

MEMORANDUM



Date: March 19, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant Sandi N.

Subj: DE07-03- Request to Reduce Street and Right-of-Way width at 2561 G ½ Road.

Please E-mail your comments to Mark Relph and copy me no later than Friday, March 21, 2003, if possible.

Sn

COPY



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

April 11, 2003

Mr. Kevin Knott
LANDesign
244 N. 7th Street
Grand Junction, CO 81501

RE: TEDS Exception No. 07-03, to Reduce Street & Right-of-way Width at 2561 G1/2 Road

Dear Kevin;

Please find attached the committee's decision on the above request. The Review Committee approved this request with the condition that the sidewalk along the south side be eight feet wide, instead of the proposed five feet. The committee also suggested the developer consider separating this 8-foot walk from the curb and incorporating the multi-purpose easement into the area from the back of curb to the back of walk.

With the submittal of plans showing these improvements, you may use this decision to proceed. 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: Eric Hahn, Development Engineer (244-1443)
Pat Cecil, Development Services Supervisor

DE#07-03 2561 G.5-04-11



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

DESIGN EXCEPTION #DE07-03

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer
Pat Cecil, Development Services Supervisor

From: Mike McDill, City Engineer

Date: March 10, 2003

RE: Request to Reduce Street and Right-of-way width at 2561 G1/2 Road

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new subdivision along G1/2 Road between Wilson Drive and 26 Road. The project would re-align G1/2 Road to run along the south edge of Interstate 70. This alignment puts the new roadway at the top of a high cut down to the Interstate with no lot frontage on the north side. The applicant is proposing to eliminate the multi-purpose easement, sidewalk and associated right-of-way along the north side of this minor collector. The proposed plan does preserve the full street width from curb to curb. It also includes a 7-foot wide landscaped strip behind the sidewalk and a 10-foot multi-purpose easement beyond the landscape strip. This narrower multi-purpose easement is proposed because all of the lots within the subdivision will have utility service connections from the internal street system.

The tract currently has a 60-foot wide ROW for G1/2 Road passing through the middle. The standard ROW width for a minor collector is 54 feet. The applicant is proposing a ROW section of only 48 feet in width. Except for the nursery operation at 26 Road, there are no properties fronting on the north side of G1/2 Road between 25 Road and 26 Road. Whatever section is approved through this property should be acceptable throughout the mile length of G1/2 Road.

The applicant requests exception from Section 6.1.1, *Right-of-way, Street Lane Widths, and Street Lengths*, for Arterial and Collector Streets.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This plan maintains full vehicle and bicycle traffic capability and moves all of the pedestrian traffic to the south side of G1/2 Road, away from the steep slope down to the Interstate. No significant safety issue should result in the requested location.

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

No other options were presented. Another possibility could be to remove the bike lanes from the pavement and combine them with the pedestrian traffic on a separated 10-foot pathway along the south side.

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

Yes. This proposal is similar to the frontage road design constructed along I-70B at Grand Mesa Shopping Center, except that this road is classified as a minor collector.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Whatever section is approved through this property should be acceptable throughout the mile length of G1/2 Road.

Staff Recommendation

I do not think the city should give up twelve feet of right-of-way, a four foot sidewalk, fourteen feet of north multi-purpose easement and four feet of south multi-purpose easement with no return of public benefit. The applicant should provide some comparable benefit to the public in return for these concessions. I recommend a separated sidewalk along the south side within a 54-foot right-of-way, as possible mitigation. If the bike lanes are eliminated from the pavement area, the sidewalk could become a 10-foot wide combined sidewalk and bike path. Either of these options could incorporate the landscaped strip and the multi-purpose easement within the area behind the south curb and under the sidewalk/pathway.

I recommend approval of the requested Design Exceptions to Section 6.1.1 to allow the proposed elimination of the sidewalk and multi-purpose easement along the north side of the street section with appropriate mitigation as described above.

Recommended by: *Michael H. ...*

Approved as Requested: _____

Approved as Recommended: _____

Denied: _____

Approved As Modified ✓ _____

[Signature]
Kurt E. ...

[Signature]

February 28, 2003

Mike McDill, P.E.
City Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

MAR 03 2003

**RE: Traffic Engineering Design Standards (TEDS) Exception
Section 5.1.2, Right of Way, Street Lane Widths, and Street Lengths
Woodridge Subdivision, 2561 G.5 Road**

Dear Mr. McDill:

On behalf of the developer, Tierra Ventures, LLC, the following is a formal request for a TEDS exception to Section 5.1.2, Right of Way, Street Lane Widths, and Street Lengths. See Exhibit 1 and 2 for proposed site plan and general topography map that shows the existing G.5 Road.

A TEDS exception is being requested for a non-standard width right of way with sidewalk and multi-purpose easement on the south side of the street. The road classification for G.5 Road is an Urban Residential Collector. See enclosed Exhibit 3 for standard section. The proposed configuration for the new G.5 Road is to have a 48' right of way width instead of the standard 52' right of way. The street will have an attached sidewalk on the south side, and no sidewalk along the north side of the street. No multi-purpose easement is proposed along the north side of the street, as a 10' multi-purpose easement is provided along the south right of way of the street. The developer is only required to construct ½ street improvements on the south side of G.5 Road according to City Code. At the general meeting, City staff said they would allow a shoulder and bar ditch on the North side of G.5 Road. However, the developer feels it is in the best interest of the public and the project to construct curb and gutter along the North side of G.5 Road. A multi-purpose easement is not proposed on the north side of the road, since all existing development, except for Bookcliff Gardens to the east of this project, would be to the south of G.5 Road. The developer is proposing to provide a separate 7' landscape tract, that will be maintained by the homeowners association, along the south right of way to add street landscaping and a buffer to the development. A 10' multipurpose easement along the south side of G.5 Road will be adequate to provide utilities, as all utility service connection to the lots will be provided from the 14' easement adjacent to Woodridge Court (along the front of the lots). See Exhibit 4 for proposed section of G.5 Road.

Proposed Exception:

The proposed configuration with the 48' right of way width and no sidewalk or 14' multi-purpose easement on the north side of the road allows the G.5 Road alignment to be moved closer to the CDOT Right of Way which allows for more developable area south of G.5 road.

This property has many site constraints that go along with it; some of them are as follows. A portion of the usable land area is lost due to the proximity of Leach Creek and the Grand Valley

Irrigation Canal, which make up the east, south and west boundary lines. In addition to the land area that is lost due to the waterways, additional land is required for a 20' access and maintenance road for the Grand Valley Canal Irrigation Company. These existing physical land features reduce the usable land area considerably, which makes it almost impossible to meet the required density of the Urban Growth Plan has for this property.

The Urban Growth Plan has a required density of 4 to 8 units per acre for this property. The current layout has a density of 3.58 units per acre. The lot sizes for this subdivision range from about 4,000 sq ft to 7,400 sq ft. The subdivision design as proposed will achieve an appropriate density on the property and will not sacrifice safety standards for traffic on G.5 Road. This TEDS Exception would allow for a better overall design without any significant modifications to the current City standards.

Existing Conditions:

The existing G.5 Road section through this project has approximately a 21' wide asphalt mat and there is no curb and gutter. It has poor sight distance, and the existing horizontal and vertical curves do not meet the current City of Grand Junction design standards. Also, portions of the existing G.5 Road are not within a dedicated right of way. The proposed alignment would meet City standards for sight distance, and horizontal and vertical curve geometry.

Exception Considerations:

According to the Design Exception Process, there are 6 items that must be addressed in the staff review of the exception request. Each item is addressed below;

1. If granted, will the exception compromise safety?

The proposed G.5 Road alignment will greatly improve the safety of G.5 Road. The proposed G.5 Road has the same configuration as the standard section from back of curb to back of curb. So the overall drivable area meets the City standards. The difference is that there is no sidewalk or multi-purpose easement's proposed along the north side of the road. The developer feels that this is a reasonable request since the sidewalk along the north side would be up against the CDOT right of way and the sidewalk would not serve any useful purpose, also there will be no future development to the north of G.5 Road that would require a multi-purpose easement along the north side of G.5 Road.

2. Have other alternatives been considered that would meet current standards?

Other alternatives have been considered. The developer feels that this configuration is the best design for the development of this subdivision.

3. Has the proposed design been used in other areas – locally, state or national? Have examples, including data, been provided?

The developer is unaware of any exact instances that this proposed configuration has been used.

Mr. Mike McDill

2/28/2003

Page 3 of 3

4. Will the exception require CDOT or FHWA coordination?

No.

5. Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?

Yes, this is a one-time exception based upon the constraints of the subject property.

6. Is not a one-time exception, is a manual revision needed?

No, a manual revision is not suggested in conjunction with this exception request.

The proposed project is intended to serve as an infill project that meets the City's Zoning and Growth Plan regulations, while providing the area with quality medium priced housing. It is our opinion, that the narrower right of way width (48), along with the additional landscape tract (approximately 7'), will provide a street section, which is very similar to the required 52' right of way (56' total). The proposed exception will not have negative impacts on the safety of G.5 Road for the general public. Therefore, the developer respectfully requests the approval of a 48' right of way width for G.5 Road in the vicinity of the Woodridge Subdivision.



Kevin Knott, PE
Project Engineer
LANDesign

Enclosures

Cc: Tierra Ventures, LLC
Kristen Ashbeck, Community Development Department
Eric Hahn, City Development Engineer
203004.30

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 3/20/03 3:58PM
Subject: TEDS Exceptions

DE08-03 - Cottages and the Commons

I agree with Mike's recommendation of approval on this one.

DE07-03 - 2561 G ½ Road

I have a question before responding to this. My question pertains to the fact that Section 6.1.1 refers to the ROW width being dictated by the City Standard Street Details. Unless I misunderstood, in recent conversations with the review engineers and Mike regarding a misplaced fence, I understood them to say that there is no variance/exception procedure for Street Details. While I recognize that the details are a reference in the TEDS manual, and therefore it could be argued that they can go through the TEDS exception process. However, the message I got regarding the placement of the fence was that Street Details did not have a variance procedure. If this is accurate, the TEDS exception should not be approved and the TEDS manual should be clarified that any Standards referring to the Street Details are not eligible for the TEDS exception process.

CC: Mike McDill; Sandi Nimon

From: Rick Beaty
To: Sandi Nimon
Date: 3/24/03 1:33PM
Subject: Re: TEDS Exceptions

I am in agreement with Mike's recommendation.

Rick

>>> Sandi Nimon 03/24/03 11:21AM >>>
Rick,

Was there a response on DE07-03? You have it listed, but no response. Thanks,

Sandi

>>> Rick Beaty 03/21/03 03:59PM >>>
I also support the recommendation.

Rickb

>>> Bob Blanchard 03/20/03 02:27PM >>>

Item DE08-03, Cottages at the Commons.

I support Mike's recommendation for approval

Item DE07-03, 2561 G ½ Road

LANDesign
ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7TH STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

PRJCT NO.: 20210 FILE NAME: 202103-preliminary.dwg

DATE: 2/19/03

DRAWN: TLT
CHK'D: KJK

WOODRIDGE SUBDIVISION

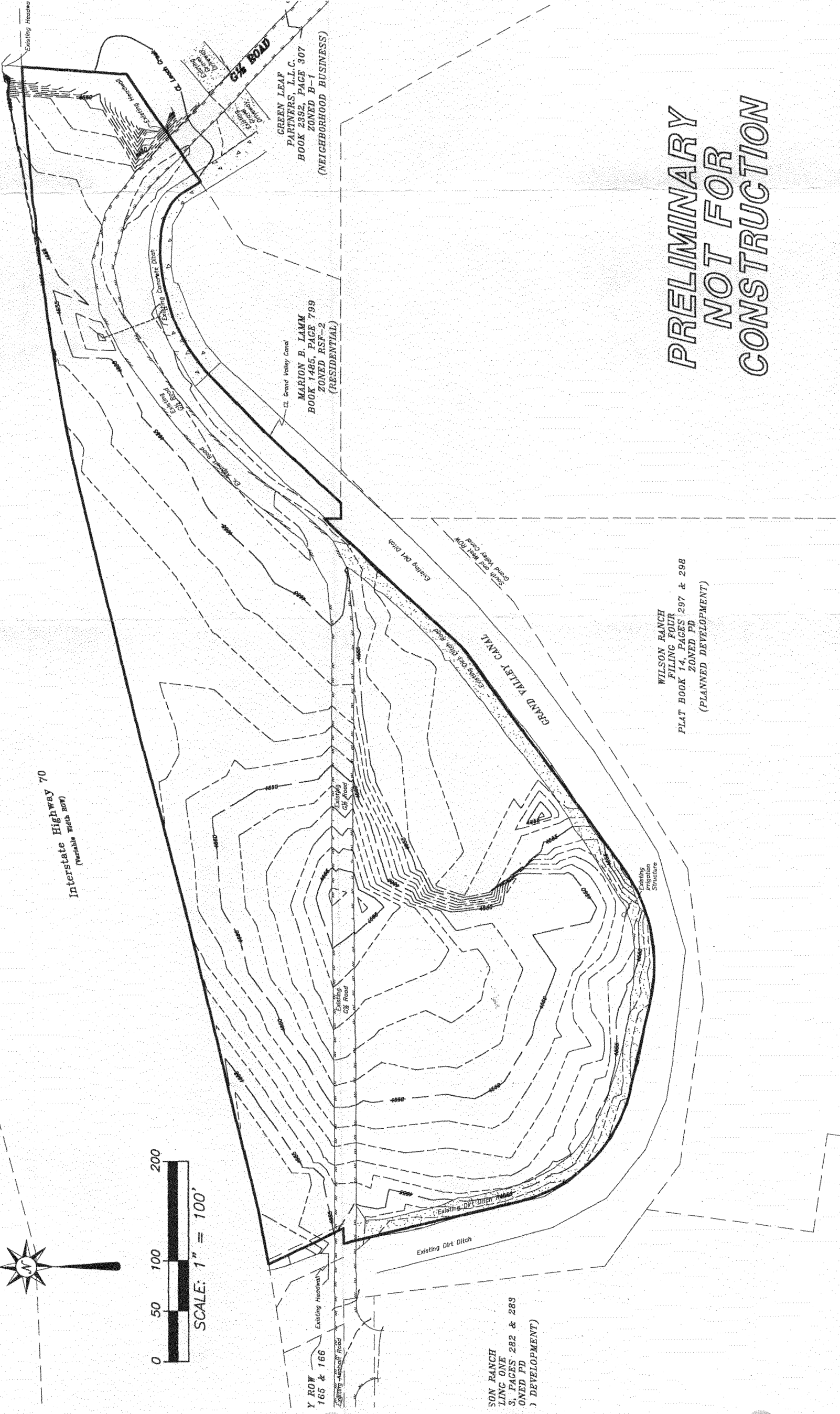
EXISTING TOPO

SHEET 1
OF 1

PRELIMINARY
NOT FOR
CONSTRUCTION



Interstate Highway 70
(Variable width ROW)



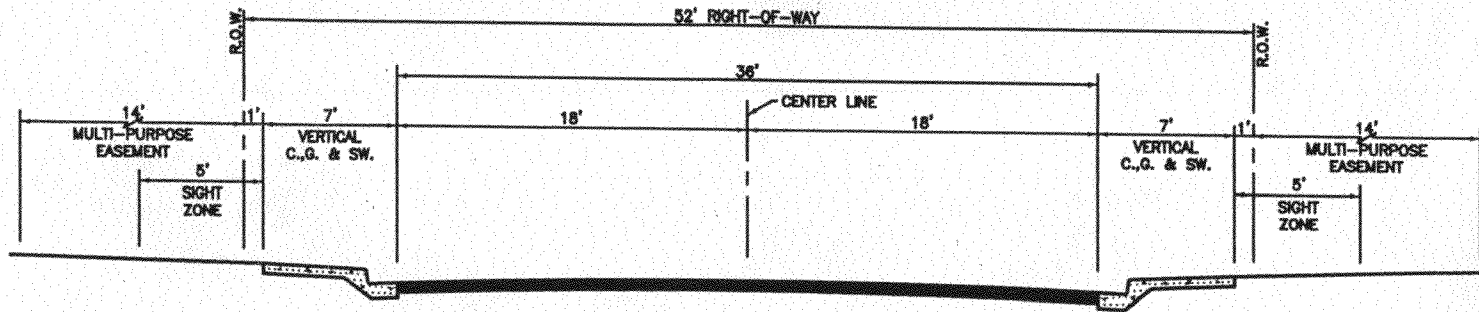
Y ROW
165 & 166
Existing Headwall
Existing 1/2 Mile Road

SON RANCH
LING ONE
3, PAGES 282 & 283
ZONED PD
(DEVELOPMENT)

WILSON RANCH
FILING FOUR
PLAT BOOK 14, PAGES 297 & 298
(PLANNED DEVELOPMENT)

GREEN LEAF
PARTNERS, L.L.C.
BOOK 2392, PAGE 307
ZONED B-1
(NEIGHBORHOOD BUSINESS)

MARION B. LAMM
BOOK 1485, PAGE 799
ZONED RSF-2
(RESIDENTIAL)



REQUIRED WHEN THE A.D.T. (FULLY DEVELOPED) IS GREATER THAN 1000

DEVELOPMENT TYPE	VEHICLE TRIPS PER DWELLING UNIT	
	WEEKDAY	PEAK HOUR
SINGLE-FAMILY DETACHED	9.55	1.02
APARTMENT, GENERAL	6.47	0.89
CONDOMINIUMS/TOWNHOUSES	5.86	0.54
MOBILE HOME PARK	4.81	0.58
RETIREMENT COMMUNITY	3.30	0.34
PLANNED UNIT DEVELOPMENT	7.44	0.72
CHURCH - TRIPS PER 1,000 SQ. FT. FLOOR AREA	9.32	1.42

REFERENCE FOR ABOVE AND OTHER DEVELOPMENTS:
LATEST EDITIONS OF THE "TRIP GENERATION MANUAL"
BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (I.T.E.)

A.D.T.=AVERAGE DAILY TRAFFIC

RESIDENTIAL TRIP GENERATION RATES

- ① VERTICAL CURBS, GUTTERS AND SIDEWALKS ARE REQUIRED ON BOTH SIDES OF ALL COLLECTOR STREETS.
- ② ALL URBAN RESIDENTIAL COLLECTOR STREETS SHALL BE SURFACED WITH HOT BITUMINOUS PAVEMENT (HBP) OR PORTLAND CEMENT CONCRETE (PCC). ALL PAVEMENT STRUCTURES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.
- ③ SEE PAGE ST-12 FOR DETAILS OF MULTI-PURPOSE EASEMENTS ADJACENT TO ROAD RIGHT-OF-WAY.
- ④ ADDITIONAL RIGHT-OF-WAY WIDTH WILL BE REQUIRED FOR CONSTRUCTION OF RIGHT TURN DECELERATION LANES. SEE CHAPTER 5 OF THE CITY'S TRANSPORTATION ENGINEERING DESIGN STANDARDS FOR SPEED CHANGE LANE DIMENSIONS.
- ⑤ ON STREET PARKING MAY BE PROHIBITED AS REQUIRED TO PROVIDE LEFT TURN LANES AT INTERSECTIONS.
- ⑥ IN SIGHT ZONES, NO TREES, SHRUBS, FENCES, STRUCTURES OR OTHER OBSTRUCTIONS SHALL BE OVER 30" IN HEIGHT (MEASURED AT THE NEAR EDGE OF ROADWAY). SEE NOTE 5, PAGE ST-14 FOR EXCEPTIONS.

WOODRIDGE
SUBDIVISION

G 1/2 ROAD
DETAIL

DATE: 2/28/03

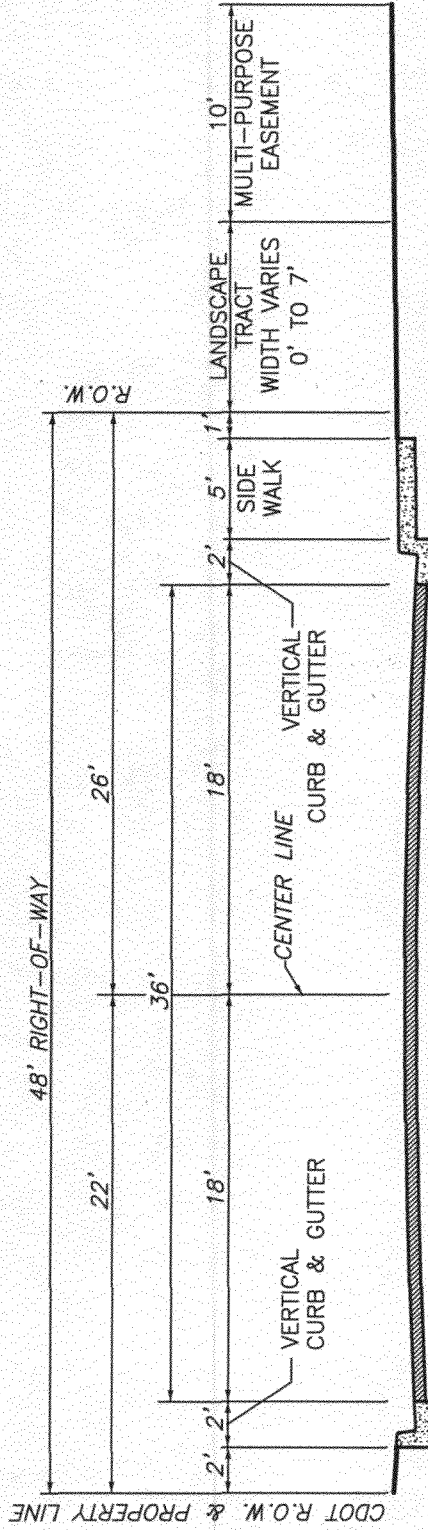
DRAWN: TLT

CHK'D: KJK

FILE NAME: 202103-preliminary

PRJCT NO.: 20210

SHEET
OF
1
1



G 1/2 ROAD
GREATER THAN 1000 A.D.T.
NO ON-STREET PARKING
N.T.S.

From: Mike McDill
To: Bob Blanchard; Mark Relph; Rick Beaty
Date: 3/21/03 10:11AM
Subject: Re: TEDS Exceptions

DE07-03

We have been operating on the concept that since ROW width is referenced in TEDs and we are planning to transfer those street cross-section to TEDS with the upcoming revisions, this would be a good avenue to address this proposal.

Staff has taken the liberty of customizing street sections both for CIP projects and development in the past without much review by management. Independent Avenue, 25 Road, G Road and D Road are all good examples of this.

The fence setback requirement is only found in the Standard Contract Documents and that standard does not provide for and justifiable modification. However, I am recommending to Don Newton, who manages those specifications, that he add verbiage to that standard providing engineering design of alternates to the sight distance requirements. this should create the discretion that the City Attorneys now say is now there. (I just thought of this in response to this e-mail).

Maybe this is not the proper way to address this proposal. If so, let me know what you suggest and we can go that way. I just thought this was a good way to give the applicant clear direction with which to continue through the design review process.

MIKE M.

>>> Bob Blanchard 03/20/03 03:58PM >>>

DE08-03 - Cottages and the Commons

I agree with Mike's recommendation of approval on this one.

DE07-03 - 2561 G ½ Road

I have a question before responding to this. My question pertains to the fact that Section 6.1.1 refers to the ROW width being dictated by the City Standard Street Details. Unless I misunderstood, in recent conversations with the review engineers and Mike regarding a misplaced fence, I understood them to say that there is no variance/exception procedure for Street Details. While I recognize that the details are a reference in the TEDS manual, and therefore it could be argued that they can go through the TEDS exception process. However, the message I got regarding the placement of the fence was that Street Details did not have a variance procedure. If this is accurate, the TEDS exception should not be approved and the TEDS manual should be clarified that any Standards referring to the Street Details are not eligible for the TEDS exception process.

CC: Sandi Nimon