

MEMORANDUM



Date: *December 29, 2002*

To: Bob Blanchard, Community Development
Rick Beaty, Fire Department

From: *Sandi Nimon, Sr. Administrative Assistant*

Subj: *Design Exception 29-02 Exception from
Intersection Spacing for G1/4 Road*

*Please E-mail your comments no later than
Friday January 10, if possible.*

Sn

DE 29-02



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

January 6, 2003

Mr. Jim Langford
Thompson – Langford Corp.
529 25 ½ Road
Grand Junction, CO 81505

RE: TEDS Exception from Intersection Spacing for G1/2 road at 736 24 ½ Road

Dear Jim;

Please find attached the committee's decision on the above request. You may use this decision to proceed through the development review process.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me at (970) 256-4047.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Laura Lamberty, Development Engineer (256-4155)



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DESIGN EXCEPTION #DE29-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Laura Lamberty, Development E.I.T.

From: Mike McDill, City Engineer

Date: December 4, 2002

RE: Exception from Intersection Spacing for G1/4 Road at 736 24 ½ Road

DESCRIPTION OF THE SITUATION

Applicant is planning to expand the facilities for the Canyon View Vineyard Church at the above location. They are complying with a City staff request to construct a half-street access along the south side of their development. Access at this location is constrained by the approved plan to construct another intersection 122 feet to the south into Spanish Trails Subdivision on the west side of 24 ½ Road. Neither of these streets can be expected to extend across 24 ½ Road. Section 4.1.2, *Offsets*, requires access either be opposite each other or be separated by at least 150 feet. Since staff probably should have required the access into Spanish Trails to be a few feet farther south, it does not make sense to penalize the church's development plans due to this oversight.

The applicant requests exception from Section 4.1.2, *Offsets*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of 24 ½ Road is classified as an Urban Collector. Access is, and will continue to be, very controlled on this road north of G Road. The location of these two intersections are such that left turns from 24 ½ Road will not conflict. Both intersections are anticipated to be very low volume.

2. Have other alternatives been considered that would meet the standard?

The applicant proposes not to have the G1/4 Road intersection at all. I think that this will be a useful connection to their facilities and the neighborhood to the east of the church. They also proposed to make G1/4 Road a pedestrian only access.

3. Has the proposed design been used in other areas?

No comparable situations were presented.

4. Will the exception require CDOT or FHWA coordination?

No.

5. Is this a one-time exception or a manual revision?

This would be a one-time exception.

Staff Recommendation

I recommend approval of the requested Design Exceptions to Section 4.1.2, *Offsets*, to allow a reduced spacing between the proposed intersections.

Recommended by: *Mustafa Hamid*

Approved as Requested:

Denied:

[Signature]

Jim Butts

Rahel Blanchard



THOMPSON - LANGFORD CORPORATION
ENGINEERS AND LAND SURVEYORS

tlc@tlcwest.com
Facsimile (970) 241-2845
Telephone: (970) 243-6067
529 25 1/2 Rd, Grand Junction, CO 81505

October 09, 2002

Laura Lamberty
City of Grand Junction
Department of Public Works
250 North 5th Street
Grand Junction, CO 81501
E-mail davidd@ci.grandjct.co.us
Ph. (970) 256-4155
FAX (970) 244-1599

RECEIVED
DEC 03 2002
COMMUNITY DEVELOPMENT
DEPT

Re: Canyon View Vineyard Church
REQUEST FOR TEDS EXCEPTION
Intersection Spacing

Laura:

Please accept the following as our request for an exception to certain TEDS Manual criteria concerning the spacing of roadway intersections. In reading Section 4, "Access Design and Site Circulation", Section 4.1.1, it states that access points shall be a minimum of 150 feet apart. The distance between G $\frac{1}{4}$ Road and Jack Creek Road in Spanish Trails is presently designed at 122 feet.

Background:

The north half of the Canyon View Vineyard Church, then know as the Vineyard Christian Fellowship Church, received site plan approval in September of 1999. The southern half of the site was not planned at that time and in fact was considered excess real estate. 22 feet of ROW was dedicated at that time for G $\frac{1}{4}$ Road, but we envisioned this strip being only a pedestrian way to the park. We reserved a 44-foot wide access easement through the middle of the project in the event the southerly half was sold off for development and there became a need to convey a public ROW. The entrance road along this easement was constructed in accordance with City standards for a street for the same reason, even though it was only going to be the church entrance for the time being.

In October of 2000, the Preliminary Plan for Spanish Trails was approved. The plan was approved with a street entering 24 $\frac{1}{2}$ Road 112 feet south of their north property line or what would have been the centerline of G $\frac{1}{4}$ Road. The southerly half of the Church parcel was still vacant and it was clear that G $\frac{1}{4}$ would not be pushed across the City Canyon View Park property.

In the spring of 2002, the Church made plans to expand into the southerly portion of their site. Our initial concept did not include the extension of G $\frac{1}{4}$ Road, in fact as the Church approached their neighbors to the east about their future plans for the southern parcel, they heard strong opposition to making the G $\frac{1}{4}$ Road connection into what was a quiet somewhat isolated neighborhood. It was the City that insisted that this connection

be made. The Church responded by showing the street, but moving the westerly portion another 10-feet north to enable the eventual construction of a full street without seriously damaging the relatively new Chamblee home to the south.

Proposed Exception:

As stated above, Section 4.1.1 of the TEDS Manual, requires that all new public accesses be spaced 150 feet apart. Even with the additional 10-feet that the Church has given to move the intersection north, the distance between the intersections of G ¼ and that of Spanish Trails will be only 122 feet.

For no other reason than that the Church has gone along with the City and it's requirement that the street be constructed and that the Church has already given additional right-of-way to lessen the impact on it's neighbor to the south, we ask that the less than optimal spacing be accepted.

Alternatives Considered:

The Church has proposed that the street be dropped from the transportation plan altogether and that a 12-foot concrete pedestrian path, connecting the residential neighborhood to the City Park, be constructed in it's place at Church expense.

Proposed Design:

As stated above, we are conceding to the construction the G ¼ Road intersection 122 feet north of the propose Jack Creek Road intersection in Spanish Trails.

Impacts of change:

We believe that since the intersection with Spanish Trails is south of the intersection with G ¼, the traffic conflicts will be minimal. We further believe that the intersection at G ¼ Road along with the roadway itself is no more necessary than the extension of G ¼ Road through the City's Canyon View Park; that it's extension will put unwanted traffic into a presently quiet neighborhood, traffic that the neighborhood does not want, and will encourage use of the Church internal streets as public thoroughfares.

We are requesting that the City review the circumstances associated with the evolution of this problem, possibly drop it's requirement for the street, but certainly not further impact the Church by requiring that the intersection be moved even further north.

Respectfully,

James E. Langford, PE & LS

JEL/iml

ROARING FO

MONUMENT VIEW DR

MONUMENT VIEW DR

G.25 ROAD

G 1/4 Rd.

24.5 ROAD

1221

Approved Access

SCALE 1 : 1,203

