

**GRAND JUNCTION CITY COUNCIL  
WORKSHOP  
& SPECIAL MEETING AGENDA**

**MONDAY, MAY 3, 2004, 7:00 P.M.  
CITY HALL AUDITORIUM, 250 N. 5<sup>TH</sup> STREET**

**MAYOR'S INTRODUCTION AND WELCOME**

- 7:00 **COUNCILMEMBER REPORTS**
- 7:10 **CITY MANAGER'S REPORT**
- 7:15 **REVIEW FUTURE WORKSHOP AGENDAS** [Attach W-1](#)
- 7:25 **REVIEW WEDNESDAY COUNCIL AGENDA**
- 7:30 **TRANSPORTATION CAPACITY PAYMENT AND ONE-HALF STREET IMPROVEMENTS POLICY:** Review of a draft ordinance that proposes modifications to the Transportation Capacity Payment and Half Street Policies. [Attach W-2](#)
- 8:10 **STRATEGIC PLAN UPDATE** [Attach W-3](#)
- 8:25 **COUNCILMEMBER APPOINTMENTS TO BOARDS & COMMISSIONS:** Annually City Council discusses and assigns Councilmembers to represent them on various boards and outside organizations. [Attach W-4](#)
- 8:50 **CONVENE INTO SPECIAL SESSION**

**EXECUTIVE SESSION TO CONFER WITH AND RECEIVE LEGAL ADVICE FROM THE CITY ATTORNEY REGARDING PENDING LITIGATION WITH THE GRAND JUNCTION RURAL FIRE PROTECTION DISTRICT, UNDER SECTION 402 (4) (B) OF THE OPEN MEETINGS LAW**

**ADJOURN TO EXECUTIVE SESSION**

This agenda is intended as a guideline for the City Council. Items on the agenda are subject to change as is the order of the agenda.

**Attach W-1  
Future Workshop Agendas**

# ***CITY COUNCIL WORKSHOP AGENDAS***

**\* MAY 17, MONDAY 11:30 AM at TWO RIVERS CONVENTION CENTER**  
**11:30 MEET WITH SCHOOL DISTRICT 51 BOARD**

**MAY 17, MONDAY 7:00 PM**

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS

**MAY 31, MONDAY: *Memorial Day, No Meetings***

**JUNE 14, MONDAY 7:00 PM**

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 UPDATE ON THE RIVERSIDE PARKWAY 1601 PROCESS
- 8:15 STRATEGIC PLAN UPDATE
- 8:30 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS

**JULY 5, MONDAY: *July 4<sup>th</sup> Holiday, No Meetings***

**\* JULY 19, MONDAY 11:30 AM**  
**11:30 OPEN**

**JULY 19, MONDAY 7:00 PM**

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 STRATEGIC PLAN UPDATE
- 7:45 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS

**BIN LIST FROM CITY COUNCIL RETREAT (June 2003)  
(and other reminders)**

1. Utilities in right-of-way ordinance
2. Ridges Architectural Control Committee Letter
3. Annual Persigo joint meeting with Mesa County. The County suggested the following dates:
  - a. July 22, evening
  - b. July 29, evening
  - c. August 5, day or evening
  - d. August 12, day or evening
4. Traffic calming
5. Project updates from the management team (May 17?)

**Attach W-2  
Transportation Capacity Payment Policy**

**CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA									
Subject		Transportation Capacity Payment Ordinance							
Meeting Date		May 3, 2004							
Date Prepared		April 28, 2004					File #		
Author		Tim Moore			Public Works Manager				
Presenter Name		Mark Relph Tim Moore			Public Works & Utilities Director Public Works Manager				
Report results back to Council			No		Yes	When			
Citizen Presentation		X	Yes		No	Name		Members of the working group will be attending and may wish to address Council.	
X	Workshop		Formal Agenda				Consent		Individual Consideration

**Summary:** City Council will review a Draft Ordinance that proposes modifications to the Transportation Capacity Payment (TCP) and half street policies. The Ordinance would increase the TCP from \$500 per single family unit to \$1500 per single family unit. The fee schedule for commercial-industrial development would also increase by a similar proportion. The Ordinance also places the responsibility of constructing half street, safety, and off-site improvements associated with new developments with the City.

**Budget:** Current revenues average approximately \$450,000 per year. The proposed ordinance could increase the annual amount by approximately three (3) times the current amount. Over time, and in conjunction with increased sales tax receipts, this budget could also be impacted by Tabor limitations.

**Action Requested/Recommendation:** Review and discuss the Draft Ordinance and implementation policies. Provide specific direction related to the effective date and applicability to projects currently under review. Assuming Council approves the direction, and depending upon the level of comments, staff is anticipating bringing to Council the First Reading of the Ordinance on May 19.

**Attachments:** Draft Ordinance

**Background Information:** Council met on March 5, 2004 regarding increasing the TCP and modifying the half street improvements policy. In general, the direction from

that meeting was to develop an ordinance that would increase the TCP to \$1500 and develop a policy that would not require development to construct half street, safety or perimeter improvements as part of new development. The City would collect the TCP fees and construct when necessary the capacity and safety improvements associated with new development.

This draft ordinance is very similar to ordinances under consideration in Mesa County, Fruita, and Palisade.

### **Implementation Issues:**

#### *Growth and Development Related Street Policies*

The last several pages of the Ordinance include a section intended to outline how the Ordinance will be implemented. The Growth and Development Related Street Policy can be amended from time to time by Council Resolution to address specific issues within the framework of the Ordinance.

#### *Effective Date*

Council has expressed a desire to have this new Ordinance and associated policies in place by July 1, 2004. Staff would recommend the Ordinance be made applicable to all lots for which a planning clearance has not been issued prior to July 1. There are options associated with how the new Ordinance is applied to development projects currently under review and/or construction including:

- ◆ Apply the Ordinance only to development applications received after July 1.
- ◆ Apply the Ordinance to proposed development projects that have had a Pre-application meeting with Community Development.
- ◆ Request that staff identify specific projects currently under review that could be developed under the provisions of the new Ordinance.

Staff would recommend that a list of projects be developed including some that are currently under construction, like Monument Presbyterian Church, that owners have expressed a desire to develop and/or construct under the provisions of the new Ordinance.

#### *TCP Fund*

Council has discussed that over time, the TCP fund balance will likely have high and low points depending on development activity and the public improvements necessary to support this activity. Staff has evaluated the development activity for 2002 and determined that, in that year, it appeared the new TCP would support the construction costs of public improvements needed to support the development activity. Staff will share the detail of that analysis at the Workshop. In the event the TCP fund balance drops below the level necessary to support development activity, the Ordinance provides some options for Council to consider including:

- ◆ Reimbursement Agreement - the City and developer enter into an agreement that would provide for the reimbursement of the costs of public improvements associated with the project.
- ◆ Council could choose to dedicate other funds to construct public improvements associated with new development.
- ◆ Council could choose to delay or deny a specific development project.

**Public Input:** Staff has held four meetings with a seven member working group that included Greg Schaefer, Larry Rasmussen, Ed Lenhart, Diane Schwenke, Tom Rolland, Don Pettygrove, and Rebekah Wilmarth. This group has participated in the development and review of the draft Ordinance and proposed policies. I believe the consensus of the group is that this ordinance is a positive change and is a step in the right direction. This group has also expressed an interest in participating in future periodic reviews of the actual implementation of the Ordinance and policies.

**CITY OF GRAND JUNCTION**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING ORDINANCE NO. 2750 AS CODIFIED AS SECTION 6.2  
OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE CONCERNING  
TRANSPORTATION CAPACITY PAYMENTS INCLUDING CALCULATIONS  
THEREOF, CREDITS AND APPROVED METHODOLOGIES**

**Recitals:**

The existing City ordinances require that a developer of land adjacent to a right-of-way which is unimproved or does not meet current standards ("under-improved") either improve the abutting half of the right-of-way for the frontage of the development or pay a sum of money determined by an assumption of additional traffic that will be created from the development. Also, current City policy allows the City to require additional improvements to the existing roadway system when it is determined that the proposed development has negative impacts to the capacity and/or safety of the existing system.

While this method assures that a development pays its fair share of the cost of the associated impact to the transportation system, there has been concern raised that this method of addressing traffic impacts is not always fair. This method has the disadvantage of requiring the first development in an area of under-improved public infrastructure to complete these improvements but allows others, who follow later, to develop without similar costs.

Another disadvantage is that a developer of land immediately adjacent to one or more unimproved or under-improved streets may be required to pay for the improvement of all adjacent street improvements, yet another development, due to location or the configuration of the parcels such that it does not abut an unimproved street, may not be required to make the same improvements to the street system, even though each development may add the same amount of traffic.

Because safe and efficient streets are one of the most important services provided by the City, the Council does hereby amend the Code to provide a specific financing mechanism, which will continue to allow safe and functional streets while refining the calculation of payment for and costs attributable to development.

The Council determines that the resources of the City are properly allocated to maintaining and improving, including capital additions to, the existing 370 miles of streets and roads and that, as resources permit, additional improvements to the system should be made near and around developing areas of the City as growth occurs. The citizens and users of the street system pay for the upkeep and general improvement to

the system nearly exclusively 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 or to make improvements in the rapidly developing areas of the City.

Therefore, the Council finds and affirms that it is in the public interest to continue the practice of collecting Transportation Capacity Payments (TCP) and appropriately increase the amount of that fee to more accurately reflect the cost of improvements that are reasonably attributable to new development, new residents and new business activities (collectively "Growth").

The Council further finds that the TCP shall be set at a level that a substantial portion of the cost to build new transportation facilities caused by Growth is paid for by the Growth that has caused the need.

The Council is well aware that Growth and new development creates additional vehicular traffic that consumes a portion of the existing transportation infrastructure capacity. In support of the TCP methodology, the City has adopted the data, assumptions and conclusions of the Institute of Transportation Engineer's Trip Generation Manual ("ITE") for purposes of projecting the number of trips created by development. The ITE is a valid, nationally recognized basis to estimate traffic generated by a development and shall continue to be used by the City. The most recent version of the ITE is incorporated herein by this reference as if fully set forth.

The Council has found and affirms that a fair method of imposing a portion of the costs of paying for additional or improved capacity, necessitated because of Growth, is a fee based on a formula that considers among other things the number of trips generated by different types of development (based on ITE), the average trip length, and the percentage of new trips as variables. The specific formula for the TCP provided for herein has been studied and found to be valid by the 2002 Transportation Impact Fee Study prepared by Duncan Associates. That study is incorporated herein by this reference as if fully set forth.

Because the traffic impacts of new trips are not always easily ascertained or allocated to a particular intersection or street and because the City is not so large that there are distinct areas of the City which are wholly unrelated to the others, the Council finds that it is not reasonable to define discrete time and distance limits for the spending of TCP funds in relation to each development. Nevertheless, expenditure and the prioritization of projects for expenditure shall, to the extent reasonable, be as near in time and distance as is possible to the location from which the payment was derived.

The Council has considered, but rejected as impracticable, a proposal whereby the City would be divided into quadrants or other sub-areas, in which quadrant or sub-area funds attributable to a particular subdivision or development must be spent within certain specified time limits. Such a method, while attractive to a developer, ignores the professional judgments which traffic engineers must make and ignores the reality that



sub-funds, which track TCP funds from particular areas or neighborhoods, may never have enough money to pay for needed improvements.

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT SECTION 6.2 B1& B2 OF THE ZONING AND DEVELOPMENT CODE ARE AMENDED AS SHOWN:**

Additions are shown in ALL CAPS, except for the entire section entitled "Growth and Development Related Street Policy" which is new, even though it is not capitalized. Adoption of this ordinance shall constitute a repeal of inconsistent terms and provisions of the existing ordinance and/or the codification including the analytical and other justification and descriptive materials which were adopted by reference in Ordinance No. 2750.

6.2B1(f) Dedications required by subparagraph 6.2B1c shall be at no cost to the City. Dedications shall not be eligible for, or require a refund or TCP credit.

6.2B2 Transportation Capacity Payment (TCP) and Right-of-Way Improvements.

a. The developer shall pay to the City a Transportation Capacity Payment (TCP) as required by the Public Works Director (DIRECTOR).

b. THE DIRECTOR MAY REQUIRE THAT THE DEVELOPER PAY FOR AND/OR CONSTRUCT IMPROVEMENTS necessary for the safe ingress and/or egress of traffic to the development. THOSE IMPROVEMENTS ARE DEFINED AS MINIMUM STREET ACCESS IMPROVEMENTS. MINIMUM STREET ACCESS IMPROVEMENTS SHALL BE DEFINED BY THE MOST RECENT VERSION OF THE CITY'S GROWTH AND DEVELOPMENT RELATED STREET POLICY AND/OR TEDS. THE GROWTH AND DEVELOPMENT RELATED STREET POLICY SHALL BE REVIEWED BY CITY STAFF AND ADOPTED ANNUALLY BY COUNCIL RESOLUTION.

c. No PLANNING CLEARANCE FOR A building permit for any use or activity requiring payment of the TCP pursuant to this Ordinance shall be issued until the TCP HAS BEEN PAID AND MINIMUM STREET ACCESS IMPROVEMENTS HAVE BEEN CONSTRUCTED, PAID FOR OR ADEQUATELY SECURED AS DETERMINED BY THE DIRECTOR.

d. The amount of the TCP shall be as set forth ANNUALLY BY THE CITY COUNCIL in ITS adopted fee RESOLUTION. THE TCP IS MINIMALLY SUBJECT TO ANNUAL ADJUSTMENT FOR INFLATION BASED ON THE CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS (CPI-U), WESTERN REGION, SIZE B/C, PUBLISHED MONTHLY BY THE UNITED STATES DEPARTMENT OF LABOR. (THIS INFORMATION CAN BE FOUND AT THE INTERNET SITE OF [HTTP://WWW.BLS.GOV/XG\\_SHELLS/RO9XG01.HTM](http://www.bls.gov/xg/shells/ro9xg01.htm).)

e. THE TCP shall be used BY THE DIRECTOR TO MAKE capital improvements to the transportation facilities in the City IN ACCORDANCE WITH THE CITY'S GROWTH AND DEVELOPMENT RELATED STREET POLICY, THIS ORDINANCE, AND OTHER APPLICABLE PROVISIONS OF THE ZONING AND DEVELOPMENT CODE.

(1) TO PAY DEBT SERVICE ON ANY PORTION OF ANY CURRENT OR FUTURE GENERAL OBLIGATION BOND OR REVENUE BOND ISSUED AFTER THE EFFECTIVE DATE OF THIS ORDINANCE AND USED TO FINANCE MAJOR ROAD SYSTEM IMPROVEMENTS;

(2) FOR THE RECONSTRUCTION AND REPLACEMENT OF EXISTING ROADS, THE CONSTRUCTION OF NEW MAJOR ROAD SYSTEMS AND IMPROVEMENTS AND/OR FOR THE PAYMENT OF REIMBURSABLE STREET EXPENSES (AS THAT TERM IS DEFINED FROM TIME TO TIME BY THE CITY'S GROWTH AND DEVELOPMENT RELATED STREET POLICY) THAT ARE INTEGRAL TO AND THAT ADDS CAPACITY TO THE STREET SYSTEM;

(3) TRAFFIC CAPACITY IMPROVEMENTS DO NOT INCLUDE ONGOING OPERATIONAL COSTS OR DEBT SERVICE FOR ANY PAST GENERAL OBLIGATION BOND OR REVENUE BOND ISSUED PRIOR TO THE EFFECTIVE DATE OF THIS SECTION OR ANY PORTION OF ANY CURRENT OR FUTURE BOND ISSUED AFTER THE EFFECTIVE DATE OF THIS SECTION AND NOT USED TO FINANCE MAJOR ROAD SYSTEM IMPROVEMENTS.

(4) Capital spending decisions shall be guided by the principles, among others, that TCP funds shall be used to make capacity AND SAFETY improvements but not used to upgrade existing deficiencies except incidentally in the course of making improvements; TCP fund expenditures which provide improvements which are near in time and/or distance TO the development FROM WHICH THE FUNDS ARE COLLECTED are preferred over expenditures for improvements which are more distant in time and/or distance.

(5) No TCP funds shall be used for maintenance.

(6) TCP funds will be ACCOUNTED FOR SEPARATELY BUT may be commingled with other funds of the City.

(7) The DIRECTOR shall determine when and where TCP funds shall be spent.

(i) As part of the two-year budget process;

(ii) As required to keep pace with new development.

(8) The TCP shall not be payable if THE DIRECTOR IS SHOWN by clear and convincing evidence, that at least one of the following applies:

(i) alteration or expansion of an existing structure will not create additional trips;

(ii) the construction of an accessory structure will not create additional trips produced by the principal building or use of the land. A garage is an example of an accessory structure which does not create additional trips;

(iii) the replacement of a destroyed or partially destroyed structure with a new building or structure of the same size and use that does not create additional trips;

(iv) a structure is constructed in a development for which a TCP fee has been paid within the prior EIGHTY FOUR (84) months or the structure is in a development with respect to which the developer constructed Street Access Improvements and the City accepted such improvements and the warranties have been satisfied.

f. IF THE TYPE OF IMPACT-GENERATING DEVELOPMENT FOR WHICH A BUILDING PERMIT IS REQUESTED IS FOR A CHANGE OF LAND USE OR FOR THE EXPANSION, REDEVELOPMENT OR MODIFICATION OF AN EXISTING DEVELOPMENT, THE FEE SHALL BE BASED ON THE NET INCREASE IN THE FEE FOR THE NEW LAND USE TYPE AS COMPARED TO THE PREVIOUS LAND USE TYPE.

g. IN THE EVENT THAT THE PROPOSED CHANGE OF LAND USE, REDEVELOPMENT OR MODIFICATION RESULTS IN A NET DECREASE IN THE FEE FOR THE NEW USE OR DEVELOPMENT AS COMPARED TO THE PREVIOUS USE OR DEVELOPMENT, THE DEVELOPER MAY APPLY FOR A REFUND OF FEES PREVIOUSLY PAID WITH THE CONSENT OF THE PREVIOUS PERSON HAVING MADE THE PAYMENT AND OR CONSTRUCTED THE IMPROVEMENTS.

h. FOR FEES EXPRESSED PER 1,000 SQUARE FEET, THE SQUARE FOOTAGE SHALL BE DETERMINED ACCORDING TO GROSS FLOOR AREA, MEASURED FROM THE OUTSIDE SURFACE OF EXTERIOR WALLS AND EXCLUDING UNFINISHED BASEMENTS AND ENCLOSED PARKING AREAS. THE FEES SHALL BE PRORATED AND ASSESSED BASED ON ACTUAL FLOOR AREA, NOT ON THE FLOOR AREA ROUNDED TO THE NEAREST 1,000 SQUARE FEET.

i. Any claim for credit shall be made not later than the time of application or request for a planning clearance. Any claim not so made shall be deemed waived.

Credits shall not be transferable from one project or development to another nor otherwise assignable or transferable.

2.5 MINIMUM STREET ACCESS IMPROVEMENTS INCLUDE street and road improvements required to PROVIDE FOR THE SAFE ingress and egress needs of the development AS DETERMINED BY THE DIRECTOR.

a. Level of service FOR ANY NEW DEVELOPMENT AND/OR FOR TRAFFIC CAPACITY IMPROVEMENTS shall be DETERMINED BY THE DIRECTOR. THE DIRECTOR SHALL DETERMINE THE ACCEPTABLE LEVEL OF SERVICE TAKING INTO CONSIDERATION EXISTING TRAFFIC, STREETS, AND PROPOSED DEVELOPMENT.

b. REQUIRED RIGHT-OF-WAY DEDICATIONS SHALL BE AT NO COST TO THE CITY.

2.6 Definitions. The following terms and words shall have the meanings set forth for this section.

a. Average trip length: The average length of a vehicle trip as determined by the limits of the City, the distance between principle trip generators and as modeled by the CITY'S, THE COUNTY'S, THE STATE'S OR THE MPO'S COMPUTER program(S). IN THE EVENT THAT THE MODELS ARE INCONSISTENT, THE MOST ADVANTAGEOUS TO THE CITY SHALL BE USED.

b. "Convenience store," "hotel/motel," "retail," and other terms contained and with the meaning set forth in the Trip Generation Manual.

c. Lane-mile: Means one paved lane of a right-of-way mile in length fourteen (14) feet in width, including curb and gutter, sidewalk, storm sewers, traffic control devices, earthwork, engineering, and construction management including inspections. The value of right-of-way is not included.

d. Percentage of new trips: Based on THE MOST CURRENT VERSION of ITE Transportation and Land Development Manual, and of the ITE Trip Generation Manual.

e. Unimproved/under-improved floor area: Has the meaning as defined in the adopted building codes.

2.7 CALCULATION OF FEE.

a. ANY PERSON WHO APPLIES FOR A BUILDING PERMIT FOR AN IMPACT-GENERATING DEVELOPMENT SHALL PAY A TRANSPORTATION IMPACT FEE IN ACCORDANCE WITH THE MOST RECENT FEE SCHEDULE PRIOR TO ISSUANCE OF A BUILDING PERMIT. IF ANY CREDIT IS DUE PURSUANT TO

SECTION i ABOVE, THE AMOUNT OF SUCH CREDIT SHALL BE DEDUCTED FROM THE AMOUNT OF THE FEE TO BE PAID.

Land Use Type	ITE Code	Unit	Fee	Factor
<b>Residential</b>				
Single Family	210	Dwelling	\$1,500	1.00
Multi-Family	220	Dwelling	\$1,039	0.69
Mobile Home/RV Park	240	Pad	\$ 754	0.50
Hotel/Motel	310/320	Room	\$1,414	0.94
<b>Retail/Commercial</b>				
Shopping Center (0-99KSF)	820	1000 SF	\$2,461	1.64
Shopping Center (100-249KSF)	820	1000 SF	\$2,311	1.54
Shopping Center (250-499KSF)	820	1000 SF	\$2,241	1.49
Shopping Center (500+KSF)	820	1000 SF	\$2,068	1.38
Auto Sales/Service	841	1000 SF	\$2,223	1.48
Bank	911	1000 SF	\$3,738	2.49
Convenience Store w/Gas Sales	851	1000 SF	\$5,373	3.58
Golf Course	430	Hole	\$3,497	2.33
Health Club	493	1000 SF	\$2,003	1.34
Movie Theater	443	1000 SF	\$6,216	4.14
Restaurant, Sit Down	831	1000 SF	\$3,024	2.02
Restaurant, Fast Food	834	1000 SF	\$6,773	4.52
<b>Office/Institutional</b>				
Office, General (0-99KSF)	710	1000 SF	\$1,845	1.23
Office, General >100KSF	710	1000 SF	\$1,571	1.05
Office, Medical	720	1000 SF	\$5,206	3.47
Hospital	610	1000 SF	\$2,418	1.61
Nursing Home	620	1000 SF	\$ 677	0.45
Church	560	1000 SF	\$1,152	0.77
Day Care Center	565	1000 SF	\$2,404	1.60
Elementary/Sec. School	520/522/530	1000 SF	\$ 376	0.25
<b>Industrial</b>				
Industrial Park	130	1000 SF	\$1,091	0.73
Warehouse	150	1000 SF	\$ 777	0.52
Mini-Warehouse	151	1000 SF	\$ 272	0.18

b. IF THE TYPE OF IMPACT-GENERATING DEVELOPMENT FOR WHICH A BUILDING PERMIT IS REQUESTED IS NOT SPECIFIED ON THE FEE SCHEDULE, THEN THE DIRECTOR SHALL DETERMINE THE FEE ON THE BASIS OF THE FEE APPLICABLE TO THE MOST NEARLY COMPARABLE LAND USE ON THE FEE SCHEDULE. THE DIRECTOR SHALL DETERMINE COMPARABLE LAND USE BY TRIP GENERATION RATES CONTAINED IN THE MOST CURRENT EDITION OF ITE *TRIP GENERATION MANUAL*.

c. IN MANY INSTANCES, A BUILDING MAY INCLUDE SECONDARY OR ACCESSORY USES TO THE PRINCIPAL USE. FOR EXAMPLE, IN ADDITION TO THE PRODUCTION OF GOODS, MANUFACTURING FACILITIES USUALLY ALSO HAS OFFICE, WAREHOUSE, RESEARCH AND OTHER ASSOCIATED

FUNCTIONS. THE TCP FEE SHALL GENERALLY BE ASSESSED BASED ON THE PRINCIPAL USE. IF THE APPLICANT CAN SHOW THE DIRECTOR IN WRITING BY CLEAR AND CONVINCING EVIDENCE THAT A SECONDARY LAND USE ACCOUNTS FOR OVER 25% OF THE GROSS FLOOR AREA OF THE BUILDING AND THAT THE SECONDARY USE IS NOT ASSUMED IN THE TRIP GENERATION FOR THE PRINCIPAL USE, THEN THE TCP MAY BE CALCULATED ON THE SEPARATE USES.

d. TAP FEE CALCULATION STUDY -- AT THE ELECTION OF THE APPLICANT OR UPON THE REQUEST OF THE DIRECTOR, FOR ANY PROPOSED DEVELOPMENT ACTIVITY, FOR A USE THAT IS NOT ON THE FEE SCHEDULE OR FOR WHICH NO COMPARABLE USE CAN BE DETERMINED AND AGREED BY THE APPLICANT AND THE DIRECTOR OR FOR ANY PROPOSED DEVELOPMENT FOR WHICH THE DIRECTOR CONCLUDES THE NATURE, TIMING OR LOCATION OF THE PROPOSED DEVELOPMENT MAKES IT LIKELY TO GENERATE IMPACTS COSTING SUBSTANTIALLY MORE TO MITIGATE THAN THE AMOUNT OF THE FEE THAT WOULD BE GENERATED BY THE USE OF THE FEE SCHEDULE, A TCP FEE CALCULATION STUDY MAY BE PERFORMED.

e. THE COST AND RESPONSIBILITY FOR PREPARATION OF A FEE CALCULATION STUDY SHALL BE DETERMINED IN ADVANCE BY THE APPLICANT AND THE DIRECTOR.

f. THE DIRECTOR MAY CHARGE A REVIEW FEE AND/OR COLLECT THE COST FOR RENDERING A DECISION ON SUCH STUDY. THE DIRECTOR'S DECISION ON A FEE OR A FEE CALCULATION STUDY MAY BE APPEALED TO THE ZONING BOARD OF APPEALS IN ACCORDANCE WITH 2.18B OF THIS CODE.

g. THE TCP FEE CALCULATION STUDY SHALL BE BASED ON THE SAME FORMULA, LEVEL OF SERVICE STANDARDS AND UNIT COSTS USED IN THE IMPACT FEE STUDY. THE FEE STUDY REPORT SHALL DOCUMENT THE METHODOLOGIES AND ALL ASSUMPTIONS.

h. THE TCP FEE CALCULATION STUDY SHALL BE CALCULATED ACCORDING TO THE FOLLOWING FORMULA.

$$\text{FEE} = \text{VMT} \times \text{NET COST/VMT} \times \text{RF}$$

WHERE:

$$\begin{aligned} \text{VMT} &= \text{TRIPS} \times \% \text{ NEW} \times \text{LENGTH} \div 2 \\ \text{TRIPS} &= \text{DAILY TRIP ENDS GENERATED BY THE DEVELOPMENT DURING THE WORK WEEK} \\ \% \text{ NEW} &= \text{PERCENT OF TRIPS THAT ARE PRIMARY, AS OPPOSED TO PASSBY OR DIVERTED-LINK TRIPS} \\ \text{LENGTH} &= \text{AVERAGE LENGTH OF A TRIP ON THE MAJOR ROAD SYSTEM} \\ \div 2 &= \text{AVOIDS DOUBLE-COUNTING TRIPS FOR ORIGIN AND DESTINATION} \\ \text{NET COST/VMT} &= \text{COST/VMT} - \text{CREDIT/VMT} \\ \text{COST/VMT} &= \text{COST/VMC} \times \text{VMC/VMT} \\ \text{COST/VMC} &= \text{AVERAGE COST TO CREATE A NEW VMC BASED ON HISTORICAL OR PLANNED PROJECTS (\$306 EXCLUDING MAJOR STRUCTURES)} \\ \text{VMC/VMT} &= \text{THE SYSTEM-WIDE RATIO OF CAPACITY TO DEMAND IN THE MAJOR ROAD SYSTEM (1.0 ASSUMED)} \\ \text{CREDIT/VMT} &= \text{CREDIT PER VMT, BASED ON REVENUES TO BE GENERATED BY NEW DEVELOPMENT (\$82)} \\ \text{RF} &= \text{REDUCTION FACTOR ADOPTED BY POLICY AT 52.6\%} \end{aligned}$$

i. A TCP FEE CALCULATION STUDY SUBMITTED FOR THE PURPOSE OF CALCULATING A TRANSPORTATION IMPACT FEE MAY BE BASED ON DATA, INFORMATION AND ASSUMPTIONS THAT ARE FROM:

- (1) AN ACCEPTED STANDARD SOURCE OF TRANSPORTATION ENGINEERING OR PLANNING DATA; OR
- (2) A LOCAL STUDY ON TRIP CHARACTERISTICS PERFORMED BY A QUALIFIED TRANSPORTATION PLANNER OR ENGINEER PURSUANT TO AN ACCEPTED METHODOLOGY OF TRANSPORTATION PLANNING OR ENGINEERING THAT HAS BEEN APPROVED BY THE DIRECTOR.

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## **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 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. 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 5 of the TEDS Manual – Fire Department Access. These improvements are not intended to include 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.
- 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 with 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 Junction 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.

Introduced on First Reading this \_\_\_\_ day of \_\_\_\_\_ 2004.

PASSED and ADOPTED on second reading this \_\_\_\_\_ day of \_\_\_\_\_ 2004.

\_\_\_\_\_  
President of the Council

Attest:

\_\_\_\_\_  
City Clerk

**Attach W-3  
Strategic Plan Update**



ADMINISTRATION

**Memo**

**To:** Mayor and City Council  
**From:** David Varley, Assistant City Manager  
**Date:** 27 April 2004  
**Re:** April Strategic Plan Progress Report (for discussion at City Council workshop on 03 May 2004)

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To help us track all the Action Steps in the City's Strategic Plan we have been providing a written progress report every month. Attached to this memo is the report for the month of April 2004, which will be discussed at the City Council workshop on 03 May 2004.

GRAND JUNCTION CITY COUNCIL  
STRATEGIC PLAN 2002 – 2012

MONTHLY PROGRESS REPORT  
April 2004



Solution

A BALANCE OF CHARACTER,  
ECONOMY AND ENVIRONMENT

**ACTION STEP 5.C:** *Complete neighborhood based community policing strategic plan. (May 2003 April 2004)*

Progress: The Police Department's strategic planning process, for years 2004 and 2005 was solidified in February 2004 during a staff retreat. Dr. Jerry Williams facilitated the formal planning process on February 18 and 19, 2004, after meeting with each member of the department's command staff. At the conclusion of the staff retreat, the department had added "Strong Leadership" as one of its organizational philosophies and committed to focus on the continued development and implementation of the below core values and guiding philosophies, as the focus of the strategic planning process.

- Exceptional Customer Service
- Exceptional Technical Police Service
- Fun Work Environment
- Strong Leadership

This list of focus areas was selected as a result of and in consideration of the City of Grand Junction's Core Values, the continued implementation of previously submitted Grand Junction Police strategic plans (including the implementation of community oriented policing), identified organizational needs, and the overall past performance of the organization.

Since the staff retreat, the command staff has met on several occasions to ratify and further define specific objectives to achieve the outlined strategic plan. The department has also developed timelines for the initiation and completion of each objective. The final step in the planning process will be to share the entire planning process and the final goals that were produced, based upon the staff retreat, with each member of the organization as they must be a stakeholder in the collaborative process for successful

implementation of the department's strategic plan. This Action Step is now completed.

<b>A BALANCE OF CHARACTER, ECONOMY AND ENVIRONMENT, Continued</b>
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**ACTION STEP 6.B:** *Provide estimate of impacts for “non attainment” status and discuss future action steps. (October 2003, Quarterly Updates)*

Progress: This item was discussed at the Council workshop on 03 November 2003. The monthly Strategic Plan update contained a memo with detailed information about this issue. At the workshop it was also discussed that quarterly air quality updates would begin being provided by the Mesa County Health Department Air Quality Division. The first of these quarterly reports is attached beginning on page 7.

The Grand Valley Air Quality Planning Committee recently asked a staff person to be appointed to the committee as a representative of the City of Grand Junction. They thought the technical expertise of the staff member would be helpful. In the past, a Council Member has served on this committee. In 1999, however, the City Council discussed their representation on all the various boards and commissions. At this meeting they decided to change their previous practice and meet with certain groups as a whole group on an “as needed” basis instead of assigning a particular Council Member as a representative to attend every meeting. Prior to 1999 there was a Council Member assigned to the Air Quality Planning Committee.

GRAND JUNCTION CITY COUNCIL  
STRATEGIC PLAN 2002 – 2012

MONTHLY PROGRESS REPORT  
April 2004



Solution

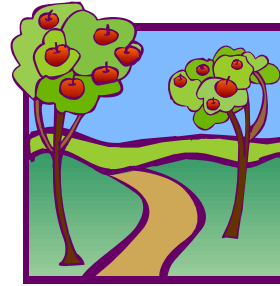
EFFICIENT TRANSPORTATION

**ACTION STEP 13.A:** *Based on the Growth Plan, calculate build out for the entire 201 area. (~~March 2003~~ June 2004)*

Progress: City staff has worked with MPO staff to complete this Action Step. The data and information that was produced will now be used to complete Action Steps under Objectives 11 and 13. The report that details the build out information is attached to this update beginning on page 9. This Action Step is now completed.

GRAND JUNCTION CITY COUNCIL  
STRATEGIC PLAN 2002 – 2012

MONTHLY PROGRESS REPORT  
April 2004



*Solution*

**OPEN AND BEAUTIFUL SPACES**

**ACTION STEP 18.C:** *Design several alternatives of a plan (entrances/gateways) with common elements. (May 2003, September 2003, ongoing)*

Progress: The Colorado Department of Transportation (CDOT) is overlaying I-70 from Utah to Palisade this summer. While this work is being completed the City will work with the newly established Horizon Drive Business Improvement District to develop plans for improving the appearance of the Horizon Drive interchange. The City's 2005 budget contains \$250,000 for this work.

CDOT is also currently developing plans for major improvements to the interchange at 24 Road. The City has budgeted \$2,000,000 in 2006 to participate in that project. Some of that money could be used for gateway type improvements as part of that project.

We are also currently working with the Urban Design Group on the Riverside Parkway so that gateway design elements will have consistency throughout the community.

ACTION ITEMS ADDED AT THE  
2003 PROGRESS REPORT MEETING  
(21 January 2004)



Solution

**SHELTER AND HOUSING THAT ARE ADEQUATE**

**ACTION STEP:** *Create a regional discussion on housing and affordability.*

Progress: The City has formed a committee to plan, develop and sponsor an affordable housing forum. The committee membership is broad based with representatives of other local governments, non profit agencies and other interests. The committee has met several times to develop an outline and begin organizing such a forum.

Solution

**VITAL NEIGHBORHOODS**

**ACTION STEP:** *Develop conceptual guidelines for the development of the Jarvis property and initiate development.*

Progress: On January 27, 2004, the City put out a Request for Qualifications (RFQ) to firms interested in completing a conceptual Master Plan for the Jarvis Property. It is expected that the Master Plan process will look at the redevelopment potential for this site and will identify appropriate uses, access points, needed infrastructure, design elements, continuation of the greenbelt/trail system and appropriate protection for the River and riparian areas.

Eleven firms responded to the RFQ, six of which were selected for interviews. On April 5, 2004, an interview panel consisting of five staff members and five City Council members unanimously selected Winter & Company as the most qualified to perform the scope of services based upon the evaluation criteria.

Acceptance of a proposed Scope of Work and authorization of the City Manager to sign a contract is scheduled for Council review at their regularly scheduled meeting on May 5, 2004.





PUBLIC WORKS & UTILITIES  
ENVIRONMENTAL COMPLIANCE

## *MEMORANDUM*

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**TO:** Dave Varley, Assistant City Manager  
Mark Relph, Public Works Director

**FROM:** Eileen List, Environmental Compliance Coordinator

**DATE:** April 21, 2004

**SUBJECT:** Air Quality Status Update – First quarter 2004

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Background: Quarterly air quality updates are now provided by the Mesa County Health Department Air Quality Division. These updates will keep the Grand Junction City Council informed about air quality issues to meet the goal of supporting regional efforts to maintain and improve air quality as described in the 2002 Strategic Plan.

Objective 6 of the Strategic Plan is to participate in regional efforts to make sure air quality remains a priority in order to reduce particulates as the major source of local pollution. Action step 6A, which was to provide a report on the current status of Grand Valley air quality, was completed in February 2003. Action step 6B, an estimate of impacts for “non-attainment” status and discuss future action steps, was addressed in October 2003 and is an on-going work product of the Grand Valley Air Quality Planning Committee.

Enforcement: No air quality violations were reported for the Grand Valley during the last quarter of 2003. Preliminary first quarter 2004 air quality results indicate no air quality exceedances as well.

Western Slope Air Watch: 20 RED (no burn) advisories were issued during the winter wood burning season. Only EPA-approved wood burning devices were allowed to be used during the RED advisories.

Open Burning: County staff is recommending to the Board of Health that a fee structure for open burning in the County be put in place before the end of the spring open burning season. This would allow for a fee program to be in place before the fall open burning season. Fee recommendations are as follows:

- Residential permits (County permit) within Grand Valley airshed boundary = \$10.00 per season
- Residential permits (State permit) outside airshed boundary = \$10.00 per permit
- Commercial/Industrial permits (mandated State permit) either area = \$35.00 per permit

The Board of Health will determine if the fee structure will be put into place this summer.

Air Monitoring: The particulate sampler located in the Air Quality Monitoring Station at 7<sup>th</sup> & Pitkin came to its operational end in March. The equipment, which was purchased by the County in 1990, had a 10-year life expectancy and is no longer supported by the equipment manufacturer. This leaves the area without the capability of real time monitoring for large particulate pollutants. Of primary concern is the inability to provide real-time monitoring during the summer wildfire season when smoke can have a significant impact to valley residents. Of importance is also the need for winter-time monitoring when air temperature inversions create stagnant episodes that degrade valley air.

County staff does not have budgeted funds to replace the sampler in 2004 and may request replacement in 2005. Replacing the particulate sampler is expensive as the State prefers a \$25,000 sampler for consistency with other regions. The State has submitted a proposal to EPA for a grant to provide a particulate sampler for the Grand Junction air monitoring site. The State does not expect to know until September whether this proposal could become a reality, but it is encouraging that the State has moved forward with this on behalf of Mesa County.

Mesa State College has a particulate sampler in service which is installed on the roof of their facilities building along 12<sup>th</sup> Street. Due to neglect, however, the unit has fallen into disrepair and needs major servicing to restore operation. The State has expressed interest in helping restore the unit and Mesa State College has agreed to turn over operation and maintenance to the State and Mesa County Health Department.

County staff indicates that while all of these things are moving along slowly, there is hope that future particulate monitoring for Grand Junction can be restored and that eventually the County will have the capability to have continuous monitoring for large and small air particulate matter.

## STRATEGIC PLAN

### (Action Step 13.A)

**Objective 13** Develop a 30-year transportation right-of-way plan. (2 years)

#### Action Items

- A) Based on the Growth Plan, calculate build out for the entire 201 area.
  - B) Update the Master Road Plan including corridors and right-of-way needs.
  - C) Prioritize projects on the new 30 year plan to add to the 15-year Capital Improvement Plan including coordination with areas of “Redevelopment Designation”.
- 

#### **BACKGROUND**

To update the Master Road Plan and determine right-of-way needs, the City worked with the Regional Transportation Planning Office (RTPO) to analyze current and future traffic patterns through the use of traffic modeling computer software. The traffic modeling programs used by the RTPO divides the urban area into TAZ's (Refer to Exhibit 1 for the *Traffic Analysis Zone* map). The primary input data required is future year population, households, retail employment and total employment spatially distributed by Traffic Analysis Zone (TAZ).

In addition to calculating the population and employment data within the Persigo 201 area, the modeling software must also account for traffic coming into the 201 area from outside the Grand Junction Urban area. To that end, future population and employment in these areas must also be calculated. Within the traffic model, the Fruita area has been divided into approximately 40 TAZ's and the Whitewater and Palisade areas were considered as external zones showing only a total number of vehicles coming to and from those areas.

City and County staff calculated population and employment build-out for each TAZ in addition to the years 2020 and 2030. All population projections used the Colorado State Demographer's estimates and projections for growth rate and the adopted City/County Future Land Use Map. Staff estimates that population build-out in the urban area occurs by the year 2030 and employment build-out is at 90% in 2030.

**ACTION ITEM A** *“Based on the Growth Plan, calculate build out for the entire 201 area.”*

<u>POPULATION BUILDOUT PROJECTIONS</u>	<u>1990 Census</u>	<u>2000 Census</u>
<b>POPULATION (Pop) = 153,600</b> 74,531	Pop = 63,160	Pop =
<b>HOUSEHOLDS (HH) = 64,000</b>	HH = 26,761	HH = 31,767

Assumptions:

1. Growth Rate based on Colorado State Demographer’s projections through 2025 at approximately 2.0% per year.
2. Urban area continues historic rate/proportion of 80% of total population.
3. Projections based on current 201 & Urban Growth Boundary remaining unchanged.
4. Projections based on current Future Land Use Map - May, 2003.
5. Generally used mid-point of land use classifications on Future Land Use map for large areas (e.g. Pear Park) except on smaller areas used neighborhood densities (existing densities).
6. Some areas, (South Downtown, Connected Lakes) - eliminated residential where Future Land Use map shows non-residential uses.

EMPLOYMENT BUILDOUT PROJECTIONS

The employment projections are based on the 2003 Adopted Growth Plan Future Land Use Map using various assumptions for industrial land uses, non-industrial land uses and retail land uses including office space.

BY CATEGORY

**Mixed Use** – 448 Acres (336 Acres for nonresidential)  
Retail/Office at 25% for building area = 84 acres = 3,659,000 sq ft  
building area at 500 sq ft per employee = **7,318 Employees**

**Industrial** – 1202 acres  
Industrial/Manufacturing at 20% for building area = 240 acres =  
10,476,696 sq ft building area at 667 sq ft per employee = **15,707 Employees**

**Commercial/Industrial** – 1700 acres  
Commercial/Industrial/Manufacturing at 20% for building area =  
340 acres = 14,810,616 sq ft building area at 667 sq ft per  
employee = **22,205 Employees**

**Commercial (Office/Retail) – 2822 acres**

Office/Retail at 25% for building area = 626 acres = 27,282,000 sq  
ft building area at 500 sq ft per employee = 54,564 Employees  
Plus 6,666 Downtown Employees = **61, 230 Employees**

**TOTAL EMPLOYMENT = 106,460**

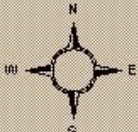
**Assumptions:**

1. Demand for Industrial in market is 300,000 sq ft per year;
2. Industrial buildings make up 20% of land area;
3. Industrial/Manufacturing makes up 7% of existing total employment;
4. There is 1 employee per 667 sq ft of manufacturing;
5. There is 8,000,000 sq ft of Industrial space in existing Market.
6. Demand for Retail in market is 125,000 sq ft per year;
7. Existing retail space in market as of 2000 is 4,000,000 sq ft.;
8. Retail buildings make up 25% of land area;
9. Retail/Wholesale makes up 25% of existing total employment;
10. Retail makes up 50% of all non-industrial;
11. Demand for Office Space in Market is 350,000 sq ft per year;
12. Office buildings make up 30% of land area; Services make up 50% of existing total employment;
13. There is 1 employee per 500 sq ft of services & Retail/Office;
14. For Mixed Use, 25% of Land is for Residential;
15. Assumes average building of 3 stories for downtown Grand Junction.

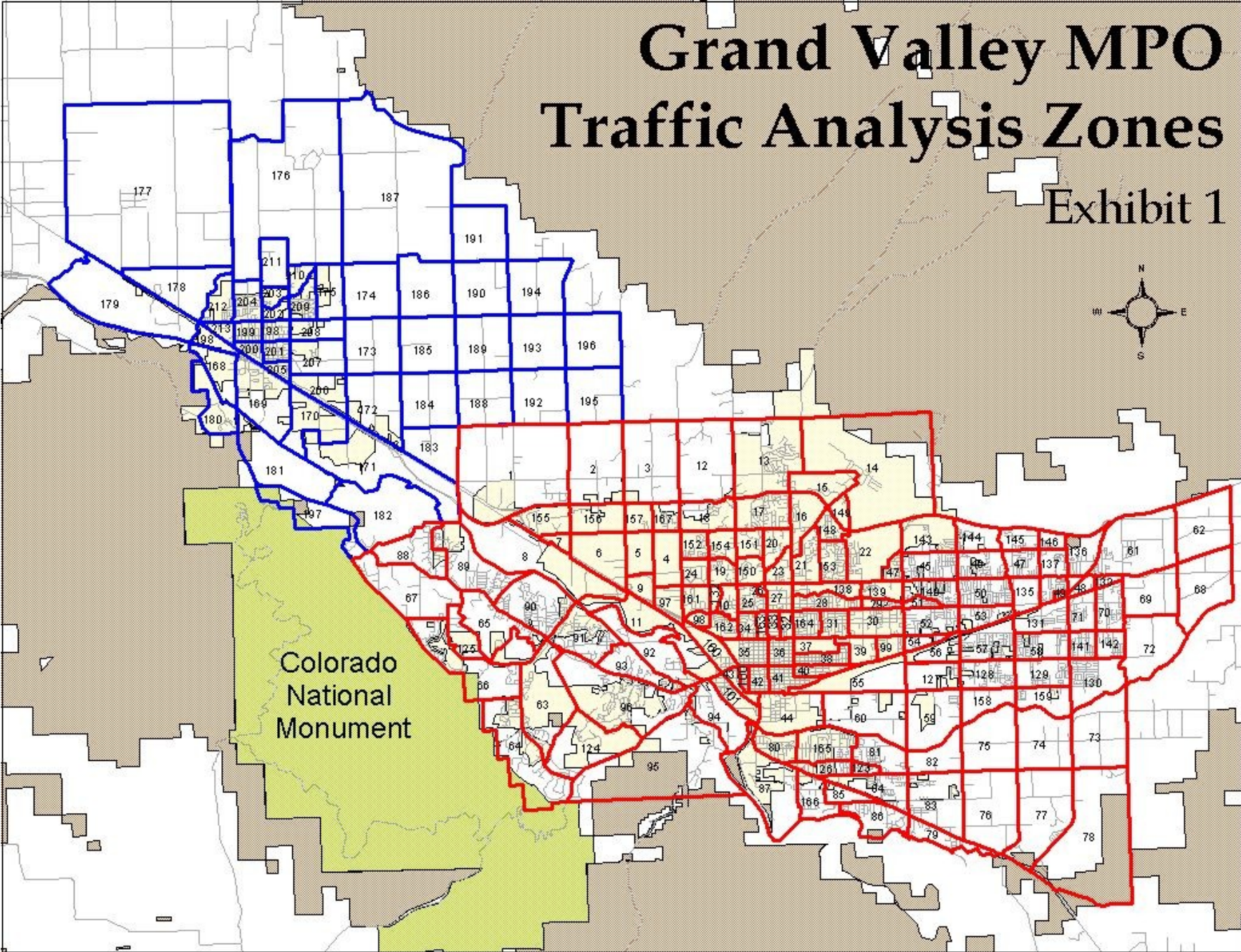


# Grand Valley MPO Traffic Analysis Zones

Exhibit 1



Colorado  
National  
Monument





**Attach W-4  
Councilmembers Appointments to Boards and Commissions  
CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA								
<b>Subject</b>		City Council Assignments 2004-2005						
<b>Meeting Date</b>		May 3, 2004						
<b>Date Prepared</b>		April 29, 2004				File # NA		
<b>Author</b>		Stephanie Tuin		City Clerk				
<b>Presenter Name</b>		NA						
<b>Report results back to Council</b>		X	No		Yes	When		
<b>Citizen Presentation</b>			Yes	X	No	Name		
X	Workshop		Formal Agenda				Consent	Individual Consideration

**Summary:** Annually City Council discusses and assigns Councilmembers to represent them on various boards and within different outside organizations. Formal action is taken by resolution at a Wednesday meeting.

**Budget:** NA

**Action Requested/Recommendation:** Adopt assignments by resolution at a formal meeting.

**Attachments:**

Resolution with the current assignments

**Background Information:**

The list being provided is based on assignments made last May. If there are additional organizations to be included in this list, please advise.

**RESOLUTION NO. \_\_\_\_-04**

**A RESOLUTION APPOINTING AND ASSIGNING  
CITY COUNCILMEMBERS TO REPRESENT THE CITY  
ON VARIOUS BOARDS AND ORGANIZATIONS**

Be it resolved by the City Council of the City of Grand Junction that:

1. Until further action by the City Council, the appointments and assignments of the members of the City Council are as attached.

PASSED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
President of the Council



Date: December 16, 2011

To: Mayor and City Council

Re: 2003-2004 City Council Assignments

**CITY COUNCIL FORMAL ASSIGNMENTS**

Individual Members will be assigned for each of the following:

<b>Board/Organization</b>	<b>Meeting Day/Time/Place</b>	<b>Current Representative</b>	<b>2004-2005 Assignment</b>
Downtown Development Authority	1st & 3 <sup>rd</sup> Thursday @ 7:30 am @ various locations	Harry Butler	
Grand Junction Housing Authority	4 <sup>th</sup> Monday @ 11:30 am @ 1011 N. 10 <sup>th</sup>	Harry Butler	
Walker Field Public Airport Authority	3 <sup>rd</sup> Tuesday @ 5:15 pm @ Airport (3 <sup>rd</sup> Floor)	Gregg Palmer	
Associated Governments of Northwest Colorado	1 <sup>st</sup> Thursday - different municipalities	Bill McCurry	
Parks Improvement Advisory Board (PIAB)	3 <sup>rd</sup> Thursday @ 8:00 am (as needed) @ Parks & Rec. Administration	Cindy Enos-Martinez	
Parks & Recreation Advisory Committee	3 <sup>rd</sup> Thursday @ noon @ Two Rivers	Cindy Enos-Martinez	
Mesa County Separator Project Board (PDR)	Quarterly @ 750 Main St.	Bruce Hill	
MC Community Transit Steering Committee (GVRTC)	4 <sup>th</sup> Monday @ 3:00 pm @ Old Courthouse (multipurpose room)	Dennis Kirtland	
Transportation Advisory Committee (TAC)	2 <sup>nd</sup> Wednesday @ 3:00pm @ Old Courthouse, Training Room A	Dennis Kirtland	
Riverview Technology	2 <sup>nd</sup> Friday,	Dennis Kirtland	

Corporation	quarterly, @ noon @ Incubator		
Grand Junction Economic Partnership	4 <sup>th</sup> Wednesday of every other month @ 7:00 am @ Airport, 3 <sup>rd</sup> floor	Bruce Hill	
Economic Partners	Thursday @ 9 am @ Chamber		
Business Incubator	1 <sup>st</sup> Wednesday @ 7:30 am @ Incubator	Gregg Palmer	
Grand Mesa Slopes Steering Committee	As needed - various locations	Jim Spehar	
Colorado Association of Ski Towns (CAST)	Meets six times a year – including at CML Conference	Bill McCurry	
Colorado Water Congress	Meets 3-4 times a year in Denver	Jim Spehar	
Chamber Transportation Committee	Meets as needed	Dennis Kirtland	
FEMA Funding Board	Meets quarterly	Cindy Enos-Martinez	

### **NO COUNCIL MEMBER ASSIGNMENTS**

Individual Members will not be assigned to serve as a liaison to the following. To assure good communications the entire City Council will meet with these on an annual or as needed basis as indicated.

#### Meet with Annually

VCB  
Riverfront Commission

#### Meet with as Needed

Museum of Western Colorado  
MC Enterprise Zone Comm.

#### Meet with Semi-Annually

School District 51