

Hermosa

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Labels are ready

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Ben & Mildred Miller
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James G. & Joyce D. Ensley
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Grand Junction, CO 81506

Dale L. Ely
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Grand Junction, CO

Richard E. & Wyona J. Hollinger
1831 Bell Ridge Ct.
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Robert R. & Leona A. Sieac
2742 Patterson Road
Grand Junction, CO

Marion L. Howard
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Joe Crocker
Mesa County
Transportation and Land Use Department



December 29, 1994

City of Grand Junction, Colorado
250 North Fifth Street
81501-2668
FAX: (303) 244-1599

TO: Property Owners and Interested Individuals

FROM: Jody Kliska, Development Engineer
City of Grand Junction Public Works & Utilities Department

RE: Proposed Minor Street Plan-Hermosa Avenue Extension

The City of Grand Junction Planning Commission will hear public comment on Tuesday, January 10, 1995 at 7:00 p.m. in the City/County Auditorium on a proposal for a Minor Street Plan for the Extension of Hermosa Avenue from 15th Street to 27 1/2 Road. The purpose of the plan is to set forth for future development the conceptual location of Hermosa Avenue along with other requirements such as right-of-way width, street capacities and access limitations.

A copy of the plan is attached for your review. Written comments can be submitted to the City of Grand Junction Public Works Department, 250 North 5th Street, until January 6, 1995.

If you have any additional questions, please feel free to call the Public Works Department at 244-1554.

Thank you.

PLN-1004-218

12-31-94
1-5-95

**Minor Street Plan
Hermosa Avenue Extension
15th Street to 27 1/2 Road**

Area Description

The area covered by this Minor Street Plan lies north of Patterson Road approximately one-quarter mile and east of 15th Street to 27 1/2 Road. There are several large, undeveloped parcels of land within this area abutting the two north-south collector streets. Exhibit A shows the area encompassed by this plan.

Purpose

This plan identifies the need for an east-west residential collector street to serve the area by providing a transportation link between neighborhoods. This east-west link is important because it provides the access for automobile traffic, bicycle traffic, pedestrian traffic, emergency vehicle access, and delivery and sanitation access.

The City of Grand Junction Comprehensive Plan (Section VI, page 14, adopted February 18, 1981 by City Council) identifies the following goal for transportation:

Achieve a well-balanced transportation system including automobiles, bus, railroad, air, pedestrian and bicycle.

The following objectives set forth under this goal apply to this plan:

Encourage the provision of efficient circulation routes connecting all areas of Mesa County with important social, economic, and educational functions.

Encourage the orderly and economic development of transportation systems necessitated by existing and future land uses. Road and street systems should aid in the logical development of Grand Junction and Mesa County.

Achieve convenient, safe and economical highway and street systems through proper functional classification, design, improvements and maintenance.

Protect residential, commercial, industrial and public areas from undesirable and unnecessary traffic while at the same time providing proper access to these areas without hampering traffic flow and accessibility of emergency services.

Encourage a compact development pattern which will promote better use of existing routes, optimize the

future demand for public transit and minimize pollution by reducing the need for auto travel.

Jurisdiction

The City's home rule powers and section 212 of Article 23 of Title 31 of the Colorado Revised Statutes grants authority to this city to make and adopt a plan for the physical development of streets and roads located within the legal boundaries of the municipality and all lands lying within three miles of the municipal boundary. This minor street plan lies within the incorporated boundaries of the City of Grand Junction.

Circulation Needs

This plan will:

Provide a transportation link between neighborhoods which does not force every trip to use Patterson Road. Protection of the operating capacity of Patterson Road is very important.

Allow pedestrians and bicyclists an east-west connection other than Patterson Road.

Allow emergency vehicles, delivery vehicles, and sanitation vehicles to move efficiently in the area.

Maximize urban mobility by linking clusters of development for the future use of public transportation. Proper transportation links minimize bus stop locations, encourage transit service, and provide an overall efficient transportation system.

Traffic Projections

Traffic counts conducted in 1992 indicated an average of 1178 vehicles per day used 15th Street north of Patterson Road. Projections for the year 2015 indicate the volumes will be 4000 vehicles per day. A traffic signal is scheduled for installation at the intersection with Patterson Road in 1995.

Traffic counts conducted in 1992 indicated an average of 5604 vehicles per day used 27 1/2 Road, and projections for the year 2015 indicate the volumes will approach 9000 vehicles per day. The intersection with Patterson Road is currently signalized.

Current zoning for the 15 acre parcel affected by this minor street plan is RSF-4. If developed under this zoning, 60 single family residences could be constructed, adding 600 trips per day to the street network. Interest in upzoning this parcel to construct 170 apartment units has been shown recently and this proposal would add

1100 trips per day. The 2 acre parcel to the south is zoned RSF-8 and has the potential for producing 160 new trips per day. The 4 acre parcel to the south is zoned PR-10 and could potentially increase trips by 400 vehicles per day.

Traffic counts on Patterson Road in 1992 indicate 18590 vehicles per day between 15th Street and 27 1/2 Road. Projections for the year 2015 indicate the volume will be approximately 31000 vehicles per day.

Proposed Street Section

Traffic projections indicate a residential collector street section is appropriate and necessary. This street standard is designed for 1000-3000 vehicles per day. The pavement is 36' wide with 7' of vertical curb, gutter, and sidewalk on each side in a 52' right-of-way width. This design provides safe and efficient public access by vehicle, pedestrian and bicycle traffic. The street standard is shown in Exhibit B.

Design Criteria

Both 15th Street and 27 1/2 Road are identified as collector streets. The minimum intersection spacing allowed on a collector street is 300'. Hermosa Avenue must align across 15th Street. As it is extended east, the horizontal alignment must vary from a straight line to meet the minimum intersection spacing criteria on 27 1/2 Road. This means the street may align with Spring Valley Circle, or be located north of the Spring Valley Circle at least 300' and must be south of Hawthorne Avenue by a minimum of 300'.

A residential street connection to the south will be required for development of the adjacent property.

Affected Parcels

The following parcels would be required to access the Hermosa Avenue extension and share in the cost of construction for their proportionate share based on frontage. Construction would be required when the parcels develop.

2945-013-00-016
2945-013-00-018
2945-013-00-020
2945-013-00-037

The parcels are identified on Exhibit D.

Issues and Concerns

The following issues and concerns were expressed to staff by residents of the area and by potential developers. The issue or concern is italicized with the staff response following.

(A) Cut through traffic will be increased if a street connection is made by extending Hermosa Avenue, resulting in a majority of the traffic using 15th Street.

In 1995 the intersection of 15th Street and Patterson Road will be signalized, making both the 15th Street and 27 1/2 Road intersections with Patterson Road equally attractive. The attraction of the mall and downtown to draw traffic west and south will be offset by the attraction to the Horizon Drive area and the tendency by drivers to seek the path of least resistance. This path is usually the one with the fewest stops, delays and left turns.

The City of Grand Junction Capital Improvement Program shows the following streets will be improved:

12th Street from Hermosa to Horizon Drive	1998
Horizon Drive from 12th Street to G Road	1999
Horizon Drive from 7th Street to 12th Street	2000
27 1/2 Road North of Patterson Road	2003

These projects are intended to improve the capacity and level of service of these streets.

(B) How much additional traffic will use Hermosa Avenue to 12th Street to turn left and can the street handle it? Similarly, what effects will the increased traffic have on F 1/2 Road and Ridge Drive with a future connection from 12th to 15th Street?

The focus of this plan is primarily on the parcels directly affected by the extension of Hermosa Avenue. However, it is important to consider the effects of development on adjacent neighborhoods. Development of the approximately 21 acres affected by this plan is estimated to generate between 1100 and 1600 trips per day.

24 hour counts were taken in December, 1994 to establish a benchmark of existing traffic conditions. A summary of those counts is presented.

F 1/2 Road east of 12th St.	233 VPD
Hermosa Avenue between 12th and 15th Street	708 VPD
Ridge Drive east of 15th Street	950 VPD

Exhibit C shows the existing and projected 20 year traffic on these streets. The 20 year traffic projections were made using a growth factor of 2.2% per year, the same growth factor used for arterial streets in the city. The 15th Street projections use the data from the MINUTP computer program used by the MPO. Both Hermosa Avenue and Ridge Drive are constructed as residential collector streets with the ability to handle between 1000 to 3000 vehicles per day. 15th Street is designed as a collector street to handle 3000 to 8000 vehicles per day. As shown on the exhibit, traffic projections indicate these streets are adequate for the anticipated traffic in the year 2015.

(C) High development costs will be a result of requiring the extension of Hermosa Avenue.

Public street construction for streets internal to and adjacent to development is the responsibility of the developer. The cost of access is part of the cost of development. The required street section is based on the projections of future traffic. This plan does not require more construction than that which is typically required in residential developments nor more than is needed to serve these developing parcels. This plan does require a connection while limiting the access on 27 1/2 Road to one street connection between Hawthorne Avenue and Patterson Road.

Recommendations

The extension of Hermosa Avenue as shown in Exhibit D shall extend from the alignment across 15th Street with the existing Hermosa Avenue to 27 1/2 Road. The exact alignment of this extension may be determined as the affected properties develop; however, the geometrics shall conform with the accepted engineering design principles in force at the time of development. The connection with 27 1/2 Road may be located at one of the following points: in alignment with Spring Valley Circle, or between a point 300 feet north of Spring Valley Circle and a point 300 feet south of Hawthorne Avenue.

Hermosa Avenue shall be constructed as a residential collector street in conformance with the current street section design and right-of-way dimensions. This design provides sidewalks for pedestrian connections and sufficient pavement width to allow bicycle traffic and on-street parking.

Construction of this street will occur with the development of the affected parcels and costs shall be borne by the developers.

Adoption of this plan will benefit the community by establishing a street connection from which residential streets may connect to

carry and disperse inter-neighborhood traffic, optimize travel times to fulfill drivers' expectations, provide a multi-modal transportation network within the neighborhood which reduces the reliance on automobiles, provide a safe and healthful distribution of population which is essential to maintaining the quality of life in our community, and enhance the wise and efficient use of land and public resources. The City street standards required by this plan will protect the public safety by addressing such issues as street capacities, fire protection access, drainage, utility easements, parking and access.

The lack of a plan could result in haphazard development without the necessary connections for a complete multi-modal transportation network, thereby jeopardizing the public health, safety and welfare.

F 1/4 ROAD

NELLIE BECHTEL
GARDENS

2945-014-12-001

2945-014-00-016

RSF-4

15th. STREET

2945-014-03-00

2945-014-00-037

2945-014-00-018

27 1/2 ROAD

2945-014-03-008

2945-014-03-004

PR-10

2945-014-00-019

2945-014-03-00

2945-014-03-00

2945-014-03-00

2945-014-03-00

TREEHAVEN
SUBDIVISION

2945-014-00-020

2945-014-00-021

2945-014-00-06

2945-014-00-036

2945-014-00-06

2945-014-00-07

2945-014-00-074

2945-014-00-023

2945-014-00-022

RSF-8

2945-014-00-034

2945-014-00-07

2945-014-00-028

2945-014-00-029

2945-014-00-030

2945-014-00-031

2945-014-00-032

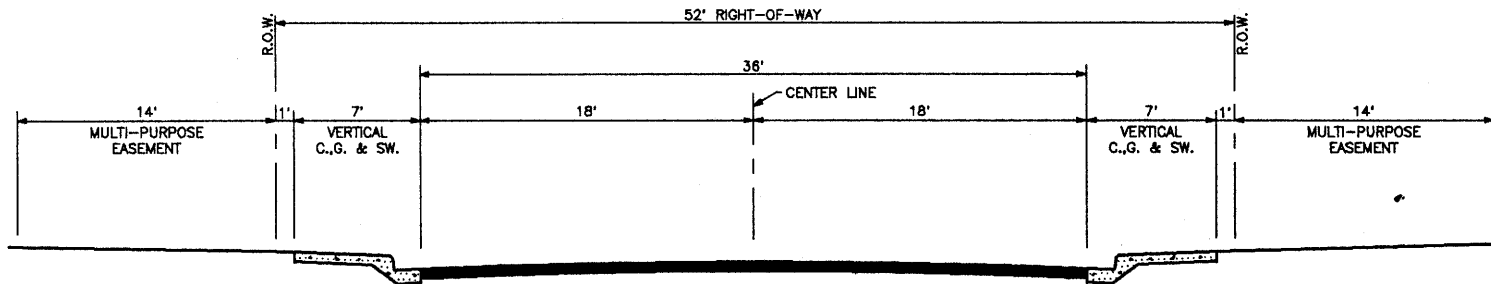
2945-014-00-033

PATTERSON ROAD

HERMOSA.DWG

EXHIBIT "A"

HERMOSA AVENUE EXTENSION



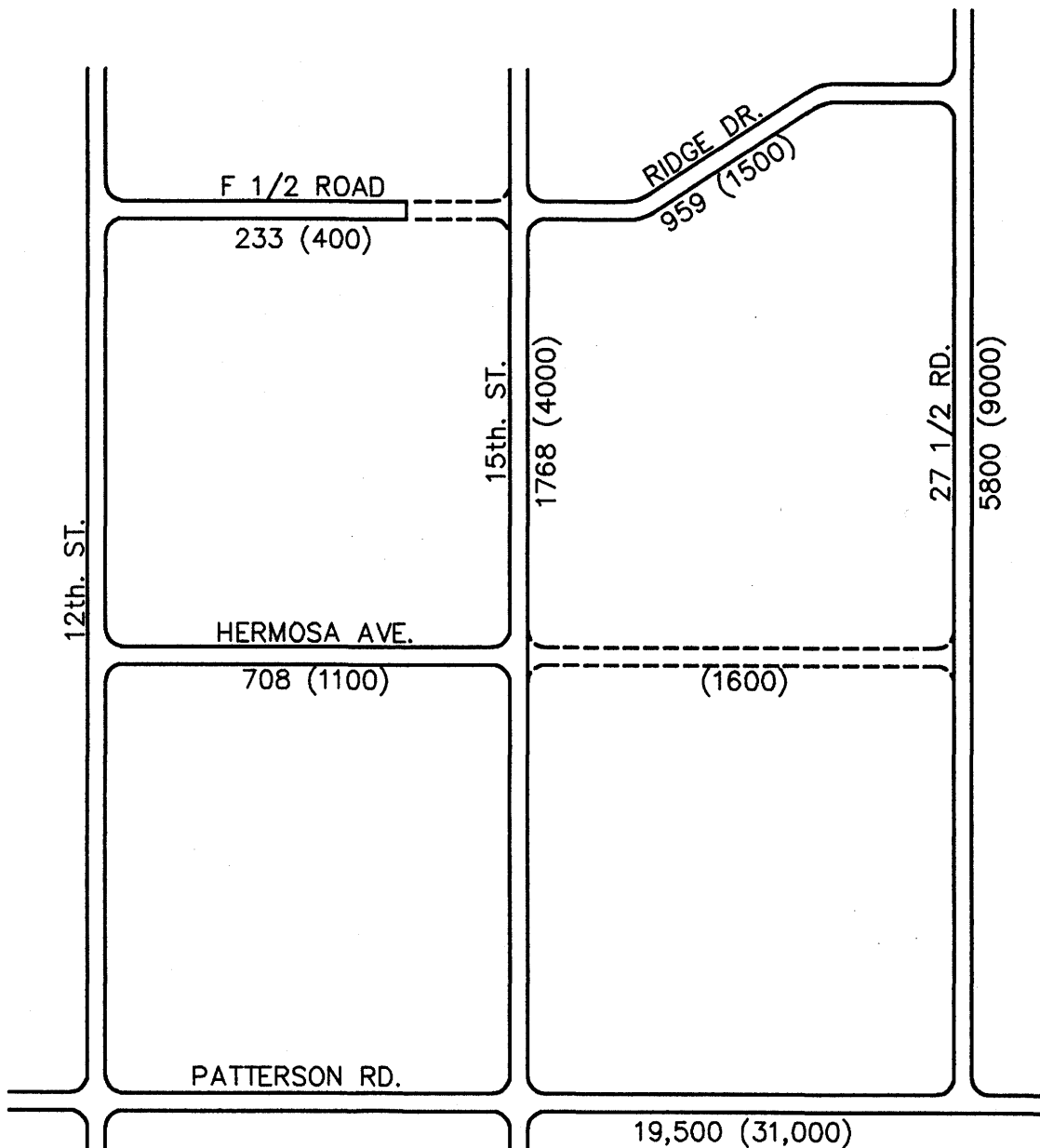
URBAN RESIDENTIAL COLLECTOR

1000 TO 3,000 A.D.T.
 ON STREET PARKING ALLOWED
 ONLY WHERE LEFT TURN LANE IS NOT REQUIRED

HERMOSA.DWG

EXHIBIT "B"

HERMOSA AVENUE EXTENSION



NOT TO SCALE

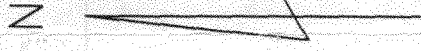
1994 (2015) TRAFFIC VOLUMES

HERMOSA.DWG

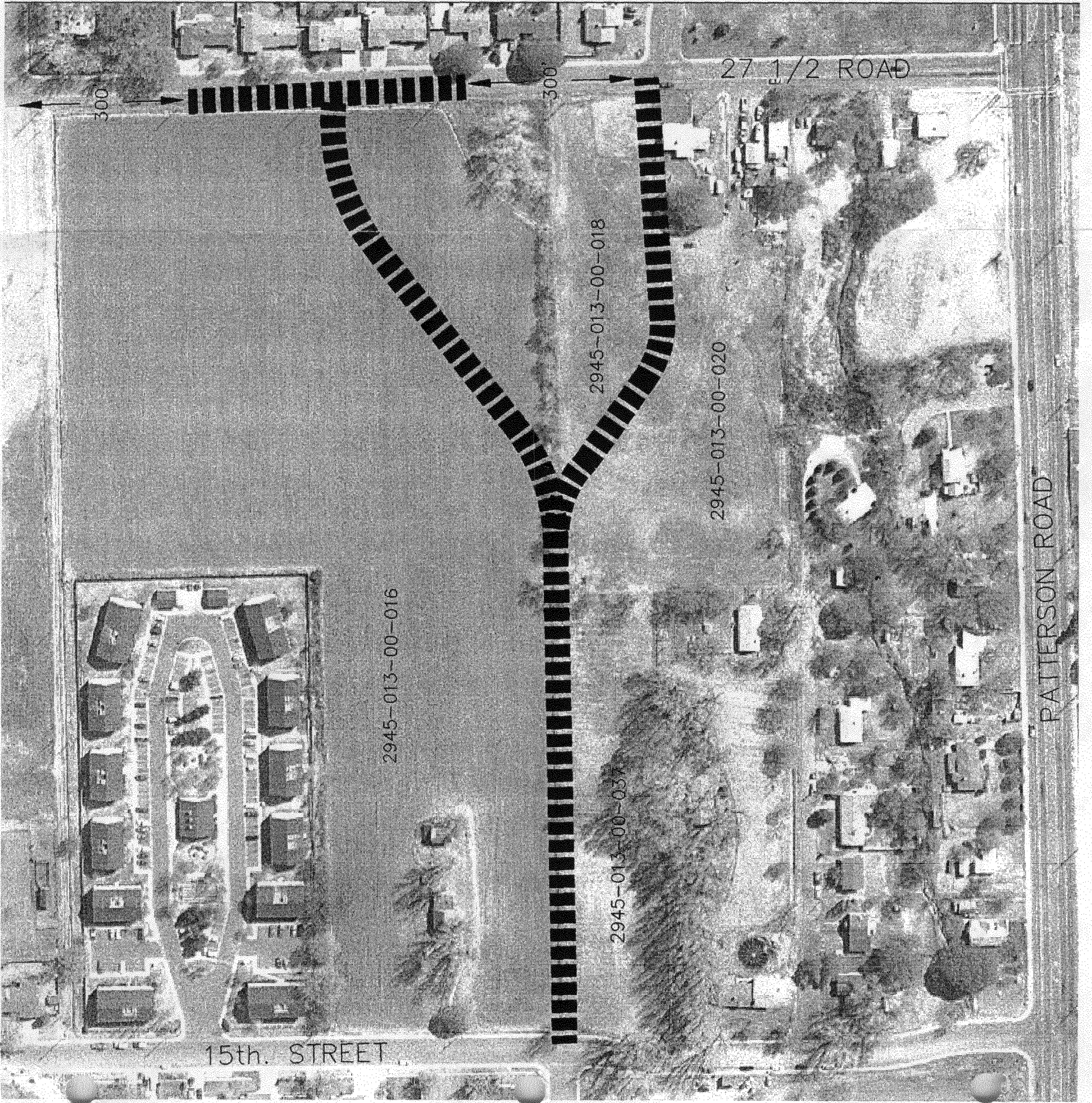
EXHIBIT "C"
HERMOSA AVENUE EXTENSION

EXHIBIT "D"
MINOR STREET PLAN
HERMOSA AVENUE EXTENSION
15th. STREET TO 27 1/2 ROAD

ALIGNMENT ALTERNATIVES



NOT TO SCALE



January 04, 1995
City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, Co. 81501-2668

TRANSCRIBED FROM HANDWRITTEN
COPY ATTACHED

Re: City of Grand Junction letter to property owners and interested individuals dated December 29, 1994, from Jody Kliska.

Ladies and Gentlemen:

I am in receipt of the above referenced letter regarding the proposed minor street plan - Hermosa Avenue Extension. Any extension of Hermosa Avenue certainly would affect the 15 acre parcel that I am owner of, and as such, I hereby offer my comments/rebuttal to comments contained in the referenced letter/ minor street plan.

While Section 212 of Article 23q Title 31 of Colorado Revised Statutes grants authority to municipalities of the State to make and adopt a plan for physical development of streets and roads located within the legal boundaries of the municipality, the municipality must exercise prudent and diligence that wise choices be made to provide appropriate transportation links between neighborhoods that best serve the population who will ultimately use these transportation links. It is my opinion that the extension of Hermosa Avenue does not fulfill or meet the criteria for providing an overall efficient transportation link between neighborhoods as a residential collector street. First, the extension of Hermosa Avenue as shown in Exhibits "C & D" of the Referenced letter will without a doubt add considerably more traffic to Hermosa Avenue to 12th Street and turns left and / or right. Similarly, traffic flow on F 1/2 Road and Ridge Drive with future connections from 12th Street to 15th Street will add more traffic onto 12th Street. It would seem that with the extension of Hermosa Avenue and F 1/2 Road to 12th Street, there will be 2 collector streets in parallel less than 1/2 mile apart bringing more traffic to 12th Street. Is it not conceivable that traffic control (traffic light) would soon be required on both Hermosa Avenue and 12th Street and F1/2 and 12th Street due to increased traffic? This would be and added cost to the city. What is my alternative to extension of Hermosa Avenue? I feel any development of these 15 acres by the developer should include in the development plan a design to first allow for a private entrance and exit both from and to 15th Street and 27 1/2 Rd, and that the design would essentially divide the project in half so that each half of the property would absorb its share of traffic throughout the entire development. Wherever it is designated is the half way mark an emergency barricade or lever gate would be installed to allow access for emergency vehicles such as fire and police. Public access by pedestrian and bicycle traffic would extend from one end of the property to the other - In this manor, it would not be necessary to drive a vehicle clear around the development to gain access to the other half of the development, when one could easily walk to the adjoining half of the development.

Further, by having the property developed in this manner, the developer would be responsible for maintaining the streets, sidewalk etc., since it would be a controlled community project. This would create a significant cost savings to the city. Additionally, and assuming that Hermosa Avenue will not be extended, but would rather be designated as a " no thru street ", vandalism would be much minimized in this area.

Development of these 15 acres with and interest in upzoning the parcel to construct approximately 170 apartment units is compatible with other developments in this area, ie. Hilltop Rehab Center, Nellie Bechtel Gardens, under construction Retirement Inn on 12th Street, Hilltop Car Center on Hermosa Avenue. I encourage the city to support the quality of life in the community and enhance the prudent and efficient use of land over those neighborhood groups and associations which may voice objection to or attempt to block a first class development of these 15 acres. Single family current RSF - 4 zoning in this area isn't compatible with other developments and is not the best and economical use of the land.

After 74 years of family ownership, I believe we are entitled to realize a profit from the sale of this land maximized by its best use in today market and community needs.

The community further stands to benefit financially to allow such a first class development on this land, by the added revenues to be generated from the apartment complex, as well as the snowball economic effects that city merchants will come to realize.

Additionally, first class developments by their very nature will attract current apartment dwellers and others to upgrade themselves to new first class managed units, thus making available to others, (including Mesa College Students) affordable student housing vacated by those who upgrade. During the 1993 - 1994 school year, over 300 student applications at Mesa College were denied due to student housing shortages.

I request that you will review the aforementioned comments and that the Planning Commission who will hear public comment on Tuesday, January 10, 1995 will also be privy to these comments to better aid their decision making regarding the Hermosa Avenue Extension, as well as aiding the Planning Commission and City Staff / Council in the decision process for any potential upzoning of this parcel of land.

Date: January 04, 1995

Sincerely,

Angelina Mraule
Owner of Property



Old Homestead Realty

737 Horizon Drive
Grand Junction, Colorado 81506
Fax (303) 241-4178
Business (303) 243-5100

January 6, 1995

Jody Kliska, Development Engineer
CITY OF GRAND JUNCTION PUBLIC WORKS AND UTILITIES DEPT.
250 North Fifth Street
Grand Junction, CO 81501-2668

RE: Proposed Minor Street Plan - Hermosa Avenue Extension.

Ms. Kliska:

I have read with interest the minor street plan referenced above. There arises concern that this may not allow the most advantageous and neighborhood friendly use of the Properties involved. I am representing the Mraules in the marketing of their property and I have represented Mary Ellen Binkley, Jim Griffith, and Donna Griffith of Green Valley Estates. As a resident of the Grand Valley and the neighborhood area since 1955 my concern goes beyond any monetary gain I would realize from the sale and development of the involved properties.

While the purpose for the proposed plan is identified, I question whether the objectives that have been set forth will be adequately and sensibly met. Admittedly, I may be privy to additional information regarding the proposed development since they have not yet submitted their plan, even so, I will attempt to convey to you my observations.

There is a great need in this area to be able get from point A to point B without undue delay and frustration. In traveling through the area on a daily basis one will notice that Hermosa, 15th, and Ridge Drive have become cut through routes that are used in an attempt to avoid delays. This has resulted in increased traffic that is not incident to the immediate residential neighborhood. The reality is that the use of these "shortcuts" does not necessarily accomplish anything in the way of time saving for the driver or efficiency of traffic flow. The perception in the mind of the driver, however, is that use of these "shortcuts" are beneficial. Therefore, the addition of another short street in the area will just open another option for through traffic to errantly travel. This will add to the frustrations and complaints of the residents both existing and those that would occupy any new development. It makes no logical sense to extend Hermosa which dead ends at 15th to dead end at 27 1/2 Road, which is a busier street. This would tend to lead to increased congestion at 27 1/2 and Patterson, and a throughway that would be not only detrimental to those along Hermosa, but dangerous as well.

The proposed purchasers of the Mraule property want to present to the planning commission and city council a plan for the development of the property. The basics of this plan, as I understand, are these; 1. It would consist of 170 rental units.

2. The developers/builders would retain control, operation, and management in keeping with their other holdings in Colorado and Arizona. 3. They desire private roads within the project to allow for control of parking, access, safety for the tenants, park like atmosphere, and more efficient use of the available land. 4. There would be access from both 15th and 27 1/2 with any through access limited to emergency and service vehicles and equipment. 5. This access would divide the traffic and prevent an uneven flow in and out of the facility. 6. There would only be travel in and out by those who live in the particular section or have business there. 7. Easy quick access within the project would be by bike and pedestrian paths. 8. The park-like landscaping would provide the neighborhood a safe and attractive area.

A review of the general area and its growth pattern supports a multi-family project. Surrounding this area we have Nellie Bechtel Gardens (private access), the old I.B.C. dormitories (private access), Grand Villa (private access), Patterson Gardens (private access), Larchwood Inns (private access), and The Atrium of Grand Valley (private access). All of these are multi-family / multi-unit facilities. The latter is only the first phase of the 30-40 acre development proposed by Hilltop and its partners. A multi-family zoning has been placed on the Green Valley Estates property adjoining Mraule on the South. All but a couple of these have been constructed since the zoning of the Mraule property. It appears that the growth pattern in the immediate area is moving to higher density and away from single family uses. The Patterson Road corridor is also moving to a commercial/business oriented use that is not particularly conducive to single family areas. My fear, should the minor street plan be approved, is that the property affected may be forced to stay as single family, resulting in decreased property value, loss to owners, less desirable location, lower quality construction, loss of control over quality of life and surroundings, and an undesirable neighborhood.

A reason stated in defense of the extension is to "provide for pedestrians and bicyclists and east-west connection other than Patterson Road." Why is it necessary for a 52' right-of-way to be provided for these users? In the developers of the Mraule Property plan, there would be created a park like atmosphere around the structures. This would provide adequate access and a pleasant and safe surrounding for these users. Access for emergency vehicles, etc., could also be managed efficiently and effectively.

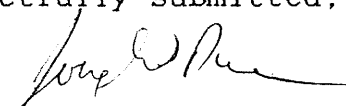
The continued piling on of additional development costs lead to a point where good quality projects are no longer viable. What we end with are lesser quality, less desirable facilities that do not, over the long term, adequately fill the needs of the community. If the extension is required, will there be the possibility of city participation to help offset costs and reduce the time that the extension is only partially complete? If the Moore property (2945-014-00-037) is not developed in the near

future, Hermosa will only be 26' for almost half the distance to 27 1/2 road. The possibility that Thelma Moore would have the financial ability or the desire to contribute to the construction of the part of the road on her property is very low according to past discussions with her. The completion of only a portion of Hermosa for any extended period of time would be not only detrimental to any project constructed, but would be unsafe and unacceptable to the neighborhood.

The proposed alignments for Hermosa do not allow for the most efficient use of the limited space. Controlled access, privatization, restrictive covenants, and private assessments to the residents of the developments would allow the best use in the space available.

I sincerely believe that this proposal for the extension of Hermosa Avenue will accomplish the exact opposite of the desired results. People will take cut-off routes, whether they really make sense or not as long as they perceive them to be beneficial to them. Lack of control by residents on a public street for parking, traffic, loitering, vandalism, etc., would be detrimental to the quality of life and environment in the area. Multi-family housing is in great demand and a quality project in the area would help to open opportunities renters to upgrade to new and better facilities thus making available other units for new people coming into the area in need of rentals. Should this plan preclude the developers from proceeding, it will take away from the Mraules their right to receive a fair profit for their investment in their land. They have a valid contract, a competent purchaser, and a plan that will work and be beneficial to the community as a whole. It would be grossly unfair to them to take this away from them by making unreasonable requirements and demands of the developers. This street extension plan will result in haphazard development jeopardizing the public health, safety, and welfare of the area residents and the community.

Respectfully submitted,



Joseph S. Pace
Broker Associate