



City of Grand Junction
Public Works Department
Division of Public Works Administration

Having been duly posted on the 24th day of January, 2001, and the public having the opportunity to comment on the propriety of the following regulation will be duly promulgated and become effective on the 5th day of February, 2001.

RE: ADMINISTRATIVE REGULATION NO. 2-2001
Zoning and Development Code
City of Grand Junction

ISSUED BY: /s/ Mark Relph 1/24/01
Mark Relph, Public Works and Utilities Director Date

Topic:

The purpose of this Administrative Regulation is to document which street improvements presently can and cannot be credited to the Transportation Capacity Payment (TCP).

Background:

In June of 1994, the City adopted Ordinance No. 2750. It established the Transportation Capacity Payment (TCP) as a means of equitably assigning financial responsibility for increased traffic due to development. This policy is further articulated in Section 6.2, B., 2. of the Zoning and Development Code dated April, 2000. Administrative Regulation No. 1-95 clarified the eligibility of pedestrian facilities and prior trip generation as credits against the TCP.

Administrative Interpretation

The following lists establish the types of improvements that currently can and cannot be credited to the TCP.

CREDIT TO THE TCP

Credits to the TCP are available for the following improvements required to construct an adjacent street in accordance with the street classification on the latest version of the Major Street Plan and accompanying Street Standards. All improvements listed below are along the frontage of the property or immediately either side as necessary for transitions or intersections.

- Widening a street to meet the over-sizing requirements of the Major Street Plan
- Improvements to existing sidewalks that do not meet current street standards, including handicap ramps
- Land dedicated as right-of-way to meet the over-sizing requirements of the Major Street Plan (typical width over 30 feet)

- Specific construction items are listed below:
 - ✓ Curb and Gutter, across the full frontage of the finished development
 - ✓ Sidewalk, including sidewalk that has to be replaced due to the existing walk being substandard
 - ✓ Handicap ramps
 - ✓ Asphalt or Concrete pavement, including any required base course and sub-grade preparation
 - ✓ Associated Earthwork
 - ✓ Any reconstruction of the existing roadway which is not specific to the development
 - ✓ Transitions to and from any other credited improvements
 - ✓ Signing and striping specifically related to the over-sizing requirements of the Major Street Plan

NO TCP CREDIT

All utilities and any other improvements that benefit only the proposed development are not eligible for TCP credit.

- Water, sanitary sewer, storm sewer, and other utilities
- Turn lanes required for safe access to or from the development
- Additional road widening required for said turn lanes
- Traffic signals where the majority of the traffic warranting the signal is generated by the development
- Right-of-way for turn lanes or widening needed for the proposed development
- Right-of-way required for any local street or road (typically the first 30 feet of width)
- Additional traffic lanes above the Major Street Plan expectations due to the development, such as left turn lanes
- Transitions to and from any other non-credit improvements
- In all cases, the Developer must submit a letter to the Development Engineer requesting specific credit for the TCP. A verified cost of the improvements constructed must also be submitted to and approved by the Development Engineer. After all construction is accepted for City maintenance, credit will be given against any TCP owed by the developer for the amount of the verified cost of qualified improvements approved by the City
- Signage and striping specifically related to the development

EXAMPLE

Consider a new development on a road that is classified as a “Collector” (currently 44’ of asphalt and a 60’ right-of-way) on the Major Street Plan. Consider also that the existing road consists of a 24’ wide asphalt mat, but no dedicated right-of-way. The Developer would be required to construct curb, gutter, and sidewalk and 10’ of asphalt to widen the road to the “Collector” section. An additional 5’ of right of way, along the entire property frontage, must be dedicated to the City. Also assume the development is going to be a high traffic generator and will require a right turn lane into the property. Right-of-way, beyond the normal 60’, would also need to be dedicated to the City for the turn lane. A 36-inch sewer storm, which is planned for future extension, presently terminates at the lower end of the under-improved road.

In this example curb, gutter, and walk along the new development frontage would be credited to the TCP. A 10-foot wide strip of asphalt, base course and any related sub-grade preparation across the full frontage of the development would be credited to the TCP. TCP credit would also be given for two transitions from 10’ to 0’ (at the approved taper rate), including asphalt, base course and sub-grade preparation. Credit against the TCP would also be given for right-of-way dedicated beyond the first 30 feet, except at intersections and that relating to the right turn lane. TCP credit would be given for signs indicating a speed limit higher than the normal residential rate. Finally, striping for the typical middle lane of a three lane street section would qualify for credit.

The additional curb, gutter, walk, and asphalt necessary to construct the turn lane, which serves only the needs of this development, would not be eligible for TCP credit. No TCP credit would be given for the pavement section needed to adequately transition from the old road section to the new beyond that described above. No TCP credit would be given for required extensions of the storm sewer. Street and traffic signs for the development will not qualify for credit. Striping related to access to the development or the pavement transition areas would not qualify for credit.

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