

Having been duly posted on the 1st day of May, 1995 and the public having the opportunity to comment on the propriety of the following regulation will be duly promulgated and become effective on the 8th day of May, 1995.

**RE: ADMINISTRATIVE REGULATION NO. 1-95
Zoning and Development Code
City of Grand Junction**

ISSUED BY: /s/ Jim Shanks _____
Jim Shanks, Public Works & Utilities Director Date

Topic:

Regarding the Transportation Capacity Payment (TCP), to further explain the credits applied towards the TCP, to further define transportation facilities to include pedestrian improvements and when to require improvements based on safety.

Background:

Ordinance No. 2750, adopted the TCP as a method for development to pay a fair share of their impacts on the City transportation facilities. It is the intent of the TCP to allow credit for prior uses thereby requiring payment for only the net increase of impacts due to development. Prior uses should be the highest trip generation that can be substantiated, regardless of when the use occurred.

The TCP includes an estimate of City deficient transportation facilities (i.e. street sections), which includes cost estimates for sidewalks on streets requiring upgrading to an urban standard. Therefore, when improvements are required abutting an existing unimproved or underimproved street, the cost of the installed pedestrian improvements should be credited towards the TCP.

Safety of the Public is of paramount concern. In some instances, development may not have a net TCP, but if street improvements are required to protect safety, or to provide safe ingress and egress to the development then improvements may be required.

Administrative Interpretation:

[1] Section 5-4-1(H)2(vi) allows for the payment of the TCP for Change of Use, redevelopment, expansion or modification of an existing use which requires a building permit, to be calculated based upon the additional trips generated by the proposed use(s) over that of prior use(s). Credit shall be given for existing trip generation based upon a prior use of the property for facilities that presently exist, regardless of when that use occurred. If a facility has been demolished within one (1) year of the date of review, no credit for prior use(s) shall be given. In order for the developer to receive

credit for prior use(s), the Director of Public Works may require the developer to submit sufficient documentation to establish the prior use(s) of the property.

[2] Transportation facilities include pedestrian improvements such as sidewalks, bike paths and handicap ramps. Section 5-4-1(H)2(vii) allows for abutting street improvements required by the Director, to be credited towards the TCP. Since pedestrian improvements add to the capacity of transportation facilities, pedestrian improvements required as part of the abutting street improvements shall be given credit towards the TCP.

Handicap ramps will be required as part of pedestrian improvements for new sidewalk and bikepath construction. Cost of such improvement shall be credited towards the TCP as appropriate. Developments with existing sidewalks &/or bikepaths will not be required to install handicap ramps. If the development elects to install a handicap ramp on existing sidewalk, credit for such improvement shall be made against the TCP.

All development, regardless if a TCP is required or not, may be required to construct adjacent street improvements if the Director determines that the construction is necessary for the safe ingress and/or egress of traffic (vehicular &/or pedestrian) to the development, or if the improvements are proximate to partially improved or under-improved rights-of-way.