

Grand Junction Zoning and Development Code Module 3: Development Standards | December 2022



This memo provides an overview of the Z&DC updates made in Module 3: Development Standards. This memo is designed to accompany distribution of the public review draft of Module 3.

1. Z&DC Update Project Summary

A. Project Goals

- Update the City's regulations to better reflect the goals and policies described in the 2020 One Grand Junction Comprehensive Plan, especially those Key Principles related to Responsible and Managed Growth and Strong Neighborhoods and Housing Choices.
- Achieve a higher level of efficiency, consistency, and simplicity.
- Identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies.

A portion of the funding for the Z&DC update project is being provided through an Innovative Housing Strategies Planning Grant from the Colorado Department of Local Affairs (DOLA). The grant is intended to help communities understand their housing needs and adopt policy and regulatory strategies aimed at promoting the development of affordable housing.

B. Understanding and Implementing Relevant City Plans and Policies

This project is guided primarily by the One Grand Junction Comprehensive Plan (2020) and the Grand Junction Housing Strategy (2021).

C. Code Assessment and Annotated Outline

The updated Z&DC organization and key revisions are described in the [Code Assessment](#), available on the City's website.

2. Development Code Committee Input

The role of the Development Code Committee in the draft review phase of the Z&DC update is to:

- Assist with the technical review of the draft Code;
- Provide local knowledge and specialized expertise of specific development topics; and
- Identify policy-level issues for Project Team to discuss with elected and appointed officials.

To help focus the DCC on key issues in each draft module, questions have been provided following the Summary of Changes section. Members of the DCC are not expected to provide specific edits to the draft and, to help the group work as a whole, are also not encouraged to raise specific edits to the draft as part of DCC meetings.

If there are concepts or topics that DCC members would like to discuss at their meeting, in addition to the topics identified in the questions below, **please summarize them before the meeting** and email them to Felix Landry so they can be distributed to the rest of the DCC members prior to the meeting.

If members of the DCC wish to submit suggested edits, please do so separately from the DCC meeting. Feel free to submit suggested edits through the City website or to ZoningCodeUpdate@gjcity.org.

3. Summary of Changes in Module 1: Administration and Procedures

A. Contents

Module 3: Development Standards includes the following chapters:

- Chapter 21.05: Site and Structure Development Standards
- Chapter 21.06: Stewardship and Resilience
- Chapter 21.07: Landscaping, Buffering, and Screening
- Chapter 21.08: Vehicle Parking and Loading
- Chapter 21.09: Subdivision Standards
- Chapter 21.10: Sign Standards
- Chapter 21.11: Outdoor Lighting
- Chapter 21.14: Measurements and Definitions updated for the chapters in this Module.

Module 2: Zone Districts and Uses, *reviewed in October/November 2022* and available on the City's website, included the following chapters:

- Chapter 21.03: Zone Districts and Dimensional Standards
- Chapter 21.04: Use Standards
- Chapter 21.14: Measurements and Definitions updated for the chapters in this Module.

Module 1: Administration and Procedures, *reviewed in September 2022* and available on the City's website, included the following chapters:

- Chapter 21.01: General Provisions
- Chapter 21.02: Administration and Procedures
- Chapter 21.12: Nonconformities
- Chapter 21.13: Violations and Enforcement
- Chapter 21.14: Measurements and Definitions

B. General Code Reading Instructions

Z&DC content has been edited into more “plain” language, but regulatory drafting still has some legal quirks. If you are unsure of a phrase or term, check the definitions.

When the Z&DC refers to “Director” it also includes Community Development staff, the actual Director is not required to do all of the specific tasks identified in the Code.

The Z&DC is being drafted in three modules, each containing a number of chapters. Earlier chapters may be missing cross-references or information available in later chapters. The missing cross-references are marked as <> [Name of Section] and will be filled-in as part of a later draft.

Formatting issues, while unintended, may exist in this draft. While the drafting goal is to minimize these issues, they will all be addressed as the draft is revised.

C. Summary of Updates

The following updates were made in each chapter. **Note: This module is subject to additional revisions based on ongoing review by the Community Development Department and City Attorney's Office.*

1. All Chapters

- a. Added more detailed table of contents and page headers/footers to make information easier to find.
- b. Graphics, tables, and flow charts added to summarize information where helpful as a quick reference.
- c. Content that is not relevant to the chapter has been moved to a different location where a Code user is more likely to find it.
- d. Cross-references have been added or updated unless the section being cross-referenced is in a later draft.

2. Chapter 21.05: Site and Structure Development Standards

This is a new chapter that includes both current and new standards that address site layout and development and structure design. With an increased emphasis on infill and redevelopment in Grand Junction, the purpose of this chapter is to clarify how many of the development standards and improvement requirements that are typically applied to subdivisions should be made applicable to infill and redevelopment sites. New and updated content includes:

- a. 21.05.020: Required Improvements, specifies the improvements required of all development and the plans and standards that regulate improvement planning and design.
- b. 21.05.040: Residential Compatibility Standards, identifies how larger scale mixed-use and nonresidential development should be designed in places where it is adjacent to smaller scale residential development.
- c. 21.05.050: Residential Attached and Multifamily Design, new baseline design standards for attached and multifamily residential structures focused on residential design basics such as pedestrian safety and compatibility with the comprehensive plan and existing development.
- d. Table 21.05-1: Applicability of Site and Structure Development Standards, creates a sliding-scale applicability table that allows design standards to be applied in proportion to changes made to existing structures.
- e. 21.05.050(c)(6): Private Outdoor Space, proposed standards for the creation of outdoor space on attached and multifamily residential lots pursuant to the M2 conversations about on-site open space.
- f. 21.05.060: Mixed-Use and Commercial Design Standards, these design standards are a combination of standards carried over from the Horizon Drive District and North Avenue Overlay District for consideration as more generally applicable standards for mixed-use and commercial development.
- g. 21.05.070: Superstore/Big Box Development Standards, have been carried forward but may be revised based on feedback about the Mixed-Use and Commercial Design Standards and other updates made in related Code sections such as parking and use standards.

- h. 21.05.080: Screening, new service area and mechanical equipment screening standards have been proposed.

3. Chapter 21.06: Stewardship and Resilience

This chapter consolidates and carries forward standards related to wildfire, wildlife habitat protection, hillside development, ridgeline development, natural resources, and flood damage protection. All content has been reformatted for consistency with the new Z&DC and language has been simplified and clarified throughout.

4. Chapter 21.07: Landscaping, Buffering, and Screening

This chapter is currently being updated outside of and parallel to the Z&DC update. Any new standards adopted by the end of 2022 will be incorporated into the Consolidated Draft of the Z&DC.

5. Chapter 21.08: Vehicle Parking and Loading

a. 21.08.010(d): Minimum and Maximum Off-Street Parking Standards

1. Updated Minimum Off-Street Vehicle Parking Requirements table to directly align with the Table of Allowed Uses (presented in Module 2) to ensure that each proposed land use type has an associated off-street parking requirement.
2. Reduced minimum parking requirements based on best practices, regional trends, and the increased likelihood for particular uses to provide a surplus of parking (e.g., large retail).
3. Revised minimum parking requirements to switch from employee-based standards to more objective standards based on structure size or design.
4. Proposed maximum parking requirements intended to reduce stormwater runoff and minimize negative impacts associated with large expanses of vacant parking areas. Parking maximum is 150% of minimum requirement for mixed-use and nonresidential uses in the MU-1, MU-2, and MU-5 districts and 125% for mixed-use and nonresidential uses in the MU-3 district (Downtown).

b. 21.08.010(e): Parking Credits and Adjustments

1. Introduced automatic parking reductions that do not require the submittal of an alternative parking plan for shared parking facilities, proximity to transit, transportation demand management, and those allowed by Administrative Adjustments as proposed in Module 1.
2. Current standards for alternative parking plans to allow on-street parking, off-site parking, and valet parking have been carried forward.

c. 21.08.010(f): Vehicle Parking Location and Design

Generally, the current vehicle parking location and design standards including parking area location, parking space and access drive dimensions, pedestrian crossings, and surfacing requirements have been carried forward.

d. 21.08.020: Bicycle Parking and Storage

1. Increased bicycle parking space requirement from 1 per 20 vehicle spaces to 1 per 10 vehicle spaces for all uses other than multifamily dwellings that require 1 per dwelling unit.
2. Significantly expanded standards to include requirements that ensure safe, secure, and appropriately designed bicycle parking facilities including location (e.g., within 50 feet of the main entrance of a building), dimensional and surface requirements, and signage.

3. Included a provision to allow the Director to waive or reduce requirements for unique development sites or for site where there is significant bicycle infrastructure in close proximity.
- e. 21.08.030: Electric Vehicle Charging

Introduced a new requirement to provide one electric vehicle charging station for each 25 parking spaces in excess of 50 parking spaces for multifamily, nonresidential, or mixed-use parking lots that contain more than 50 spaces.

6. Chapter 21.09: Subdivision Standards

- a. Content has been reorganized and reworded for clarity throughout.
- b. Revised sidewalk standards to include a requirement to provide a pedestrian and bicycle easement between the head of a cul-de-sac and an adjacent arterial or collector street.

7. Chapter 21.10: Sign Standards

This chapter has been carried forward from the current Z&DC with no changes, other than formatting the content in a consistent style and converting existing zone district references to align with the new proposed zone district lineup (e.g., sign standards specific to the current R-O district are now the MU-1 district).

8. Chapter 21.11: Outdoor Lighting

- a. 21.11.020: Introduced new exemptions for lighting types that are not subject to the regulations (e.g., traffic control devices, airport lighting, and seasonal decorations).
- b. 21.11.040: Clarified when a Lighting Plan is required to be submitted and introduced the ability to submit an alternative lighting plan that can be approved administratively.
- c. 21.11.050(a): Revised general standards to include additional requirements that support dark-sky principles including lighting efficiency standards, limitations on the “warmth” of light to reduce glare (see draft for more information), and strengthened the shielding and light trespass standards.
- d. 21.11.050(d): Expanded the current approach to establishing minimum and maximum lighting output based on general areas on a development site to simplify administration of the standards.
- e. 21.11.060(c): Added new standards for pedestrian-scaled lighting.

9. Chapter 21.14: Measurement and Definitions

This module includes the third draft of the Measurement and Definitions chapter. The current definitions and measurement instructions have been carried forward and are being updated as needed with each Module. Any definitions or measurements included in other sections of the Z&DC will be moved to this chapter during the drafting process.

4. Questions for Discussion

1. Attached and Multifamily Design Standards

- Could the Section 21.05.050(b) redevelopment sliding-scale applicability standards be useful? Should they be expanded to parking and outdoor lighting?
- What feedback does the DCC have about the 21.05.050(c)(6): Private Outdoor Space standards?
- Are there any topics within the Attached and Multifamily Design Standards or the Mixed-Use and Commercial Design Standards that should be discussed?

2. Minimum and Maximum Off-Street Parking Requirements

Local governments are increasingly leaving parking decisions to developers, allowing the amount of parking provided to be based on what the developer determines to be needed for the development.

- Should the City eliminate minimum off-street parking requirements for all or some uses?
- Should the City eliminate minimum off-street parking requirements citywide or in certain areas (in addition to the B-2 district (Downtown) that does not currently maintain parking requirements)?
- Should the City establish maximum parking limitations for all or some uses? Should those maximum limitations be implemented citywide or in certain areas?

3. Electric Vehicle Parking Requirements

Communities are increasingly incorporating electric vehicle charging requirements and provisions into their zoning codes. The degree of regulation varies broadly across the state and the country. In order to support a discussion about to what extent Grand Junction should regulate electric vehicle charging stations, there are several key terms to know:

1. EV-Capable
Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.
[Aspen, CO: 3% of parking is EV-Capable \(IBC\)](#)
[Atlanta, GA: 20% is EV-Capable \(Ordinance\)](#)

2. EVSE-Ready Outlet
Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).
[Boulder, CO: 10% of parking is EV-Ready Outlet](#)

3. EVSE-Installed
Install a minimum number of Level 2 EV charging stations.
[Palo Alto, CA: 5-10% of parking is EV-Installed](#)

Types of EV Spaces

	Power	Time	Standard Use
Level I	120V	6-10 hrs	Staff use during work day, long term parking at commuter lots or vehicles parked overnight.
Level II	204-240V	1-3 hrs	Commercial use or work vehicles that are heavily used and need a midday charge.
DC Fast Charging	480V	30 mins	Best for highway sites to enable longer vehicle trips.

Types of Charging Stations

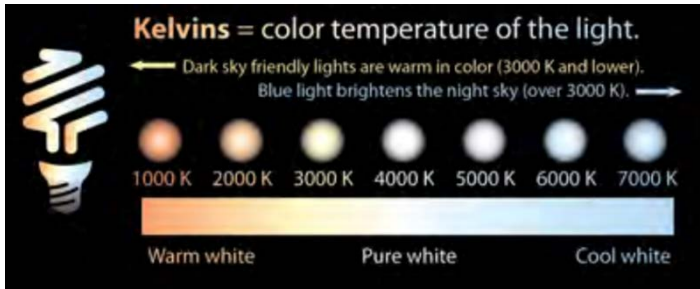
Electric vehicle charging requirements and incentives can be drafted to include a scaled approach of requiring only or more EV-Capable or EV-Ready spaces, rather than the installed charging station itself.

Major considerations for this discussion include:

- Should EV charging only be required for large parking lots (e.g. over 50 spaces)?
- Should EV charging be required for all use types or only multifamily/nonresidential (or other specified uses)?

4. Outdoor Lighting

The draft introduces a new lighting requirement related to “Kelvin” ratings; limiting fixtures to a maximum of 3,000 degrees Kelvin. Kelvin refers to the temperature (e.g., coolness or warmth) of light. The Kelvin rating on a light fixture indicates the shade of white that is given off by the light source. Lower Kelvin ratings produce warmer light that is less harmful to human health and the environment. The International Dark Sky Association recommends Kelvin temperatures of 3,000 and below.



- Do you have any questions or concerns about implementing this provision?

5. Readability and Understanding

- Did you find Module 2 readable and understandable?
- Do you have suggestions for making the Z&DC more accessible to all Code users?