

PUBLIC HEARING FEBRUARY 4, 2026

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS OF THE ZONING AND DEVELOPMENT CODE AND 24 ROAD CORRIDOR DESIGN STANDARDS (TITLE 21 AND TITLE 25 OF THE GRAND JUNCTION MUNICIPAL CODE) REGARDING PLANNED DEVELOPMENT, MIXED-USE DOWNTOWN DISTRICT SPECIFIC STANDARDS, SHORT-TERM RENTALS, ACCESSORY USES AND STRUCTURES, SHARED DRIVEWAYS, MULTI-UNIT DESIGN STANDARDS, ACCESS TO PUBLIC STREETS, AND SERVICE AND STORAGE AREAS IN THE 24 ROAD CORRIDOR

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.

Staff has identified items that inadvertently conflict with standard practice, have challenges with implementation, require correction, or could use additional clarification.

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

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

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

The following sections of the Zoning and Development Code and 24 Road Corridor Design Standards (Title 21 and Title 25 of the Grand Junction Municipal Code) are amended as follows (deletions struck through, added language underlined):

21.02.050 APPLICATIONS REQUIRING A PUBLIC HEARING

...

(j) Planned Development.

...

(8) Planned Developments Approved Under Prior Codes.

(i) Intent. The City's intent is to continue to allow the development PDs approved under prior codes, determining that they remain valid under this Code subject to the lapse provisions of GJMC § 21.02.050(j)(79). To give effect to this intent, interpretation may be required to fully describe applicable terms and requirements and to avoid the continuance of shell PDs that cannot be fully implemented or developed.

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21.03.060 MIXED-USE DISTRICTS.

...

(e) Mixed-Use Downtown (MU-3)

...

(4) District Specific Standards.

...

(ii) Open Space. Applications for multifamily or mixed-use developments in an MU-3 zone district shall be required to pay the in-lieu fee, as determined in GJMC § 21.05.030(a), rather than provide a land dedication.

...

21.04.030 USE-SPECIFIC STANDARDS

...

(d) Commercial Uses

...

(5) Short-Term Rentals (STR).

...

(iv) Occupancy.

...

(B) A short term rental permit shall only be issued and/or renewed in a Residential zone district when an applicant demonstrates that there is one additional parking space for each bedroom above four bedrooms on the lot. No additional required parking may be located between the front facade of the principal structure and the public street or private access way.

...

21.04.040 ACCESSORY USES AND STRUCTURES

...
(c) General Standards for Accessory Uses and Structures.

...
(2) Performance Standards. Accessory structures or uses shall be constructed, maintained, and conducted in compliance with GJMC § 21.04.040(c)(2) 21.04.030(a).

21.05.020 REQUIRED IMPROVEMENTS – SHARED DRIVEWAY

...
(e) Multi-Modal Transportation System

...
(5) Shared Driveway (Autocourt)

...
(ii) Ownership. A shared driveway shall be platted in a tract dedicated to the homeowners association. The declaration shall address maintenance responsibility for the tract and shared driveway.

(A) ~~A shared driveway shall be owned and maintained by the owners of the parcels or lots that abut the shared driveway.~~

(B) ~~The shared driveway shall be platted in a tract dedicated to the property owners of the parcels that abut the shared driveway.~~

(iii) Access.

(A) ~~No more than five single-unit lots shall abut or touch any portion of the shared driveway and no more than five single-unit dwellings may utilize a single shared driveway.~~

...
(iv) Design.

(A) Shared driveways shall be a minimum of 16 feet wide flowline to flowline and a maximum of 150 feet long.

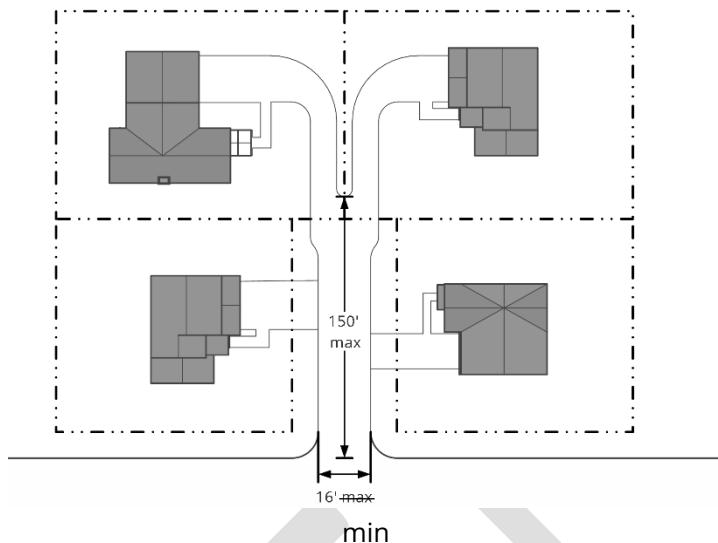


Figure Error! No text of specified style in document.-1 **Shared Driveways**

21.05.050 RESIDENTIAL ATTACHED AND MULTI-UNIT DESIGN STANDARDS

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(b) Applicability.

(1). New Development. This section applies to all new-~~attached residential with three or more units, and all multi-unit development~~. This section does not apply to single-unit ~~detached~~ or duplex units, or to multi-unit uses composed of multiple individual dwelling units in separate buildings on the same lot.

...

(c) General Standards for All Residential Attached and Multi-Unit Development.

...

(d) Development with Three or More Principal Structures. In addition to GJMC § 21.05.050(c), these standards apply to all ~~attached single-unit or~~ multi-unit developments with three or more principal structures. ~~For example, this would include a development with three rows of townhomes or three apartment buildings. These standards are applicable whether the units are designed for individual lots or not.~~

(2) Building Design Elements.

...

ii. ~~In cases where the long axis of a building is perpendicular to the primary street, the portion of the structure facing the primary street shall be configured with at least one functioning entry and one or more transparent windows.~~

...

21.09.050 ACCESS, CIRCULATION, AND CONNECTIVITY

...

(b) Access to Public Streets. All lots shall have either direct or indirect access to a dedicated public road. Indirect access shall be provided by a shared drive, loop lane, parking lot, limited common element (tract), or private street, subject to the following:

- (1) Access easements or tracts benefiting all lots with indirect access shall be provided on the plat. All lots shall have direct or indirect access to a dedicated public road. The creation of private streets is not permitted unless approved by City Council.
- (2) Easements across lots shall be used to access not more than one lot with no street frontage. Easements over shared drives or loop lanes are not subject to this limitation. If the plat provides for indirect access (i.e., over intervening private drives), access easements or tracts benefiting all lots with indirect access shall be provided on the recorded plat. Easements shall be used to access not more than one lot with no street frontage.
- (3) The creation of private streets is not permitted unless approved by City Council. Single-unit attached dwellings and/or multi-unit dwellings with no street frontage or limited street frontage may be allowed by the Director provided access is reasonably and readily available for each dwelling unit through the use of private streets, shared drives, parking lots, and/or other specifically identified limited common elements.
- (4) Single-unit residential lots may be located on a loop lane providing access to a public street, provided the loop lane complies with standards in GJMC § 21.05.020(e)(6).

...

TITLE 25 – 24 ROAD CORRIDOR DESIGN STANDARDS

25.03.060 SERVICE AND STORAGE AREAS (NONRESIDENTIAL AND MULTIFAMILY-UNIT RESIDENTIAL STRUCTURES)

To ensure that service and storage areas are functional while minimizing their visual impact on adjacent properties, parking and open space areas, public streets, walkways and trails, the following standards shall apply to nonresidential and multifamily-unit residential structures in the 24 Road Corridor:

(a) Outdoor storage, loading and operations areas shall be ~~attractively~~ screened from adjacent parcels and streets.

(1) ~~Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot. If because of lot configuration the Director determines that such placement is not feasible, then the side yard may be used, but in no case shall such area be located within 20 feet of any public street, public sidewalk or on-site pedestrian way.~~

INTRODUCED on first reading this 21st day of January 2026 and ordered published in pamphlet form.

ADOPTED on second reading this 4th day of February 2026 and ordered published in pamphlet form.

ATTEST:

Cody Kennedy
President of the City Council

Selestina Sandoval
City Clerk