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**PLANNING COMMISSION WORKSHOP AGENDA
HUMAN RESOURCES TRAINING ROOM
CITY HALL, 250 N 5TH STREET
THURSDAY, JANUARY 8, 2026 - 12:00 PM
Attend virtually: bit.ly/GJ-PCW-2026**

Call to Order - 12:00 PM

1. Amendments to Open and Undeveloped Spaces (i.e., detention ponds landscaping standards), Landscape Water Demand, Subdivision Street Frontage Landscaping
2. Update on HACTF Significant Tree Recommendation
3. Discussion Regarding Bicycle Parking
4. Discussion Regarding Alternative Landscape Plans

Other Business

Adjournment



Grand Junction Planning Commission

Workshop Session

Item #1.

Meeting Date: January 8, 2026

Presented By:

Department: Community
Development

Submitted By:

Information

SUBJECT:

Amendments to Open and Undeveloped Spaces (i.e., detention ponds landscaping standards), Landscape Water Demand, Subdivision Street Frontage Landscaping

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None



Grand Junction Planning Commission

Workshop Session

Item #2.

Meeting Date: January 8, 2026

Presented By:

Department: Community Development

Submitted By:

Information

SUBJECT:

Update on HACTF Significant Tree Recommendation

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

1. Exhibit 2. HACTF Recommendation Significant Trees

Housing Task Force Recommendation: Significant trees section 21.07.040

1. Problem Statement

The significant trees portion of the code creates regulations based on the premise that 1) development has a negative impact on our tree canopy, 2) that trees and features of a property do not belong to the property owner. The regulations create complexity, additional burden on housing providers and staff, increased timeframe for projects, additional costs and uncertainty for housing providers. The code is reliant on punitive measures for property owners desirous of exercising their property rights to increase housing supply.

2. Outcome Statement (Goal / Objective)

The significant trees portion should be removed.

3. Proposed Change (Draft Concept)

My recommendation is to remove the entire section 21.07.040 from the code.

4. Cost / Benefit Analysis (Housing Cost Impact)

While there are multiple arguments that can be made regarding specific parts of section 21.07.040, this is not the main reason for removing it.

- Direct construction cost – code requires either not utilizing land for housing or punitive measures either planting more trees on site or paying fees for replacement elsewhere- depends on size of tree- but could easily be \$10,000 per tree for owner to remove their own tree, before the cost of actually removing it.
- Soft costs – Tree survey, calculation on what to remove, stringent regulations on being able to keep a tree or other feature of the property all add costs, time and uncertainty.
- Time costs – More work = more time whether the applicant is working to retain a tree or working through regulatory exactions to remove trees.

5. Summary for Council and Public Messaging

Section 21.07.040 is based on the premise that private property does not belong to the property owner but belongs to the City because the City desires it. Its probably not legal as there is no nexus study for this exaction(taking). Using common sense its easy to see that development is responsible for most of our tree canopy, not its degradation. This is clear if you drive I-70 between Clifton and Horizon Drive. Looking north is what our tree canopy is a good representation of our tree canopy prior to development, to the south is the result of our tree canopy with development.

Legal or not, its not right to punish the existing property owners that have trees on their existing property that have provided benefit for a number of years where property owners with no trees face no penalty.

The City has some excellent programs to increase canopy and their forestry team does a phenomenal job of taking care of our canopy but should not be in the business of taking peoples private property.



Grand Junction Planning Commission

Workshop Session

Item #3.

Meeting Date: January 8, 2026

Presented By:

Department: Community Development

Submitted By:

Information

SUBJECT:

Discussion Regarding Bicycle Parking

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

1. Exhibit 1. HACTF Recommendation No. 5 Bicycle Storage
2. Exhibit 2. Staff-Prepared Alternative

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.~~

~~(i)~~ (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 12.17.2025

§ 21.08.020. Bicycle parking and storage.

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

Table 21.08-5: Minimum Bicycle Parking Spaces Required		
Use or Use Category	Short-Term Spaces	Long-Term Spaces
Multi-unit dwelling	<u>.025</u> per Unit	<u>.15</u> per Unit
Food and beverage service, recreation and entertainment, and retail uses	1 per 5,000 square feet of gross floor area	
Office uses	1 per 20,000 square feet of gross floor area	1 per 10,000 square feet gross floor area
All other nonresidential uses	1 per 20,000 square feet of gross floor area	

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

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

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

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



Grand Junction Planning Commission

Workshop Session

Item #4.

Meeting Date: January 8, 2026
Presented By:
Department: Community Development
Submitted By:

Information

SUBJECT:

Discussion Regarding Alternative Landscape Plans

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None