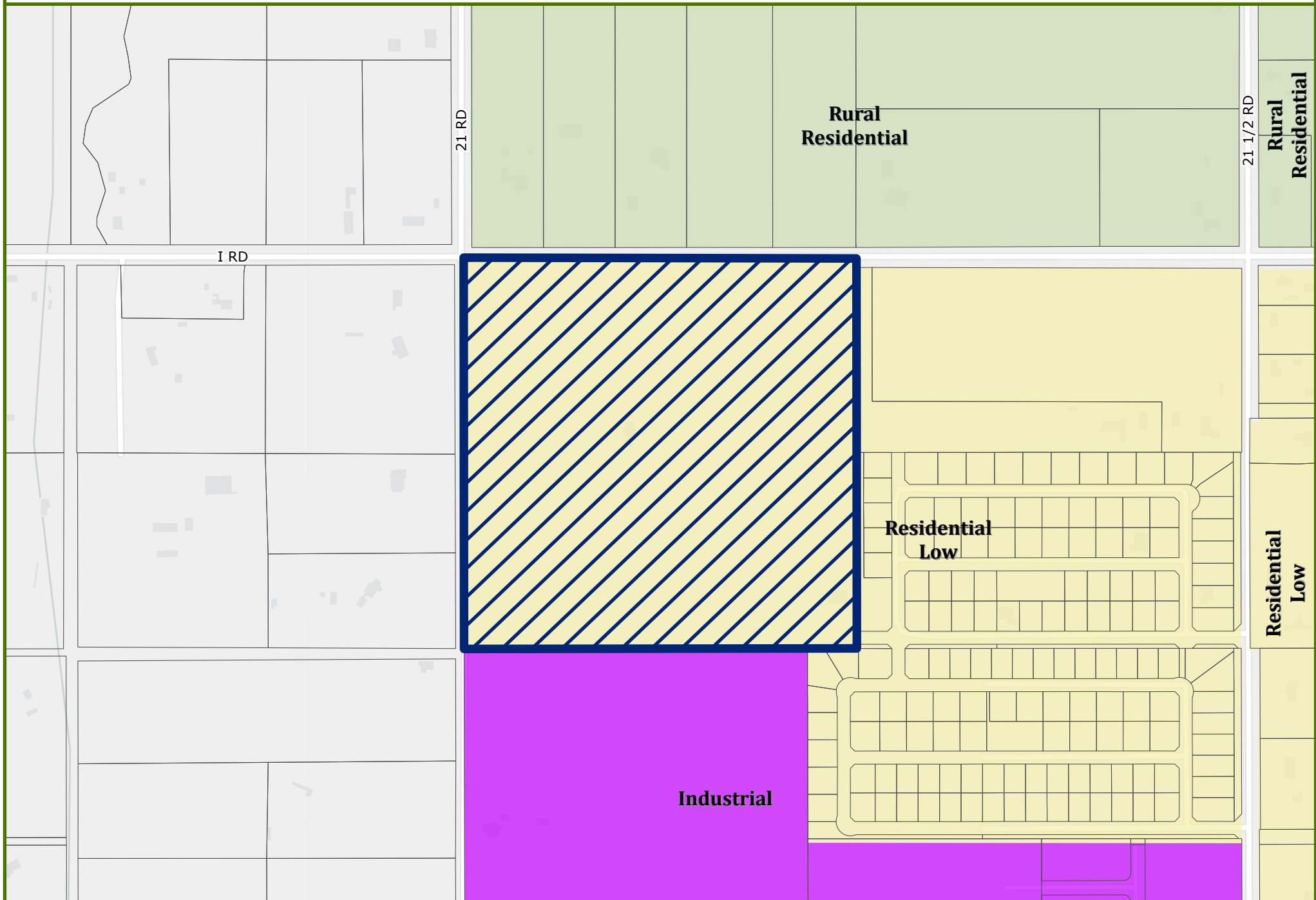


Annexation Site



City Limits

Monument Vistas Annexation - Land Use



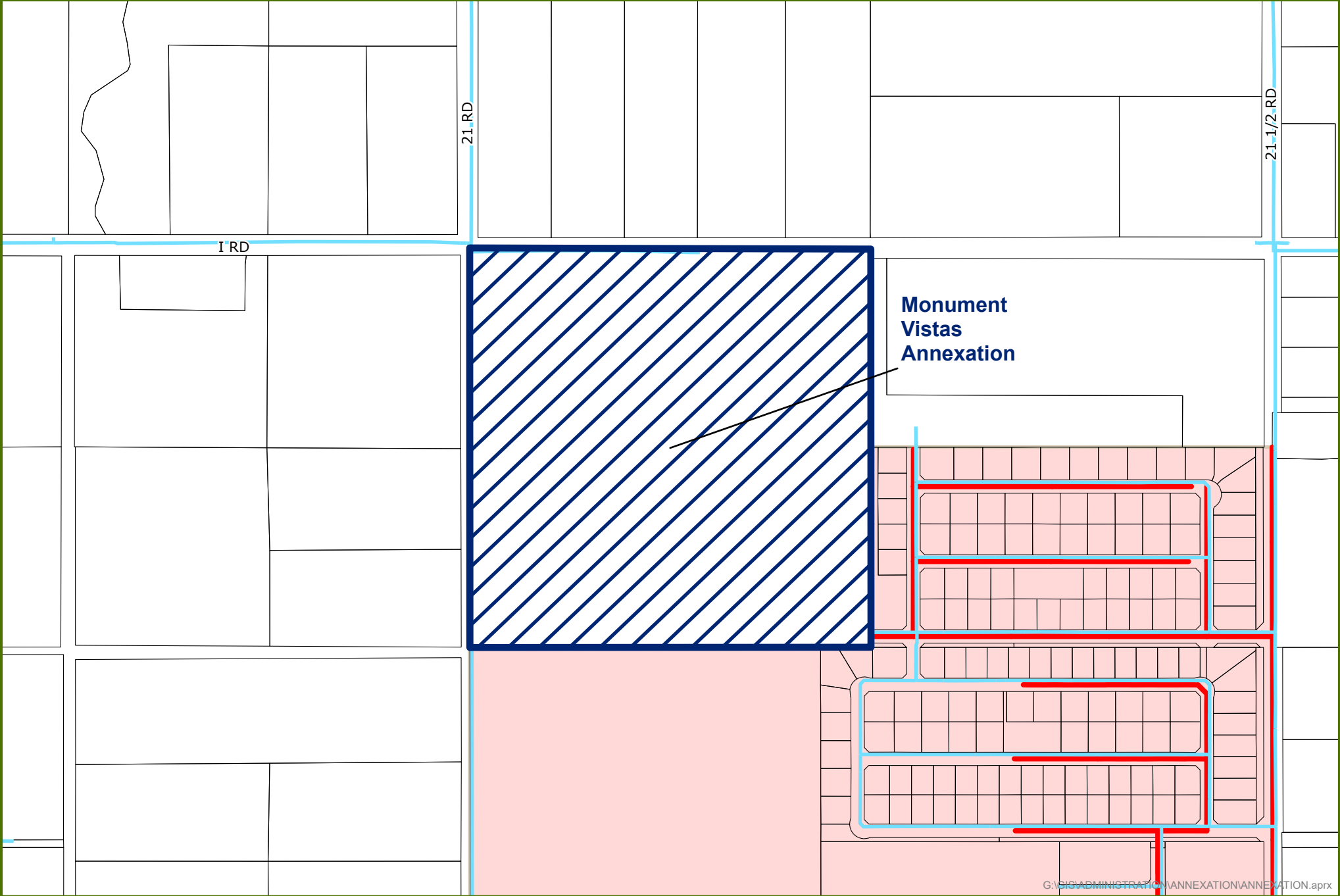
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Annexation Site
Packet Page 42

Date Created: 4/6/2026

Monument Vistas Annexation - Utilities



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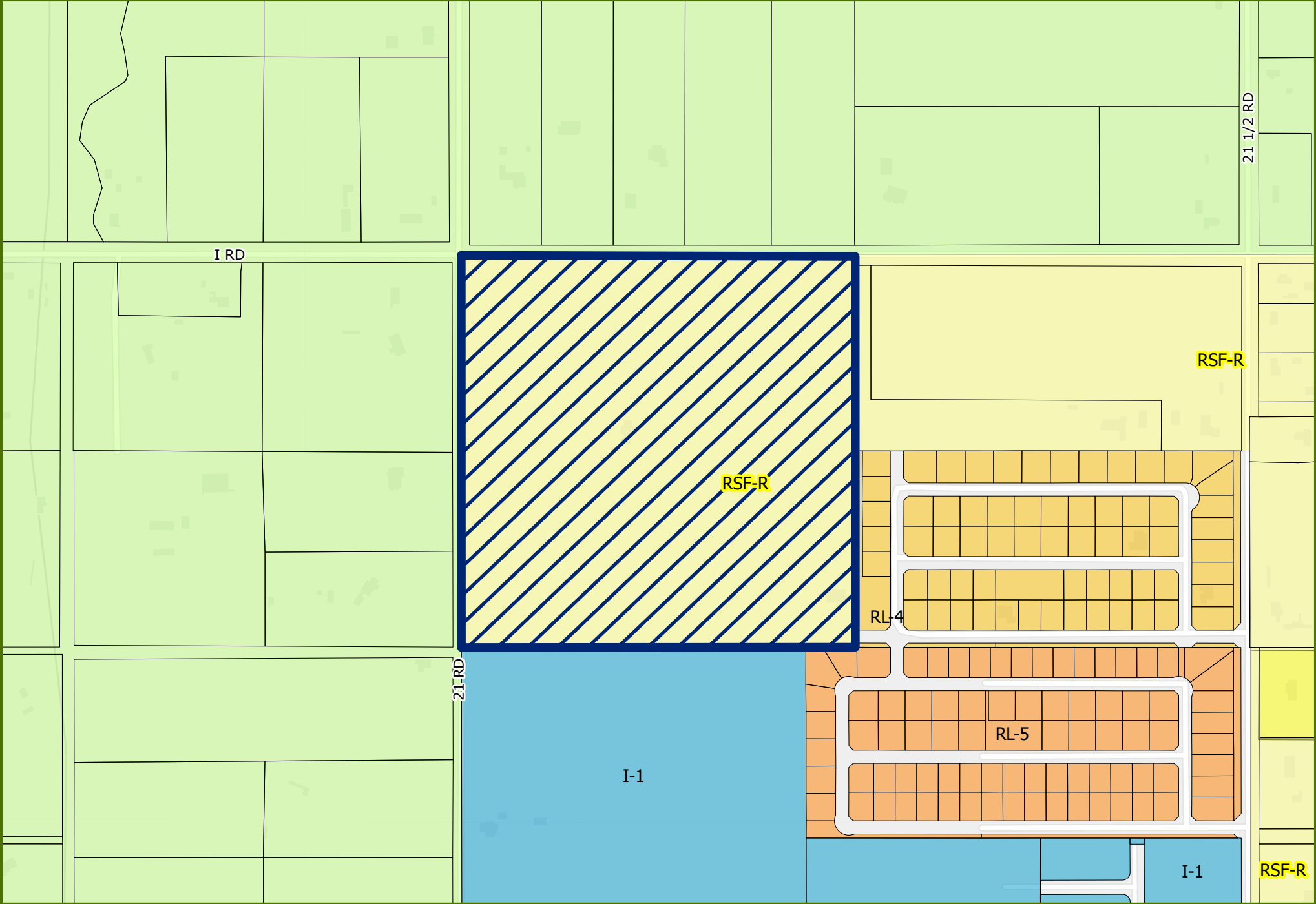
0 250 500 Feet

UTE WATER SEWER

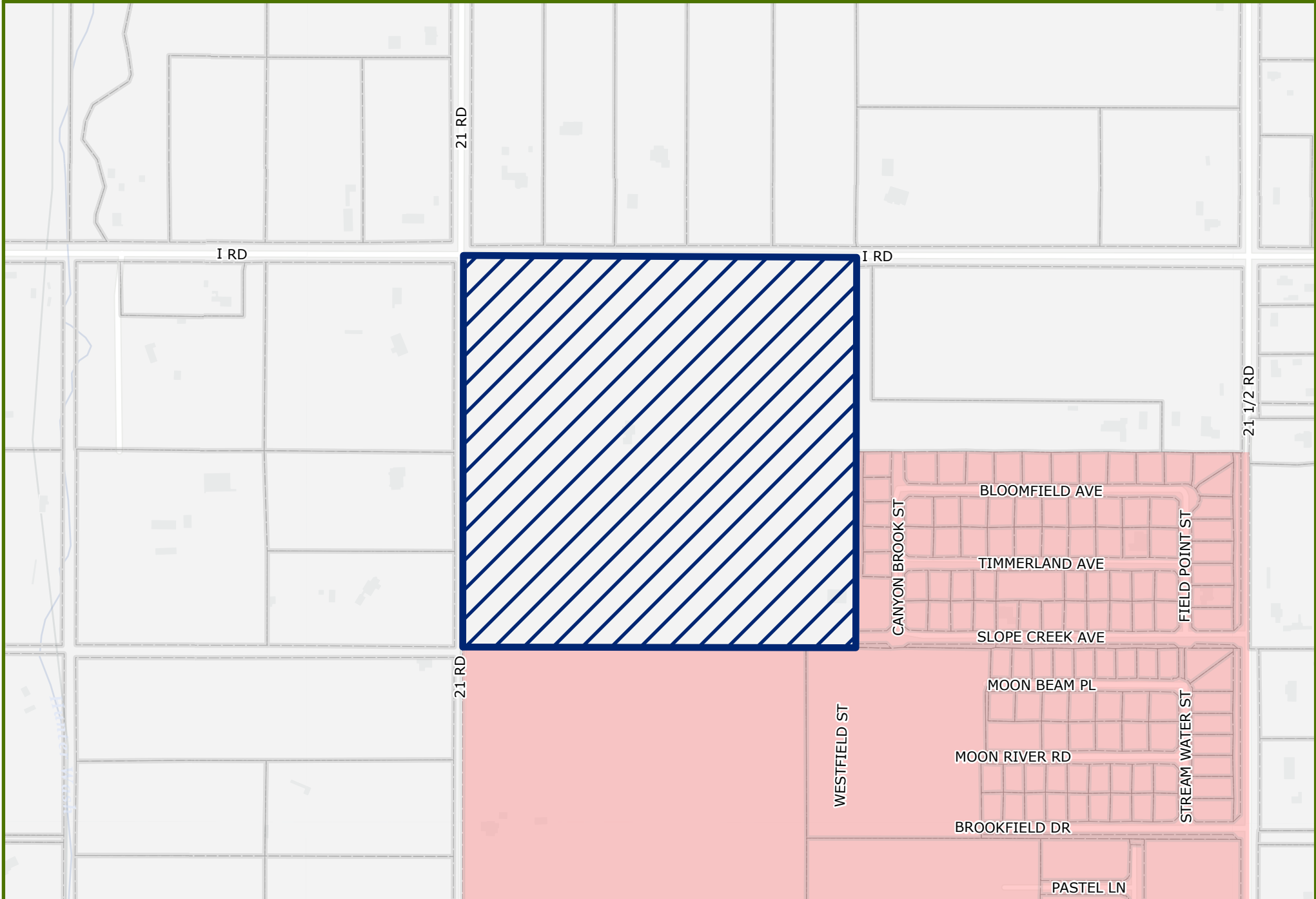
Date Created: 4/6/2026



Monument Vistas Annexation - Zoning



Monument Vistas Annexation



0 125 250 500 Feet



Annexation Site



City Limits

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ZONING MONUMENT VISTAS ANNEXATION
TO RESIDENTIAL LOW 5 (RL-5) ZONE DISTRICT**

LOCATED AT 888 21 ROAD

Recitals:

The owner has petitioned to annex their 40.18 acres located at 888 21 Road into the City limits. The annexation is referred to as the "Monument Vistas Annexation."

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended zoning the Monument Vistas Annexation from County RSF-R (Residential Single Family - Rural) to RL-5 (Residential Low 5) finding that the RL-5 zone district conforms with the designation of Residential Low as shown on the Land Use Map of the Comprehensive Plan and conforms with its designated zone with the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the request for the RL-5 (Residential Low 5) district is in conformance with the stated criteria of Section 21.02.050(m)(3)(ii) of the Grand Junction Zoning & Development Code.

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

ZONING FOR THE MONUMENT VISTAS ANNEXATION

The following parcel in the City of Grand Junction, County of Mesa, State of Colorado is hereby zoned as follows:

A parcel of land described in a deed filed at Reception Number 3065623 located in the Northwest Quarter of the Northwest Quarter (NW1/4NW1/4) of Section 25, Township 1 North, Range 2 West, Ute Meridian, Mesa County, Colorado being described as:

The NW1/4 of the NW1/4 of Section 25, Township 1 North, Range 2 West, of the Ute Meridian, more particularly described as:

Beginning at the southwest corner of said NW1/4NW1/4 of Section 25 whence the northwest corner of said Section 25 bears N00°00'02"W based on the Mesa County Local Coordinate System, GVA with all bearings contained herein relative thereto; thence N00°00'02"W a distance of 1321.38 feet along the west line of Section 25 to said northwest corner of Section 25; thence S89°52'05"E 1324.60 feet along

Commented [SW1]: The entire site acreage is 41.09 acres. The 40.18 acres is for just the property and not the extra right-of-way on the northern portion of "I" Road. Is this number correct that it should be 40.18 acres?

the north line of Section 25 to the northeast corner of the NW1/4NW1/4 of Section 25; thence S00°00'23"W a distance of 1321.24 feet along the east line of said NW1/4NW1/4 to the southeast corner of the NW1/4NW1/4 of Section 25; thence N89°52'27"W a distance of 1324.44 feet along the south line of said NW1/4NW1/4 of Section 25 to the southwest corner of said NW1/4NW1/4 of Section 25 and the Point of Beginning.

Said parcel contains 40.18 acres, more or less, as described.

INTRODUCED on first reading this 1st day of July 2026 and ordered published in pamphlet form.

ADOPTED on second reading this 15th day of July 2026 and ordered published in pamphlet form.

Laurel Lutz
President of the Council

ATTEST:

Selestina Sandoval
City Clerk



Grand Junction Planning Commission

Regular Session

Item #2.

Meeting Date: June 23, 2026
Presented By: Tim Lehrbach, Principal Planner
Department: Community Development
Submitted By: Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

Consider a request by the Housing Affordability Code Task Force to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Bicycle Parking and Storage

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

The Housing Affordability Code Task Force (HACTF) recommends amendments to Grand Junction Municipal Code (GJMC) Section § 21.08.020 (Bicycle Parking and Storage) intended to reduce development costs and increase site design flexibility. The proposed amendment reduces the amount of bicycle parking required for all uses, removes the minimum required spaces altogether for many uses, collapses the distinction between short-term and long-term spaces, and consolidates location and design requirements into fewer, simpler provisions.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Housing Affordability Code Task Force (HACTF) recommends amendments to Grand Junction Municipal Code (GJMC) Section § 21.08.020 (Bicycle Parking and Storage) intended to reduce development costs and increase site design flexibility. The proposed amendment reduces the amount of bicycle parking required for all uses, removes the minimum required spaces altogether for many uses, collapses the distinction between short-term and long-term spaces, and consolidates location and design requirements into fewer, simpler provisions.

The proposed changes to bicycle parking and storage requirements are as follows:

GJMC § 21.08.020(a) Amount Required.

Presently, the code includes a table of minimum bicycle parking spaces required by use category, divided into both short-term and long-term parking requirements. The amendment replaces the table with a narrower set of uses for which a minimum number of bicycle parking spaces is required, removes the distinction between short-term and long-term spaces, and applies a uniform requirement of 2 spaces plus 1 space per 20,000 square feet of gross floor area to all uses for which the revised minimums apply, except for Multi-unit Dwelling uses, which are proposed to require 2 spaces plus 0.025 spaces per unit.

For most uses, the effect is to eliminate minimum bicycle parking space requirements altogether. Specified use categories—Food and Beverage, Multi-unit Dwelling, Office and Personal Services, Recreation and Entertainment, and Retail Sales—retain a minimum requirement, which are reduced by at least 50%. Removing the separation of requirements into short-term and long-term parking is complemented by deleting location and design requirements applicable to long-term spaces, as described below.

GJMC § 21.08.020(b) Location and GJMC § 21.08.020(c) Design Standards

Presently, bicycle parking location and design standards are provided across two subsections, further bifurcated into short- and long-term parking. The amendment collapses both divisions to create a consolidated set of simplified location and design standards, which have the effect of requiring outdoor bicycle parking similar to that required by existing standards for short-term parking, albeit with some requirements removed or made more flexible.

For example, the existing code requires short-term bicycle parking to be easily accessed from the street and visible to passersby, whereas long-term parking emphasizes enclosure and security. By eliminating the long-term parking standards but retaining limited short-term standards, the amendment mandates that parking be provided outdoors (or otherwise in plain sight) and made to be maximally accessible to the public. Additionally, the only design requirement retained is that “bicycle racks shall be anchored on improved non-permeable surfaces,” which does not necessitate but strongly suggests that parking is to be provided by bicycle rack exclusively.

GJMC § 21.08.020(d) Alternative Bicycle Parking.

The amendment deletes the provision allowing the Director to waive or reduce minimum space requirements, location requirements, and design requirements under unique or unusual circumstances. However, a reduction in the number of spaces required when bicycle parking facilities exist within nearby public right-of-way is retained and relocated to the consolidated “Location and Design” subsection.

NOTIFICATION REQUIREMENTS

Notice was completed as required by GJMC § 21.02.030(g). Notice of the public hearing was published on June 13, 2026, in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review are set forth at GJMC § 21.02.050(d) of the Zoning and Development Code, which provides that the City may approve an amendment to the text of the Code if the applicant can demonstrate evidence proving each of the following criteria:

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

At least six Plan Principles in the Comprehensive Plan, including Plan Principles 2, 3, 4, 5, 6, and 8, apply to bicycle parking and storage. A holistic analysis supports the proposed amendment:

Plan Principle 2: Resilient and Diverse Economy

Goal 1. Foster a vibrant, diverse, and resilient economy.

Strategy h. Strategic Economic Investments. Make strategic investments that provide growth of primary jobs, economic diversity, and/or promote retail sales tax revenue.

Goal 2. Support the development of a diverse, educated, healthy, and adaptable workforce.

Strategy a. Quality of Life. Continue to invest in the attributes of Grand Junction such as attainable housing, access to open space, arts and culture, and new recreational amenities that will enhance a high quality of life to provide an attractive location for potential new workers.

Strategy c. Urban Reinvestment. Continue efforts to revitalize Downtown and other mixed use areas to create vibrant urban areas attractive to young professionals and other workers.

Goal 3. Promote Business Growth for a Diverse and Stable Economic Base.

Strategy b. Proactive Investment. Proactively invest in infrastructure and amenity projects, using the capital improvement plan, water and wastewater enterprise funds, and other public funding and financing tools to enhance the attractiveness of high priority growth and employment areas in coordination with public and private partners, when possible.

Strategy f. Barriers. Continue to identify and pursue ways to reduce barriers to entry for new businesses.

Goal 6. Invest in key infrastructure that supports businesses.

Strategy a. Attainable Housing. Encourage the development of attainable housing for early and mid-career employees consistent with the City's housing goals.

Strategy d. Regional Amenities. Continue to invest in parks, recreation, and its connected trail system that serve as attractions for tourism and amenities for locals.

Strategy e. Core Infrastructure. Continue to strategically invest in transportation and utility infrastructure to serve business and implement the Grand Junction Circulation Plan's Functional Classification and Active Transportation Maps.

Strategy g. Parking. Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots.

Central to the HACTF recommendation is the argument that the current bicycle parking requirements not only place burdensome requirements on residential housing production directly but also inhibit housing production via upstream effects on the supply chain. Specifically, it is claimed that builders, contractors, and suppliers are negatively affected by the financial and opportunity costs of the space and facilities needed to meet existing bicycle parking requirements, especially considering the observed utilization of those facilities and intuitively low demand for bicycle facilities at sites employing manufacturing, distribution, and construction trades.

The provision of secure bicycle parking is important to the workforce because not all workers have access to motor vehicles, and public transit service is limited and may not meet the timing needs of individuals. The City's adopted plans anticipate the buildout of a multimodal transportation network that both attracts and supports the workforce needed to grow and sustain target industries. However, the primary mechanisms cited for achieving plan goals specifically related to transportation as an economic development tool are investment in the urban core, constructing trails connecting recreational destinations, and providing other attractive amenities.

Generally speaking, as a matter of policy, the HACTF has expressed support for plan implementation by strategic public investments based on citywide and context-specific considerations, rather than strictly or primarily through regulation applied to private development.

As further discussed below, the Comprehensive Plan contemplates investment in economic development, workforce support, and infrastructure using public funding sources. It is consistent with the strategies in Plan Principle 2 to distribute responsibility for bicycle parking and other infrastructure promoting business growth among private landowners, developers, end users, and the public through carefully considered policy, regulatory, and budgetary decisions.

The City's approach to Goal 6, Strategy g. regarding parking is multifaceted. It can be inferred by the reference to "surface lots" that the intent here is to reduce the burden of motor vehicle parking, but the same consideration can be applied to bicycle parking. The Zoning and Development Code, adopted in December 2023, reduced vehicle parking requirements across nearly all uses while introducing increased bicycle parking requirements, particularly pertaining to the number and design of long-term spaces required. The benefits of bicycle parking towards this strategy (and others, as discussed below) are apparent: any shift in mode share achieved by promoting active transportation through private and public investment alike may reduce the demand for vehicle parking with private development, the maintenance costs of motor vehicles on public streets, and workforce transportation costs.

However, the provision of privately-owned bicycle parking does not inherently or immediately reduce motor vehicle parking demand on any given development; rather, providing “sufficient parking” remains a function of market research and customer patterns, as demonstrated by the continued supply of ample vehicle parking beyond the minimum parking requirements of the code in most new development.

In the short-term, bicycle parking presents an additional building and maintenance cost, especially for those businesses where utilization is low, while the economic benefits depend upon long-term transportation policy and resultant public investments.

Plan Principle 3: Responsible and Managed Growth

Goal 1. Support fiscally responsible growth and annexation policies that promote a compact pattern of growth, maintain or improve levels of service, and encourage the efficient use of land.

Strategy e. Zoning and Development Code. Ensure zoning and development regulations are consistent with the Comprehensive Plan.

Goal 2. Encourage infill and redevelopment to leverage existing infrastructure.

Strategy a. Underutilized Properties. Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings including, but not limited to: i. adaptive reuse of existing buildings (particularly those that have historic significance); ii. infill of existing surface parking lots; iii. consolidation and assembly of properties to improve and coordinate the redevelopment of blocks or segments of corridors where a property-by-property approach would limit development potential; and/or iv. public/private partnerships.

Goal 3. Collaborate with regional entities and service providers on growth and infrastructure issues.

Strategy c. State and County Roadways. Ensure impacts to state and County roadways associated with proposed development are analyzed. Understand the cumulative impacts of land use decisions upon these roadways to maintain desired levels of service.

Goal 4. Maintain and build infrastructure that supports urban development.

Strategy f. Parking. Evaluate current parking requirements to ensure that the resulting land usage and intensity align with City goals. Further, continue to implement the recommendations of the 2016 Downtown Parking Study regarding parking demand, location, timing, pricing, and supply.

Plan Principle 3, complemented by the growth plan described in Chapter 3, Land Use and Growth, emphasizes urban intensification via infill and redevelopment, limiting expansion of utility and transportation infrastructure, and ensuring sustained levels of service.

With respect to bicycle parking requirements, this principle cuts both ways. The City's codes and policies must avoid inhibiting infill and redevelopment to encourage compact, efficient growth patterns. Accordingly, vehicle parking in the City's core is not required, and successive code amendments have reduced minimum requirements citywide. Likewise, it can be reasoned that dedicating space and expense to bicycle parking may constrain infill sites, albeit in a lesser per-unit (vehicle/bicycle) impact. The code must account for those situations where the constraints presented by minimum bicycle parking requirements outweigh the benefits. Successful urban intensification in accordance with the Comprehensive Plan highlights that the transportation network should provide for short, safe, and comfortable trips from origin to destination for pedestrians, cyclists, and transit riders.

The proposed amendment balances these considerations by providing immediate relief from the financial and (especially) land use costs imposed by existing bicycle parking standards (both in quantity and quality) while preserving requirements for spaces at frequent origins and destinations. Multi-unit residential, offices, personal services, recreation and entertainment, restaurants, and retail will continue to have mandatory bicycle parking. The reduction in the number of spaces required remains consistent with similar reductions in vehicle parking spaces required. The amendment responds to the need for flexible infill and redevelopment and does not preclude elective present or future investment in bicycle parking and other multimodal infrastructure.

Plan Principle 4: Downtown and University Districts

Goal 2. Strengthen multimodal connections in and between the districts.

Strategy a. Pedestrian and Bicycle Network. Continue to enhance bicycle and pedestrian connections and infrastructure to and throughout Downtown, the Colorado River Corridor, and the University District with an emphasis on: i. improving safety and ease of use; ii. adding bicycle lane miles; iii. connections to areas beyond the city's original square mile; iv. exploring a bike-sharing and/ or scooter-sharing program; v. increasing convenient bicycle parking; vi. accessing transportation hubs such as the Amtrak station, Bustang, and Greyhound facilities; and vii. improving access to the Riverfront and Riverfront Trail.

Within the Downtown and University Districts, enhancing bicycle and pedestrian connections includes explicit direction to increase convenient bicycle parking. Each of the seven elements contributes an important role in implementing this strategy. The City has increased bicycle parking by providing public racks and by requiring bicycle parking with development. Prior to the adoption of the 2023 Zoning and Development Code, bicycle parking was required at a rate of 1 space per 20 vehicle spaces. The 2023 code replaced the method for determining the minimum number of bicycle parking spaces to one based on a flat requirement of two short-term and two long-term spaces plus additional spaces depending on use and square footage. Location and design standards were introduced to define and prescribe the means for providing short-term and long-term parking.

The proposed amendment represents a reduction of current regulations, but it is neither a reversion to the previous code nor inherently in conflict with the direction to increase convenient bicycle parking in these districts. The 2023 code, having followed the Comprehensive Plan in time, implemented this strategy (among others) with its revised bicycle parking requirements. However, because the strategy is not specific about the extent of the increase nor the manner of convenience for the bicycle parking, the proposed amendment's refinement to the existing standards may still be regarded as implementing the strategy and goal within Plan Principle 4.

Further, the City, Colorado Mesa University, and partner agencies routinely invest in multimodal improvements in and around these districts, including collaboration on the Grand Junction Mobility Hub, which will provide the area with additional bicycle parking spaces.

Plan Principle 5: Strong Neighborhoods and Housing Choices

Goal 1: Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

Strategy g. Parking. Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur. Parking should be evaluated based on specific areas and should be consistent with the City's Urban Intensification goals.

Goal 2: Partner in developing housing strategies for the community.

Strategy a. Housing Strategy. Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.

Strategy b. Housing Incentives. Explore options for providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy.

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

Strategy a. Neighborhood Connections. Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens, and other gathering spaces to provide opportunities for interaction and strengthen a sense of community.

Strategy b. Connectivity and Access. Promote housing density located near existing or future transit routes and in areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers.

Strategy c. Missing Links. Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.

Strategy d. Infrastructure Improvements. Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings,

and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

The City Council adopted the Grand Junction Housing Strategy on October 6, 2021 by Resolution No. 82-21. It has been amended twice, by Resolution No. 96-22 adopted December 21, 2022 and Resolution No. 74-24 adopted October 16, 2024. Both the 2021 Grand Junction Housing Strategy and the 2024 update included an evaluation of the Zoning and Development Code for opportunities to reduce barriers to affordable and diverse housing production. The reports call attention to occupancy limits, lot size, parking requirements, development fees, process improvements, and transportation infrastructure.

As discussed above, evaluating bicycle parking alongside vehicle parking through a context- and location-sensitive lens is appropriate in order to ensure that housing development and redevelopment via urban intensification are enabled. The HACTF recommendation is intended to reduce regulatory barriers and development costs in support of housing affordability objectives. When considering the cost of housing, it is important to acknowledge individual and family transportation costs as well as the indirect costs associated with development and the efficient use of land and infrastructure. Bicycle infrastructure, including secure and convenient parking, is an investment in long-term household and City fiscal health.

Reducing the minimum bicycle parking required with development does not preclude housing production that supplies adequate or even enhanced bicycle parking, nor does it preclude the City from choosing to make public investments in bicycle infrastructure through directly constructing bicycle parking spaces where appropriate or offering incentives, consistent with Goal 2, Strategy b., to provide it with private development. The transportation-specific strategies provided under Goal 4 emphasize the value of those infrastructure improvements which are most typically undertaken, whether tactically or at scale, by the City or partner agencies using dedicated funding sources.

Goal 4, Strategy b. reflects reasons to be geographically deliberate in aligning housing density with “areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers.” While the language is not specific about the exercise of such discernment, it nevertheless acknowledges that some places are more or less suited to the intensification strategies of the Plan. Requirements for bicycle parking with private development may remain essential, but the burden they present to development may also be moderated by other factors without thereby rendering the requirements inadequate to their purposes of contributing to housing, land use, and transportation goals.

Plan Principle 6: Efficient and Connected Transportation

Goal 1. Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.

Strategy a. Balanced Modes. Consider and strive to balance the safety and needs of

all transportation modes—driving, bicycling, walking, and taking transit—in day-to-day planning, development review, and decision-making by the city.

Goal 2. Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety.

Strategy g. Parking. Plan for and implement parking options for both motorized and non-motorized travel modes as part of public infrastructure projects and with private infrastructure within developments.

Goal 4. Encourage the use of transit, bicycling, walking, and other forms of transportation.

Strategy d. First and Last Mile Connections. Prioritize pedestrian and bicycle improvements in areas where transit service exists to provide safe and continuous routes between transit stops and adjacent uses and to increase the accessibility of transit service.

Strategy e. Bicycle Facilities. Continue to require the integration of bicycle parking as well as other facilities such as lockers and shower facilities as part of new development/redevelopment to encourage the use of bicycles for commuting.

Here, in Plan Principal 6, the Comprehensive Plan directly identifies the role of private development in providing necessary bicycle infrastructure and is specific about the expansion of parking options in quantity and quality. This direction is clear and merits attention.

To reiterate, the 2023 Zoning and Development Code significantly increased both the amount and the build quality of bicycle parking with new development over the code that preceded it. In this respect, the code did more than “continue to require the integration of bicycle parking,” it introduced new and fundamentally different kinds of bicycle parking. While the changes are inarguably in the direction of more and better integration of bicycle parking with development, they do not mandate lockers, showers, or other facilities of the sort contemplated by Strategy e. The existing standards are not demonstrably effective at encouraging the use of bicycles for commuting to the same degree that the envisioned lockers and shower facilities might be, nor are they necessarily better than those in the proposed amendment towards the goals of a more reliable, efficient, and safe transportation system.

Managing the impacts of growth on the transportation system for all network users is critical to maintaining quality of life and economic competitiveness. It is also an important function of fiscal sustainability and stewardship of public resources. Plan Principle 6 recognizes that most residents continue to rely on automobiles for daily trips, but invites a coordinated response to capacity constraints, traffic congestion, safety concerns, and infrastructure maintenance demands. Accordingly, the City has invested in roadway maintenance, targeted capacity improvements, expanded bicycle and pedestrian infrastructure, and transit partnerships to provide alternatives to driving and to manage overall system demand.

The HACTF recommendation may (but may not) reduce development-driven investment in bicycle parking specifically, but it does not inherently constrain the City's ability to support non-motorized travel. A combination of best practices and novel interventions may be employed to respond proportionately to the City's priorities and to any demonstrated, continual gaps in mobility choice.

Plan Principle 6 highlights mobility as an increasing concern for older residents and others experiencing obstacles to driving a single-occupancy vehicle, but who still require reliable transportation to access services and employment. Maintaining a baseline bicycle parking standard in new development supports long-term accessibility. The proposed amendment preserves bicycle parking requirements but narrows the scope to certain origins and destinations for bicycle trips.

Plan Principle 8: Resource Stewardship

Goal 2. Promote the use of sustainable development and waste reduction practices.

Strategy a. Maximize Existing Infrastructure. Concentrate urban development in areas that maximize existing infrastructure investment, reduce the loss of agricultural land, reduce impervious surfaces, and meet other resource stewardship goals.

Goal 3. Refocus conservation and sustainability efforts to achieve improved public and environmental health.

Strategy a. Sustainability Plan. Develop and implement a comprehensive sustainability plan that addresses, among other topics, climate change.

Strategy c. Integrate Land Use With Transportation. Continue to promote new development and redevelopment in centers and corridors to reduce vehicle miles traveled and greenhouse gas emissions as well as encourages walkability and active lifestyles.

Strategy e. Air Quality. Implement policies and support efforts to reduce air pollution from point sources as well as non-point sources, especially those related to transportation.

Plan Principle 8 promotes development patterns and transportation decisions that reduce vehicle miles traveled, greenhouse gas emissions, and air pollution. The Sustainability and Adaptation Plan (SAP), adopted July 3, 2024, fulfills Goal 3, Strategy a. The SAP directs the City to increase transportation mode options and the share of pedestrian and bicycle trips for local travel. It is noteworthy that bicycle parking is not identified as a priority action (although this may reflect the bicycle parking requirements already adopted in the 2023 code). Rather, the plan calls for actions including allowing (not requiring) low impact development techniques (Action C), establishing funding sources to support bicycle-friendly retrofits (Action D), and determining appropriate incentives for developers to install desired features that exceed minimum code requirements (Action F). The SAP therefore contemplates implementation of its goals and Comprehensive Plan Principle 8 through strategies that do not emphasize increased requirements on new development or redevelopment. Instead, the SAP is compatible with efforts to streamline

development processes and to make the provision of sustainable features an attractive option to developers.

As made clear in the Comprehensive Plan, it remains important to supply bicycle parking where it is most needed. The extent of the existing code's escalated requirements is not strongly supported by the Plan's contextual approach to building the right improvements in the right places to produce the intended outcomes. The proposed amendment strikes a balance to pursue housing production imperatives without precluding the continual advancement of multimodal transportation goals. Thus, and in totality, staff finds adequate support both within the Comprehensive Plan and in City Council's strategic planning directives for moderate code reforms in response to urgent housing priorities.

Staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards. The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The Zoning and Development Code establishes a coordinated framework for land use and site design that incorporates transportation, access, and parking requirements intended to create and sustain an integrated multimodal system. The bicycle parking requirements at § 21.08.020 cannot be isolated from other sections governing street design, bicycle access, circulation, and off-street parking. Chapter 21.08 works in concert with site design, subdivision, density, and infrastructure standards to ensure that development supports safe, efficient, and cost-effective travel along with land use patterns consistent with the housing, economic development, and fiscal responsibility goals of the Comprehensive Plan. It is therefore necessary to ensure that any code amendment does not impose consequences that are inconsistent with the purposes of this constellation of requirements.

The purpose statement for off-street parking at § 21.08.010 provides that the regulations within Chapter 21.08 are intended to ensure parking areas are designed for vehicles, bicycles, and pedestrians, to provide sufficient parking without overburdening development with unnecessary cost, and to encourage parking reduction mechanisms and alternative parking approaches. Bicycle parking spaces are significantly less costly to construct and maintain than vehicle parking spaces. Bicycle parking also plays a role in reducing demand for automobile parking; however, as discussed earlier, its effectiveness in this role may be limited in the absence of appropriate land use patterns and adequate public infrastructure. In any case, bicycle parking is an established and important contributor to the transportation system envisioned for the future of Grand Junction.

The provision of an effective multimodal transportation network is premised on the assumption that public bicycle and pedestrian infrastructure will be complemented by

facilities at origin and destination sites, including, explicitly, bicycle parking. Similarly, § 21.05.020(e)(7) requires new development to provide reasonably direct bicycle connections to Active Transportation Corridors and directs that bicycle circulation be given equal consideration to motor vehicle traffic.

The proposed amendment removes minimum bicycle parking requirements for multiple use categories and reduces location and design standards. While this may present as a threat to the functional relationship between bicycle access, circulation, parking, site design, and infrastructure standards, the proposed amendment is not a complete repeal, nor is there an inherent contradiction to revising bicycle parking requirements, even in the direction of lesser quantities or quality. The long-range context, which bicycle parking with private development is intended to promote and not to inhibit, is implementation of a transportation network that complements land use patterns, infrastructure investments, and fiscal stewardship to meet the needs of the City.

This criterion does not require for its satisfaction that the proposed text amendment preserves the same degree or means of plan implementation as the existing language. Rather, to be met, the amendment must preserve consistency and not create conflicts or contradictions internal to the code. The proposed amendment preserves bicycle parking requirements in locations and in a manner which, it is argued, is most essential and proportionate to the need. The argument is no less compelling than one which would find that the existing requirements, and only the existing requirements, are compatible with the rest of the code. The argument in favor of reducing regulatory burden under this circumstance also has the advantage of allowing that development may continue to supply additional bicycle parking of any quality now, or to enhance options in the future as the network improves and demand presumably increases.

Therefore, the proposed amendment does not contradict the purposes of Chapter 21.08, nor does it prevent the realization of multimodal transportation targets. Rather, it replaces one set of requirements with another, which may continue to be implemented in a consistent and predictable manner in accord with the rest of the code.

Staff finds that this criterion is met.

(C) Specific Reasons. The proposed Code Text Amendment shall meet at least one of the following specific reasons:

a. To address trends in development or regulatory practices;

Recommendations of the HACTF invoke, even when they do not name in response to this criterion, the trend in City regulatory practices, consistent with Resolution No. 47-25 establishing the HACTF, to reduce the regulatory burden of developing new affordable and workforce housing which would result in reducing

housing costs. Similarly, the City's Strategic Framework calls for "promot[ing] housing affordability." Specifically, the amendment addresses trends towards maximizing housing production through code flexibility.

Nationally recognized planning and transportation organizations, including the American Planning Association, the National Association of City Transportation Officials, and the American Association of State Highway and Transportation Officials, consistently recommend integrating bicycle parking into new development and redevelopment as a standard component of a multimodal transportation system. The absence of origin and destination bicycle parking is noted as an important limitation in contemporary contexts, and each organization promulgates recommendations for implementing guidelines and standards to introduce more bicycle parking with development.

While the amendment reduces requirements for bicycle parking within private development, it preserves requirements where arguably bicycle parking is most needed to effectuate adopted transportation, land use, and housing goals.

b. To expand, modify, or add requirements for development in general or to address specific development issues;

The HACTF identifies development issues related to site flexibility for multi-unit dwellings and the functional efficiency of commercial and industrial uses, noting that prescriptive bicycle parking standards may increase costs, constrain site circulation, reduce usable building area, and affect business operations in low-traffic settings. The recommendation further suggests that these constraints may indirectly influence employment growth in housing pipeline industries, which may itself affect housing delivery and affordability.

This proposal relies largely on the principle that flexibility and partial or total relief from some bicycle parking requirements will reduce burdens on homebuilding and free up resources for providing additional or more affordable housing.

The approach represented by this amendment addresses specific development issues in a manner that consistently applies regulatory trends, and the amendment clearly modifies requirements for (all) development in general by its changes in parking quantity and quality standards.

c. To add, modify or expand zone districts; or

Not applicable.

d. To clarify or modify procedures for processing development applications.

Not applicable.

Specific reasons a and b are satisfied. Staff finds that this criterion is met.

FINDING OF FACT AND RECOMMENDATION

After reviewing the proposed amendments, the following finding of fact has been made:

In accordance with GJMC § 21.02.050(d) of the Grand Junction Zoning and Development Code, the proposed text amendment to Title 21 is consistent with the Comprehensive Plan and the Zoning and Development Code and meets at least one of the specific reasons outlined.

Therefore, staff recommends approval.

SUGGESTED MOTION:

Chair, on the request to amend Title 21 of the Zoning and Development Code of the Grand Junction Municipal Code regarding bicycle parking and storage, City file number ZCA-2026-30, I move that the Planning Commission forward a recommendation of approval to City Council, based on the finding of fact provided in the staff report.

Attachments

1. HACTF Recommendation No. 6 Bicycle Storage
2. Bicycle Parking HACTF Recommendation 06.02.2026
3. 2026 - UTC Letter - Long Term Bike Parking Code Change - Fully Executed 260423
4. Draft Ordinance

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

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 <u>N/A</u>	2 plus .05 per bedroom <u>N/A</u>
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 <u>N/A</u>
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 <u>N/A</u>
Industrial uses*	2 <u>N/A</u>	2 plus 1 per 15,000 square feet internal gross floor area <u>N/A</u>
All other nonresidential uses	2 plus 1 per 20,000 square feet of gross floor area <u>N/A</u>	2 plus 1 per 12,000 square feet internal gross floor area <u>N/A</u>

*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 disassembled 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)

Discussion Draft HACTF

§ 21.08.020. Bicycle parking and storage.

(a) **Amount Required.** Bicycle parking shall be provided for the following Principal Uses.

- (i) Food and Beverage, Office and Personal Services, Recreation and Entertainment, and Retail Sales: 2 spaces plus 1 space per 20,000 square feet of gross floor area
- (ii) Multi-Unit dwelling: 2 plus .025 per unit

(b) **Location and Design.**

- (1) All bicycle parking areas shall be designated for bicycle parking only and located so that they are easily accessed from the street, clearly visible to passers-by for natural surveillance.
- (2) Bicycle racks shall be anchored on improved non-permeable surfaces and installed with no less than three-feet of distance between any building wall, edge of curb, edge of pavement or other obstruction. Other dimensions may be considered if it can be demonstrated that the rack will maintain full functionality.
- (3) 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 is provided on site.

April 23, 2026

City Council
City of Grand Junction
250 N. 5th St.
Grand Junction, Colorado 81501



**Subject: Planning and Zoning Code Changes – Long Term Bike Parking
Housing Affordability Code Task Force**

To Grand Junction City Council,

On behalf of Grand Junction’s Urban Trails Committee (the Committee), we are disappointed to learn of the Housing Affordability Code Task Force’s (HACTF) proposed changes to the Zoning and Development Code regarding bicycle storage/parking. According to 2024 US Census Data, approximately 20% of the Grand Junction Workforce does not utilize a personal vehicle to commute to work. Such census data likely underreports all persons that could benefit from secure bicycle storage, including students who commute to class and other obligations. Secure bicycle storage is a necessary component of supporting this segment of the population. The Committee notes that removal of long-term bicycle parking requirements may have unintended impacts on transportation access and options, particularly for residents who depend on active transportation.

The Committee has heard from local community members that bicycle theft is a major issue that drastically impacts bicycle users. Community members who commute by bicycle need a secure place to lock their bikes at home and work. When an employee’s most reliable form of transportation is a bicycle, that person needs to be confident that their bicycle will be where it was last parked. Unlike an automobile, a bicycle can be carried away with little effort.

Maintaining a range of transportation choices is consistent with broader City goals related to accessibility, system efficiency, and overall community well-being. As such, the Committee strongly opposes HACTF’s proposed reduction in minimum short and long-term bicycle parking at Grand Junction Municipal Code 21.08.20.

As an advisory committee to Grand Junction’s City Council, the Committee is tasked with guiding elected officials and City Staff on programming, policy, and physical infrastructure to ensure our entire community has access to safe, comfortable, and right-sized transportation options to meet their daily needs. The Committee believes that a representative of the Urban Trails Committee should be appointed to the HACTF, or at a minimum consulted on transportation related issues, in an effort to represent the needs of Grand Junction residents who rely on active transportation to move through the City. Committee members have first-hand experience with cost effective measures that satisfy the current requirements of 21.08.20.

Thank you for the opportunity to provide input on this matter. The Committee appreciates City Council's consideration.

Sincerely,
The City of Grand Junction Urban Trails Committee

Brent Starnes

Brent Starnes
Chair, Urban Trails Committee

Maureen Garelick

Maureen Garelick
Vice Chair, Urban Trails Committee

CC: HACTF

Mike Bennett
Kimberly Bullen
Tamra Allen
Trent Prall
Grand Junction Planning Commission

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 BICYCLE PARKING AND STORAGE

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 Housing Affordability Code Task Force has identified an item concerning the provision of bicycle parking with development that pose challenges to the implementation of adopted principles, goals, and strategies of the City.

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):

21.08.020 BICYCLE PARKING AND STORAGE.

(a) Amount Required. Bicycle parking shall be provided for the following Principal Uses at a rate of 2 spaces plus 1 space per 20,000 square feet of gross floor area:

(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: Food and Beverage Service, Office and Personal Services, Recreation and Entertainment, and Retail Sales: 2 spaces plus 1 space per 20,000 square feet of gross floor area.

Table 21.04-1: Minimum Bicycle Parking Spaces Required		
Use or Use Category	Short-Term Spaces	Long-Term Spaces
Multi-unit dwelling	2 plus .05 per bedroom	2 plus .05 per bedroom
Food and beverage service, recreation and entertainment, and retail uses	2 plus 1 per 3,000 square feet of gross floor area	2 plus 1 per 12,000 square feet of gross floor area
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
Industrial uses*	2	2 plus 1 per 15,000 square feet internal gross floor area
All other nonresidential uses	2 plus 1 per 20,000 square feet of gross floor area	2 plus 1 per 12,000 square feet internal gross floor area
*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. Multi-unit dwelling: 2 spaces plus 0.025 spaces per dwelling unit.

(b) Location and Design.

(1) Short-Term Bicycle Spaces. All bicycle parking areas shall be designated for bicycle parking only and located so that they are easily accessed from the street and clearly visible to passersby for natural surveillance.

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

(ii) 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. Bicycle racks shall be anchored on improved non-permeable surfaces and installed with no less than three feet of distance between any building wall, edge of curb, edge of pavement, or other obstruction. Other dimensions may be considered if it can be demonstrated that the rack will maintain full functionality.~~

~~(3) The quantity of required spaces may be reduced if existing bicycle parking facilities are located within 100 feet of the building's main entrance within the public right-of-way, provided that a minimum of two bicycle parking spaces is provided on site.~~

(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) 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) Bicycle racks shall be constructed of rust-resistant, sturdy, and high-quality materials and designed so that they cannot be disassembled or tampered with.~~

~~(9) 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.~~

INTRODUCED on first reading this 1st day of July 2026 and ordered published in pamphlet form.

ADOPTED on second reading this 15th day of July 2026 and ordered published in pamphlet form.

ATTEST:

Laurel Lutz
President of the City Council

Selestina Sandoval
City Clerk



Grand Junction Planning Commission

Regular Session

Item #3.

Meeting Date: June 23, 2026
Presented By: Tim Lehrbach, Principal Planner
Department: Community Development
Submitted By: Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

Consider a request by the Housing Affordability Code Task Force to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Certified Irrigation Designer

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

The Housing Affordability Code Task Force requests an amendment to the Zoning and Development Code to defer the effective date of the requirement that irrigation plans must be certified by a professional who has been certified through the Irrigation Association (CID) or a similar EPA WaterSense labeled program.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Housing Affordability Code Task Force (HACTF) requests an amendment to the Zoning and Development Code to defer for three years the effective date of the requirement, adopted by Ordinance 5114, that when a landscape plan is required, then it is also required to submit an irrigation plan certified by a professional who has been certified through the Irrigation Association (Certified Irrigation Designer) or a similar EPA WaterSense labeled program.

The requirement to submit an irrigation plan became effective concurrent with Ordinance 5114, while the requirement for the plan to be prepared by a CID/EPA WaterSense professional was scheduled to become effective three years later (December 21, 2025), acknowledging the lack of certified professionals currently in the area while providing time for achieving the certification.

Ordinance 5114, adopted December 21, 2022, implemented Resource Stewardship strategies in the One Grand Junction Comprehensive Plan. The ordinance amended the code to introduce waterwise landscape standards, including appropriate plant selection and submittal of an irrigation plan certified by a Certified Irrigation Designer (CID) or other EPA WaterSense program certified professional.

These requirements are cited within the Grand Junction Regional Water Efficiency Plan (WEP), adopted June 21, 2023 by Resolution No. 52-23, as key measures for achieving water use reduction goals. The WEP refers to further development of irrigation design and installation standards to reduce water waste and further implement GJMC §13.08.370 by ensuring the maintenance of irrigation infrastructure and the prevention of sheet flow from lawns and gardens into the street. No specific standards have been adopted to date. Existing irrigation provisions, including the requirement for submittal of an irrigation plan certified by a CID (or similar), are the current extent for which the City's regulatory tools are structured to achieve irrigation water savings through watering techniques to work towards explicitly adopted water efficiency goals. The City has, however, also addressed watering needs through adoption of state-mandated non-functional turf limitations as well as adoption of suitable plants lists – appropriate for the city's arid climate, as well as significant overall reductions in planting and plant-coverage requirements (2023 code).

The Irrigation Association sets the curriculum, exam, professional standards, and continuing education requirements for the CID and defines the certification:

The certified irrigation designer engages in the preparation of professional irrigation designs. They evaluate site conditions and determine net irrigation requirements based on the needs of the project. The designer is then responsible for the selection of the most effective irrigation equipment and design methods. The objective of a CID is to establish specifications and design drawings for the construction of an irrigation project.

CID certification requires passing two exams and completing continuing education units. The exams may be taken at testing centers, which include Colorado Mesa University and Colorado Mountain College in Glenwood Springs. A detailed content outline and recommended resources (books, classroom learning, and online training) are provided. (<https://www.irrigation.org/IA/Certification/Prepare-for-Exams/Landscape-Certification-Exam-Resources/IA/Certification/LandCertExamRes.aspx?hkey=c293bd0c-e087-41a1-aa10-0ab0d70f87a8>)

Two other EPA WaterSense Labeled Certification Programs qualify a professional to certify an irrigation plan to meet the code requirement:

- Qualified Water Efficient Landscaper (QWEL). The program offers “affordable, proactive, local approach to reducing landscape water demand.” QWEL certifies

professionals in efficient irrigation principles and sustainable landscaping practices and provides free or low-cost training and reference materials. Training and exams are available from the City of Aspen, Eagle River Water & Sanitation District in Vail, Red Rocks Community College in Lakewood, South Metro Water Supply Authority in Englewood and Castle Rock, and WaterNow Alliance in Boulder.

- Watershed Wise Landscape Professional (WWLP). The program trains professionals to “evaluate a landscape’s water requirements, actual water usage, and irrigation system efficiency in order to quickly devise and implement strategies for water conservation including programming the irrigation controller, making basic repairs to the irrigation system, building the landscape’s water holding capacity and capturing rainwater in the soil.” Live and online, on-demand training and examination is available.

The HACTF has raised concerns regarding the requirement for the CID/EPA WaterSense certification and recommends its deferral. The most pressing reason cited is that there are few professionals in the Grand Junction area who have obtained the required credential, even though the requirement is now in effect. Staff shares the HACTF concern that projects may stall as approvals cannot be issued given noncompliant irrigation plan submittals.

The proposed amendment would add language to GJMC § 21.07.030(i)(7) to again defer the effective date of this requirement until January 1, 2029, approximately 30 months following adoption of this proposed amendment.

NOTIFICATION REQUIREMENTS

Notice was completed as required by GJMC § 21.02.030(g). Notice of the public hearing was published on June 13, 2026, in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review are set forth in GJMC § 21.02.050(d) of the Zoning and Development Code, which provides that the City may approve an amendment to the text of the Code if the applicant can demonstrate evidence proving each of the following criteria:

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

Plan Principles 5 and 8 apply to the irrigation certification requirement and its proposed deferral.

Plan Principle 5: Strong Neighborhoods and Housing Choices

Notwithstanding that Plan Principle 5 does not explicitly direct regulatory changes to address housing costs, it emphasizes strategies related to diverse, specialized, affordable, and attainable housing, including the development of a targeted housing strategy.

The City Council adopted the Grand Junction Housing Strategy on October 6, 2021 by Resolution No. 82-21. It has been amended twice, by Resolution No. 96-22 adopted December 21, 2022 and Resolution No. 74-24 adopted October 16, 2024. Both the 2021 Grand Junction Housing Strategy and the 2024 update included an evaluation of the Zoning and Development Code for opportunities to reduce barriers to affordable and diverse housing production. The reports call attention to occupancy limits, lot size, parking requirements, development fees, process improvements, and transportation infrastructure, but they do not identify landscaping or irrigation as notable barriers. The report also references two guides to zoning reform. Similarly, neither the Colorado Housing Affordability Project nor The Housing Accelerator Playbook, authored by the National League of Cities and the American Planning Association, identifies irrigation design requirements (or landscaping altogether) as barriers to housing or areas ripe for regulatory reform.

However, Grand Junction faces a dilemma due to the slow adoption and pursuit of practitioners becoming certified. Delaying the approval of development projects due to noncompliance with the certification requirement is not, in the judgment of staff, an acceptable outcome. Accordingly, staff finds that deferring the requirement both prevents any backlog or stalling of projects in review and allows for a more successful rollout with greater community engagement and support.

Plan Principle 8: Resource Stewardship.

Goal 1. Promote water conservation and protect water quality.

Strategy b. Drought Tolerant Landscaping. Evaluate landscaping standards to promote the use of native and/or drought-tolerant plant materials, efficient irrigation, and appropriate soil amendments to support plant health and resiliency, and other water-conserving practices.

Goal 5. Manage the City's Urban Forest and Water Wise Landscaping within the City.

Strategy b. Water-Wise Species. Continue to promote the planting of species that have reduced watering needs once established and that have an increased likelihood of surviving and thriving amidst the periods of drought and temperature changes typical in Grand Junction's climate.

Plan Principle 8, Resource Stewardship, twice directs the City to consider the efficiency and volume of irrigation. These strategies were implemented by the 2022 adoption of Ordinance 5114, which amended the code to introduce waterwise landscape standards, including appropriate plant selection and submittal of an irrigation plan certified by a Certified Irrigation Designer or other EPA WaterSense program certified professional. The adopted landscape standards were developed with the participation of the Community Development and Parks and Recreation

Departments, the Planning Commission (2 workshops), the Forestry Board (3 workshops), and a Landscaping Task Force (6 workshops).

Requiring a certified irrigation plan functions as a preventative control at the design stage, when inefficiencies are cheapest to avoid and most readily mitigated. A poorly designed system is challenging to monitor, maintain, expand, or retrofit as needs evolve and problems arise. As in the analysis of Plan Principle 5, it is difficult to challenge the value and urgency of the irrigation certification requirement. Issues concerning limited and contested water supplies, increased demand due to growth and development, aridification, and extended drought conditions are well documented at the local, regional, and national scales.

Professional education and certification for irrigation design are recommended water conservation approaches by the Colorado Water Conservation Board (“Best Practices for Implementing Water Conservation and Demand Management Through Land Use Planning Efforts,” 2019), the Land Use Law Center and Western Resource Advocates (“Integrating Water Efficiency Into Land Use Planning In The Interior West: A Guidebook For Local Planners,” 2018), Water Education Colorado (“Community Guide to Colorado Water Conservation & Efficiency,” 2025), Sonoran Institute and the Babbitt Center for Land and Water Policy (“Growing Water Smart: The Water-Land Use Guidebook Colorado,” 2023) and Colorado WaterWise (“Colorado WaterWise Best Practices Guidebook,” 2024).

Large-scale, longitudinal studies of water and cost savings from certified irrigation design are not available, and regional effects can be difficult to measure at scale due to the prevalence of unmetered irrigation water in the Colorado and Gunnison Basins. However, relevant case studies and water audits attest to the effects of best management practices in waterwise irrigation design.

Deferral comes with the probable cost of nearly three additional years during which irrigation design is infrequently prepared or certified by a credentialed professional. The benefit of further delay, however, is the opportunity to cultivate partnerships towards scaling the education and certification necessary for the requirement to be impactful on water conservation and cost of property ownership or occupancy.

Staff finds that this criterion is met.

(B) Consistency with Zoning and Development Code Standards. The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

GJMC § 21.07.030(h)(1-6) requires irrigation for all required vegetation and landscaped areas and specifies that plants shall be irrigated by zones according to their water demand. Further, Chapter 21.07 requires the installation and maintenance of healthy plants with development and specifically requires the installation of irrigation to provide for plant health. An irrigation plan, particularly one

certified by a qualified professional, is the regulatory mechanism for ensuring that the purposes of the chapter are satisfied.

Deferring the requirement for irrigation certification may correspondingly delay the benefits of engaging a certified professional in the irrigation design process. However, amending the code in such a way that the effectiveness of a single provision is delayed or even permanently lessened does not in itself create inconsistency, conflict, or contradiction. Indeed, the requirement and its relationship to other relevant provisions would remain intact, albeit incomplete until the new effective date.

Staff finds that this criterion is met.

(C) Specific Reasons. The proposed Code Text Amendment shall meet at least one of the following specific reasons:

a. To address trends in development or regulatory practices;

The HACTF recommendation responds to the trend in City regulatory practices, consistent with Resolution No. 47-25 establishing the HACTF, to reduce the regulatory burden of developing new affordable and workforce housing. Similarly, the City's Strategic Framework calls for "promot[ing] housing affordability." Irrespective of the reasons why professionals in the region were and remain unprepared for the certification requirement, the situation is such that—as the HACTF has asserted—the dearth of credentialed professionals presents an immediate problem. Delays of weeks or months on active development applications which do not meet the criteria for approval because they are lacking a certified plan is not, in staff's opinion, an acceptable outcome.

The amendment may assist in mitigating, at least in part, the long-term impact on the City's drought response and water efficiency goals.

b. To expand, modify, or add requirements for development in general or to address specific development issues;

The amendment modifies requirements for development in general by deferring the requirement to submit an irrigation plan that is certified by a CID or equivalent credential. The deferral is for the purpose of addressing the specific development issue that few certified professionals are currently available in the Grand Junction area to support plan creation and submittal.

c. To add, modify or expand zone districts; or

Not applicable.

d. To clarify or modify procedures for processing development applications.

The amendment modifies procedures for processing development applications by deferring until January 1, 2029 the requirement for irrigation plans to be certified by a CID or other credentialed professional.

Specific reasons a, b, and d are satisfied. Staff finds that this criterion is met.

FINDING OF FACT AND STAFF RECOMMENDATION

Pursuant to GJMC § 21.02.050(d), An applicant for a Code Text Amendment has the burden of producing evidence that proves each of the criteria. After review, staff enters the following finding of fact:

In accordance with GJMC § 21.02.050(d) of the Grand Junction Zoning and Development Code, the proposed text amendment to Title 21 is consistent with the Comprehensive Plan and the Zoning and Development Code and meets at least one of the specific reasons outlined.

Therefore, staff recommends approval.

SUGGESTED MOTION:

Chair, on the request to amend Title 21 Zoning and Development Code of the Grand Junction Municipal Code, City file number ZCA-2026-51, I move that the Planning Commission forward a recommendation of approval to City Council with the finding of fact listed in the staff report.

Attachments

1. CID - HACTF Revised Recommendation v04.24.2026
2. Draft Ordinance

**HACTF Revised Recommendation
Irrigation Plan & Irrigation Design Professional
v.04.24.2026**

21.07.030(i)(7)

(i) Landscape Plans.

...

(7) Commencing January 1, 2029, all landscape plans shall include an irrigation plan. Irrigation plans shall be certified by an irrigation design professional who has been certified through the Irrigation Association (CID), or a similar EPA WaterSense labeled certification program.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 21.07.030(i)(7) OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) REGARDING CERTIFIED IRRIGATION DESIGNER

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.

A provision adopted by Ordinance No. 5114, which requires irrigation design certification on irrigation plans submitted to the City with development applications, is presenting challenges with implementation. Specifically, the slow adoption of the certification by professionals who routinely design irrigation systems creates the possibility that approval of many development projects may be delayed by noncompliance with the requirement.

The City therefore finds it necessary to defer the effectiveness or enforcement of this requirement until January 1, 2029. During this time, the City will be an active participant in promoting and securing the requisite certification by qualified professionals.

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):

21.07.030 GENERAL LANDSCAPE STANDARDS

...

(i) Landscape Plans.

...

(7) All landscape plans shall include an irrigation plan. Irrigation plans shall be certified by an irrigation design professional who has been certified through the Irrigation Association (CID), or a similar EPA WaterSense labeled certification program. This certification will be required on all irrigation plans no later than January 1, 2029.

...

...

INTRODUCED on first reading this 1st day of July 2026 and ordered published in pamphlet form.

ADOPTED on second reading this 15th day of July 2026 and ordered published in pamphlet form.

ATTEST:

Laurel Lutz
President of the City Council

Selestina Sandoval
City Clerk



Grand Junction Planning Commission

Regular Session

Item #4.

<u>Meeting Date:</u>	June 23, 2026
<u>Presented By:</u>	Tim Lehrbach, Principal Planner
<u>Department:</u>	Community Development
<u>Submitted By:</u>	Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

Consider a request by the City of Grand Junction to amend sections of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) regarding Shared Driveways *(continued to the July 14, 2026 meeting)*

RECOMMENDATION:

(continued to the July 14, 2026 meeting)

EXECUTIVE SUMMARY:

(continued to the July 14, 2026 meeting)

BACKGROUND OR DETAILED INFORMATION:

(continued to the July 14, 2026 meeting)

SUGGESTED MOTION:

None required.

Attachments

None



Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: June 23, 2026

Presented By:

Department: Community Development

Submitted By:

Information

SUBJECT:

Election of Chair and Vice-Chair

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None