

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4879

AN ORDINANCE AMENDING ORDINANCE NO. 3641 CONCERNING GROWTH AND DEVELOPMENT RELATED STREET POLICY

Recitals:

Safe and efficient streets are one of the most important services provided by the City, the City Council finds and determines that it is proper to provide a specific financing mechanism that will continue to allow safe and functional streets and for new growth and development to pay its way to an equitable degree.

The Council further determines that the resources of the City are properly allocated to maintaining and improving, including capital additions to, the existing streets and roads and those annexed over time, as resources permit, together with additional improvements to the system near and around developing areas of the City. The citizens and users of the street system pay for the upkeep and general improvement to the system by the payment of sales and use taxes. Sales and use taxes are not sufficient, however, to pay for all the road needs and there are limited resources available to the City, from other sources, to add to the system and/or to make improvements in the rapidly developing areas of the City.

The Council has found and affirms that an equitable method of imposing a portion of the costs of paying for additional or improved capacity, necessitated because of Growth, and promoting safe and effective access to and from new developments to the public street system is best addressed by requiring developers to pay for and install public right-of-way improvements that are required for such safe and effective access.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT ORDINANCE NO. 3641 AMENDED AS SHOWN: (For text, deletions are ~~struckthrough~~ and additions are underlined; for graphics, deletions are crossed through with an X.)

~~Growth and Development Related Street Policy~~

~~The City of Grand Junction requires that new development pay a Transportation Capacity Payment to help defray the cost to the City for the impact of development on City streets. The City has experienced steady growth for over a decade and during that time has struggled with how to fairly collect and administer impact fees assessed against development, how to credit some or all of those fees against taxes otherwise paid and what, if any, role the City should have in funding/contributing to the cost of providing additional traffic/street capacity and/or traffic/street capacity in accordance with community expectations.~~

~~The City has determined that there are three key components to a meaningful growth and development related street/traffic policy. They are:~~

~~— 1. Collection of a realistic TCP for all new development projects. The TCP shall be annually reviewed and adjusted in accordance with 6.2B2d of the ZDC.~~

~~— 2. A clear articulation of what minimum requirements (in addition to the TCP) each development must construct; and~~

~~— 3. City funding and/or other means of participation in construction of street improvements.~~

~~Because the City has determined that traffic is a community problem, the TCP shall be uniform throughout the City and subject to criteria stated below; funding may be provided to street improvements anywhere within the City.~~

~~The principles of this policy are:~~

~~1. All development projects that create a traffic impact, as defined by the City ZDC, shall pay a TCP as established by and in accordance with the ZDC. The fundamental precept of the City's TCP policy is that new development must pay its fair share for the added traffic that development creates.~~

~~2. The TCP fee has been set to ensure that trips from each new development are calculated and that the developer contributes to the value of capacity consumption of City streets in proportion to the traffic that the development is reasonably anticipated to generate. The fee also recognizes as a credit the value of taxes generated from development.~~

~~3. TCP funds are intended to be used for improvements to the major roadway system as identified on the most current version of the Grand Valley Circulation Plan functional classification map (Minor Collector or above). Improvements to the local roadway system will continue to be the responsibility of the property owners abutting the local roadway. The TCP fee is not intended to be used for debt service for the Riverside Parkway project.~~

~~4. Minimum Street Access Improvements—The intent of this section is to describe the improvements necessary to connect a proposed development to the existing street system. SUCH IMPROVEMENTS SHALL BE PUBLIC IMPROVEMENTS AND SHALL BE THE MAINTENANCE RESPONSIBILITY OF THE CITY WHETHER SUCH PUBLIC IMPROVEMENTS ARE IDENTIFIED THROUGH A TRAFFIC STUDY OR OTHERWISE MADE A CONDITION OF APPROVAL FOR DEVELOPMENT. Construction of these improvements will be the responsibility of the developer and shall be constructed or guaranteed at the time of development. These improvements are needed to provide safe ingress/egress and shall meet the minimum standards in Section CHAPTERS 5 AND 6 AND THE UNNUMBERED CHAPTER ENTITLED Fire Department Access of the TEDS Manual— Fire Department Access. These improvements are not intended to include off-site, Half Street or perimeter improvements necessary to increase the capacity or improve the safety of adjacent or perimeter streets.~~

- ~~• Absent unique needs or characteristics of the development, Minimum Street Access Improvements shall mean construction of full asphalt radii, and necessary drainage~~

improvements in accordance with the City standard detail for each intersection with a perimeter street and/or improvements necessitated if the proposed development creates lots with direct access to the perimeter street(s) as determined by the Director. An owner or developer may appeal a determination of Minimum Street Access Improvements to the Transportation Engineering Design Standards (TEDS) Exception Committee. That Committee consists of the PW&U Director, the Fire Chief and the Community Development Director.

- Curb, gutter and sidewalk improvements shall be constructed as part of minimum access improvements when connecting directly to a street with like improvements.
- The City's multi-modal plan, including bike lanes, trails, paths, alternate pedestrian connections and bus stops and transit shall be incorporated into determining what improvements are required associated with a connection to the adjacent street system.
- Right of Way — The development shall dedicate necessary ROW (per Code and TEDS) to provide safe ingress/egress to the proposed development.
- Drainage Structures including Bridges — The development shall construct drainage structures and/or bridges associated the connection of the development to the street system.
- Traffic Studies — Preparation of Traffic Studies shall be the responsibility of new development as currently defined by the Code.
- Utilities — The extension of utilities including water, sewer, storm water improvements gas, electric, cable and telephone, etc will continue to be the responsibility of new development.

5. In addition to the TCP and Minimum Street Access Improvements, the developer must fully construct (or if current needs do not require construction, then the developer must guarantee for future construction) all internal streets, roads, alleys, and future connections in accordance with the development's approved plan.

6. The developer is responsible for the cost of the design of all features of the Minimum Street Access Improvements as required by TEDS, the GVCP, and other applicable City code(s), ordinance(s), policy(ies) or resolution(s).

7. Reimbursable Street Expenses — In the event a development triggers the need for public improvements beyond available City funding from the TCP, the City and the developer may enter into an agreement that would provide for the reimbursement of a portion of the costs of the public improvements.

Safe and adequate streets are a priority for the City. To help meet that need, a fund will be established to allow the City to fund and/or partner with developers or other governments. City funding or participation in street improvements shall be used for three purposes:

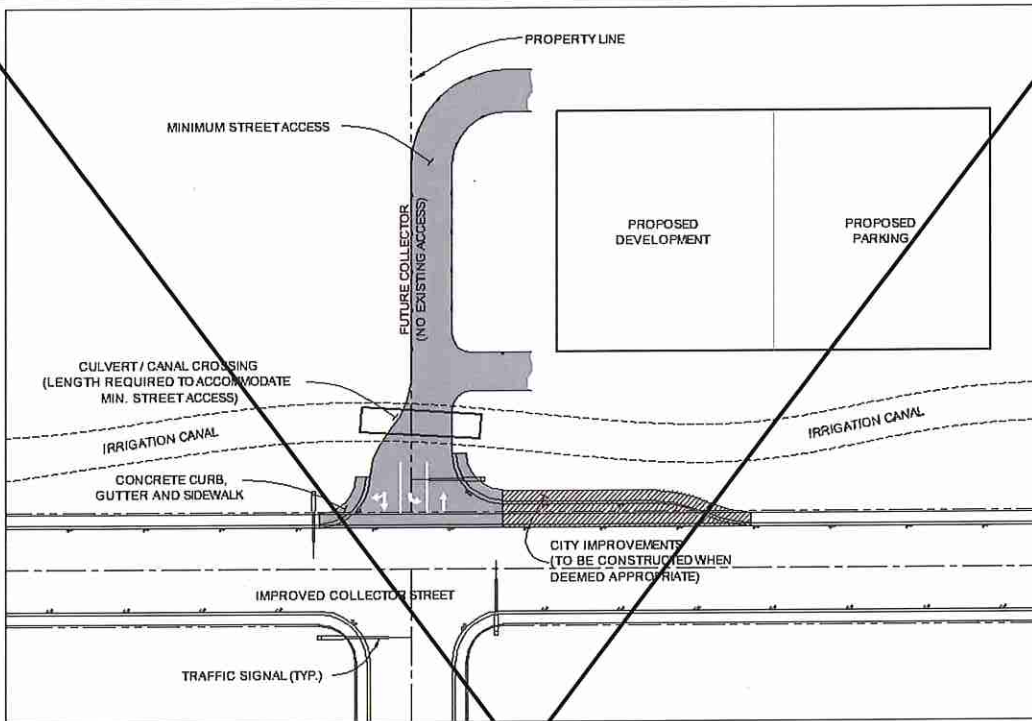
1. Construction of larger scale improvements along corridors which are deficient in street improvements (i.e., capacity, safety or physical improvements including pavement, curbs, gutters, and sidewalks).

2. Specific street or intersection improvements either adjacent or off site from a new development where the existing condition is deficient as defined by City code.

3. Participation in a larger regional project in cooperation with the participating agencies of the Grand Valley MPO.

City funding and/or other means of participation in street improvements is conditioned on:

- Construction will improve traffic safety;
- Construction will improve traffic flow;
- Construction will improve pedestrian safety;
- Construction will improve capacity.



MINIMUM STREET ACCESS INCLUDES

- ◆ CULVERT/CANAL CROSSING TO ACCOMMODATE DEVELOPMENT NEEDS (TRAFFIC STUDY). IF LESS THAN LENGTH REQUIRED FOR ULTIMATE STREET SECTION, CITY MAY CONTRIBUTE TO COMPLETE THE LENGTH.
- ◆ FIRE ACCESS IMPROVEMENTS BETWEEN COLLECTOR AND STORE ACCESS (MIN. 20' OF PAVEMENT WIDTH, OR GREATER AS REQUIRED BY THE TRAFFIC STUDY. DOES NOT INCLUDE CURB, GUTTER OR SIDEWALK, UNLESS NECESSARY FOR TRANSITION WITH EXISTING).
- ◆ DEDICATION OF R.O.W. PER DEVELOPMENT NEEDS OR PER MAJOR STREET PLAN, WHICH EVER IS GREATER.
- ◆ DRAINAGE IMPROVEMENTS AS NECESSARY.

CITY OF GRAND JUNCTION BUILDS

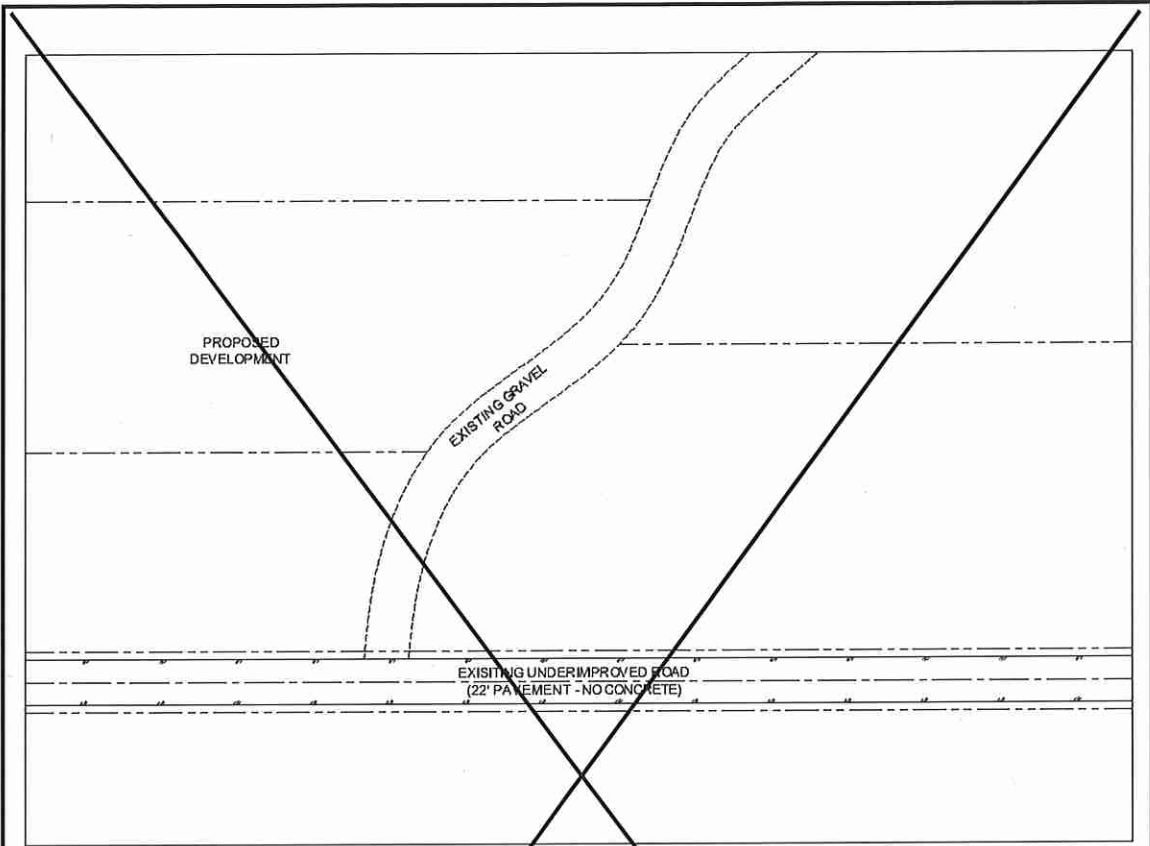
- ◆ TRAFFIC SIGNAL
- ◆ DECELERATION LANE

DRAWN BY: JAH
 DATE: 2-10-2004
 SCALE: N.T.S.
 APPR. BY: T.M.
 FILE NO. EXAMPLE.DWG

*PUBLIC WORKS & UTILITIES
 ENGINEERING DIVISION*

EXAMPLE 1





MINIMUM STREET ACCESS INCLUDES

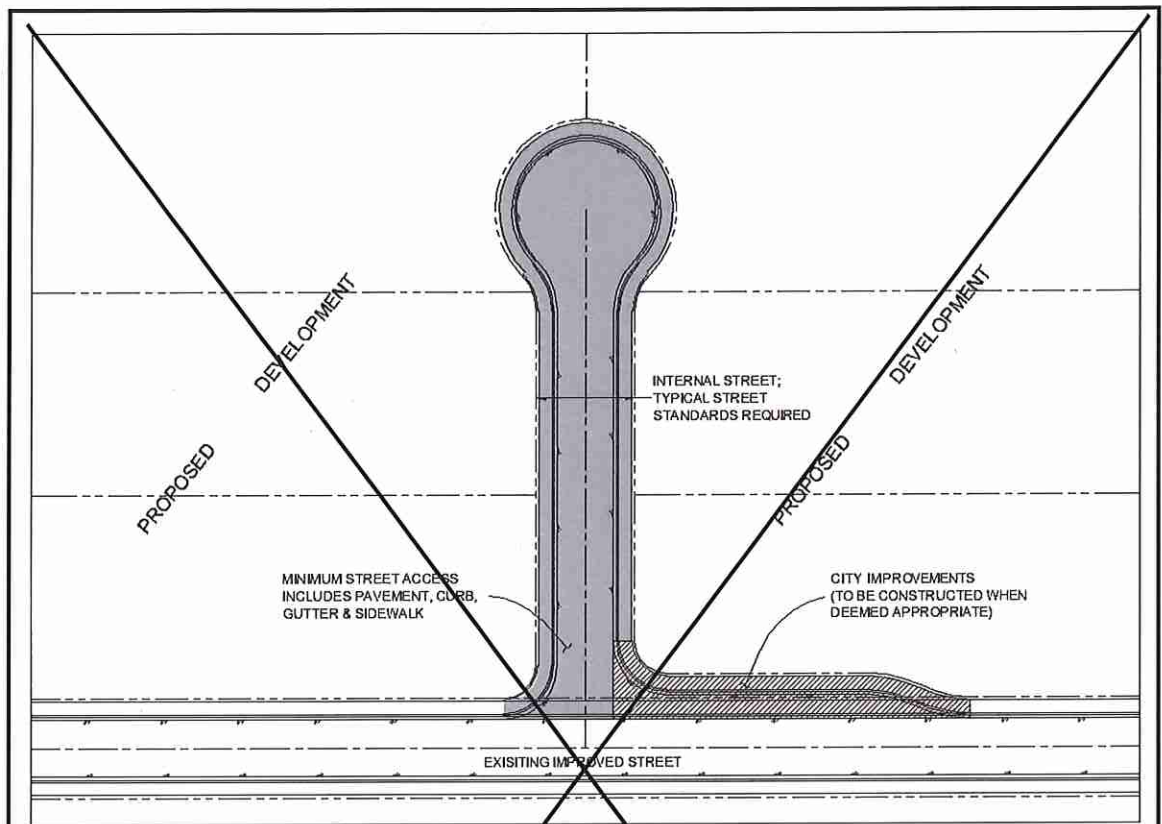
- ◆ IMPROVE GRAVEL ROAD PER FIRE STANDARDS.
- ◆ DRAINAGE IMPROVEMENTS AS NECESSARY.
- ◆ R.O.W. DEDICATION TO ACCOMODATE DEVELOPMENT NEEDS.

DRAWN BY: AH
DATE: 5-16-2004
SCALE: N.T.S.
APPR. BY: T.M.
FILE NO. EXAMPLE.DWG

*PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION*

EXAMPLE 2





MINIMUM STREET ACCESS INCLUDES

- ◆ CONNECTION OF CURBS, GUTTERS AND SIDEWALKS TO EXISTING IMPROVEMENTS.
- ◆ DRAINAGE IMPROVEMENTS AS NECESSARY.

CITY OF GRAND JUNCTION BUILDS

- ◆ DECELERATION LANE

DRAWN BY: JAH
 DATE: 5-10-2004
 SCALE: N.T.S.
 APPR. BY: T.M.
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PUBLIC WORKS & UTILITIES
 ENGINEERING DIVISION

EXAMPLE 3



This Ordinance shall be effective on January 1, 2021.

Introduced on first reading this 2nd day of October, 2019.

PASSED and ADOPTED and ordered published in pamphlet form this 16th day of October, 2019.



Rick Taggart, President of the Council



Attest:



Selestina Sandoval, Deputy City Clerk

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4879 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 2nd day of October, 2019 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 16th day of October, 2019, at which Ordinance No. 4879 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 18th day of October, 2019.


Deputy City Clerk

Published: October 04, 2019
Published: October 18, 2019
Effective: November 17, 2019