

MEMORANDUM



COPY

Date: April 24, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant

Sandi

*Subj: DE 11-03- Request to Discontinue David Street and
Gary Drive at 276 Linden Avenue*

*Please make your comments on the above design
exception no later than Monday, May 1, 2003. I
would appreciate it! And if you E-mail your
comments, I'd appreciate it if you would cc me on
your comments.*

Thanks!

Sn



City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

May 15, 2003

Ms. Jody Kole
Grand Junction Housing Authority
1011 North 10th Street
Grand Junction, CO 81501

RE: TEDS Exception No. 11-03 to Discontinue David Street & Gary Drive at 276 Linden Avenue

Dear Jody;

Please find attached the committee's decision on the above request. You should use this decision to proceed adjust your development layout before continuing through the development review process. The committee authorized the discontinuance of Gary Drive as long as a standard cul-de-sac is constructed at the north end. There was not particular restriction for your development to also take access from this cul-de-sac. However, for circulation needed for the park, its future potential development, and both neighborhoods, David Street needs to be extended to connect to another public street.

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: Rick Dorris, Development Engineer (256-4034)
Pat Cecil, Development Services Supervisor



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 #DE11-03

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer
Pat Cecil, Development Services Supervisor

From: Mike McDill, City Engineer

Date: April 23, 2003

RE: Request to Discontinue David Street & Gary Drive at 276 Linden Avenue

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new apartment complex along Linden Avenue at B3/4 Road. The project would complete Linden Avenue along its west frontage and terminate B3/4 Road just east of its intersection with Highway 50. The applicant is proposing to terminate David Street at the platted cul-de-sac north of an existing irrigation ditch. The Gary Drive right-of-way would terminate into the internal circulation drives of the complex. Besides Gary Drive, the complex will access onto both Linden and B3/4 Road. All of the streets involved are classified as local residential.

Linden is a direct link within this neighborhood to both Highway 50 and UnawEEP. Very little traffic from this development will be attracted to either of these two stub streets. Circulation within the development could be modified to further discourage traffic on both Gary and David.

The applicant requests exception from Section 5.1, *Residential and Commercial Streets*, which states, "Street layouts shall continue streets in adjoining subdivisions..."

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Both David and Gary should either be extended through this development or terminated in a City standard cul-de-sac. David may have sufficient existing right-of-way to accomplish this north of the irrigation ditch. Gary would need to have this cul-de-sac constructed inside the proposed development. If correctly terminated, neither would compromise safety except to further limit neighborhood circulation and alternate emergency routes.

A similar cul-de-sac termination should be provided at the end of B3/4 Road unless they propose to extend this public right-of-way through their development to Linden.

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

Although no other options were presented, the applicant indicates they have developed at least six other layouts. The circulation plan within the development could be modified to further discourage traffic on both Gary and David.

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

Yes. Unfortunately, there are far too many dead-end streets in Grand Junction. Each of these "NO OUTLET" streets contributes incrementally to the over use of the major street system.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Any exception approved here should be considered a one-time exception. Although it is sure to be the justification for the next development the does not want "those people" in their neighborhood.

Staff Recommendation

This development does provide minimal dual access to Linden and B3/4 Road. However, it still resists the concept of neighborhood interconnectivity on the local street system. I believe that both, or either, of these streets could be connected to the internal circulation system of this development without any detrimental affects. This interconnectivity would provide benefits to each of the neighborhoods and the community as a whole.

The ditch is not going to be an impervious wall to any "criminal infestation." Connectivity will allow easier past-through patrols, freer access to the soccer field and another backup option to spread traffic to and from this develop in the event of a restriction or blockage on Linden. One of the reasons why David Street might be attractive to illegal activities is because it is a dead-end with no passers-by. A little more traffic in the area might be just what it takes to discourage some of these illegal activities.

This same connectivity to Gary will allow those residents easier access to the field and eliminate vehicles backing out onto B3/4 or turning around in private drives. It would also give them another option for emergency access, if needed.

I recommend denial of the requested Design Exceptions to Section 5.1 to allow the termination of these residential streets. However, if the committee allows any of these streets to be terminated, that approval should include the provision of adequate cul-de-sacs.

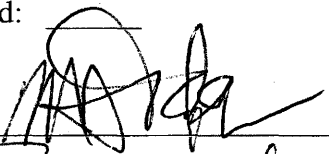
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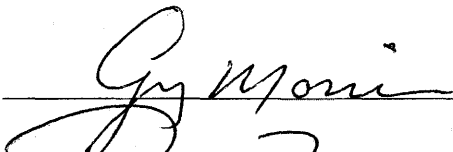
Approved as Requested: _____


David Street shall connect to a public street: X

Gary Drive closure approved with cul-de-sac: X

Denied:









Serving the community by making safe housing affordable.

April 2, 2003

Ms. Lisa Cox, Senior Planner
City of Grand Junction
250 North Fifth Street
Grand Junction, CO 81501

RECEIVED
APR 03 2003
COMMUNITY DEVELOPMENT
DEPT.

Dear Ms. Cox:

As we discussed in our project review meeting on March 5, 2003, the Grand Junction Housing Authority is requesting an Exception to the TEDS for its proposed development on Linden Avenue and B $\frac{3}{4}$ Road.

Attached for your review is an outline of the revised site plan, illustrating the proposal to not connect to either David Street or Gary Drive, and a representation of the earlier site plan, superimposed on an aerial photo of the surrounding neighborhood, to provide perspective. Our initial discussion with City Staff indicated a strong preference for the Linden Avenue Development to connect to David Street on the North and to Gary Drive on the Southeast. We respectfully request an Exception to the TEDS for both of these street connections.

David Street:

David Street extends one-block from north to south between Unawep Avenue and the irrigation canal at its southern end. David Street is bounded by very modest rental units on the west and the Dixon Soccer Park on the east. David is a narrow drive, lacking curb, gutter, and sidewalk, with a narrow curb cut access off Unawep Avenue. In its current condition, it is inadequate to carry significant additional traffic on a daily basis.

In our conversations with Grand Junction Police Officers, we learned that the Police Department considers the David Street neighborhood a high traffic area for criminal activity. The Officers proposed two reasons that the new Linden Avenue Development should not connect to David Street: (1) the Police Department prefers that high crime areas have limited access, to ease its pursuit and capture of criminals, and (2) opening up a connection between the new development and the David Street neighborhood would "infect" the new development with the criminal activity from David Street. Affordable housing providers work very hard to prevent drug and other criminal activity from destroying the environment and reputation of our developments. It seems prudent planning to prevent this potential "infection" from the outset.

1011 NORTH TENTH STREET
GRAND JUNCTION, CO 81501

(970) 245-0388

Ms. Lisa Cox
April 2, 2003
Page Two

Initial estimates from Shaw Construction indicate that a street connection over the irrigation canal at David Street would add at least \$50,000 to \$70,000 in additional costs to this affordable housing development.

Gary Drive:

Adjacent to the Linden property at its southeast corner is a small, older neighborhood of six single family homes on Gary Drive, a narrow, unimproved street which currently dead-ends into the Linden property. Further to the north, the Dixson soccer park obstructs any further extension of Gary. Little would be gained by bringing Gary Drive into the Linden Development. GJHA shares the concerns of the Gary Drive homeowners that this small unimproved street is inadequate to bear significant additional traffic generated by the new Linden development.

Initial review of the existing traffic patterns in this area has led City staff to recommend that, as a part of the new Linden development, GJHA eliminate the existing unsafe intersection of B ¾ Road and Linden / Highway 50. The proposed site plan accommodates this request, and redirects west-bound traffic on B ¾ through the Linden development. Closure of this intersection, coupled with a connection through Gary Drive and David Street, would redirect additional neighborhood traffic through these unimproved residential streets.

Alternatives Considered:

GJHA's development team have considered at least 6 alternative site plan layouts. None were able to both address the concerns outlined above and maintain a residential street connection. These alternatives are available for your review, if requested. The additional cost of the David Street connection over the irrigation canal was an additional factor considered.

The site plan proposed provides alternative connectivity through a new single, well defined public R.O.W. through the Linden development and eliminates an unsafe intersection at B ¾.

Additional site access is to be provided by a gated alley access off Linden Street at the northern portion of the development. Safe pedestrian access would be established to the Dixson Soccer Park via a pedestrian bridge.

To accommodate emergency access by the Fire Department, if deemed necessary, we propose an emergency-only access through Gary Drive. This would protect the small single family neighborhood from daily traffic, but maintain reasonable access in case of emergency. We believe that the site plan as currently drawn provides adequate emergency access, as indicated by Fire Department representatives at the March 5 meeting.

Ms. Lisa Cox
April 2, 2003
Page Three

Impacts of Change:

We believe that the impacts of the requested waivers are nearly all positive.

- The single family neighborhood on Gary Drive would be sheltered from significant additional traffic on its narrow, unimproved street. This would also help foster neighborhood harmony.
- Criminal activity on David Street could better be contained and monitored by the Grand Junction Police Department.
- The Linden development would not be directly affected by the criminal activity of its neighbors to the north.
- The Linden / Highway 50 intersection would be much safer by diverting B $\frac{3}{4}$ Road.
- No additional traffic would be directed onto David Street as a result of the Linden development and the closure of B $\frac{3}{4}$ Road.
- Pedestrian access to the soccer park would be improved, and would be much safer.
- Unnecessary additional costs to this affordable housing development could be avoided, thereby increasing its potential financial feasibility.

Thank you for your consideration of our request.

Sincerely,



Jody M. Kole
Executive Director

cc: Dave Hall, Shaw Construction
Otis Odell, Odell Architects
Dave Thornton, City Planner
Rick Dorris, Development Engineer

COMMUNITY CENTER



SIX PLEX (BUILDING TYPE 3)



8 PLEX (BUILDING TYPE 1)



ROW HOUSE (BUILDING TYPE 4)

Linden Development

Grand Junction Housing Authority

Scale: 1/8" = 1'-0"



C

Response to TEDS Exception Application – 276 Linden (Housing Authority proposal)

Issues: 1. Should the proposal be allowed to remain independent of, and unconnected to David St and Gary Dr. (existing dead end roads adjacent to site)?

2. Though not reviewed for TEDS criteria on connectivity, proposal will terminate B ¾ at its current connection point to the Linden / Hwy 50 intersection, and allow a less direct connecting route, from B ¾ to Linden, through the site.

Overview: As stated above, both Gary and David are existing dead end streets, fronting medium density single family housing. Housing Authority design proposal shows significantly higher density. Site fronts on both B ¾ Rd and Linden Ave. (both residential class roads). Though not clear, I do not believe the Housing Authority site will offer any attractions (commercial operations, day care, etc) to the surrounding neighborhoods.

Comments:

1. Connecting to Gary and David may degrade quality of life and neighborhood support of the project. Both Gary and David are existing dead end roads of a much lower density than that of the proposed site and may not react favorably to a forced increase in traffic volumes as a result of the connection to the site. Conceivably Gary and David, should they be connected to the site, could receive as many as 10-15% of the site's daily trips as "pass-thoughts".
2. Current site design offers an improvement to area traffic flow and safety. The site's proposal to relocate a B ¾ connection point away from the Linden / Hwy 50 intersection will still maintain area flows, while diminishing accident potential at the current three leg intersection. By the same token, by not connecting Gary or David (as proposed), existing traffic patterns relating to those intersections and adjacent roadways will remain unchanged after site development, as there appears to be no inordinate vehicle trip attraction between the Gary and David neighborhoods and the site.
3. Pedestrian connectivity from the site to the area to the north has been offered by pedestrian links over the bridge.

Transportation Recommendations:

1. Leave Gary and David as dead end roads, to preserve existing quality of life, and not present a barrier to site's neighborhood approval. Terminate by cul-de-sac, if necessary to comply with current standards.
2. Terminate B ¾ with a cul-de-sac at west end (beyond the entrance to site) to improve current geometry of the existing B ¾ - Hwy 50 – Linden intersection. Indirect connection to Linden and to Hwy 50 will still be possible through the site.
3. Pedestrian connectivity between sites north and south of the ditch will be provided by pedestrian crossing bridges.

From: Rick Beaty
To: Bob Blanchard; Mark Relph
Date: 4/29/03 2:28PM
Subject: Re: TEDS exception DE11-03, Linden Avenue Project

I concur with Mike's recommendation for denial of this project.

>>> Bob Blanchard 04/28/03 10:40AM >>>

While I do not agree with all of Mike's statements in the recommendation section, I do agree with his conclusion that the exception should be denied.

This is not a simple one since this is an affordable housing project and the PD has taken a relatively strong position. If we want to further consider either of these issues, I suggest a meeting.

CC: Mike McDill; Sandi Nimon

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 4/28/03 10:40AM
Subject: TEDS exception DE11-03, Linden Avenue Project

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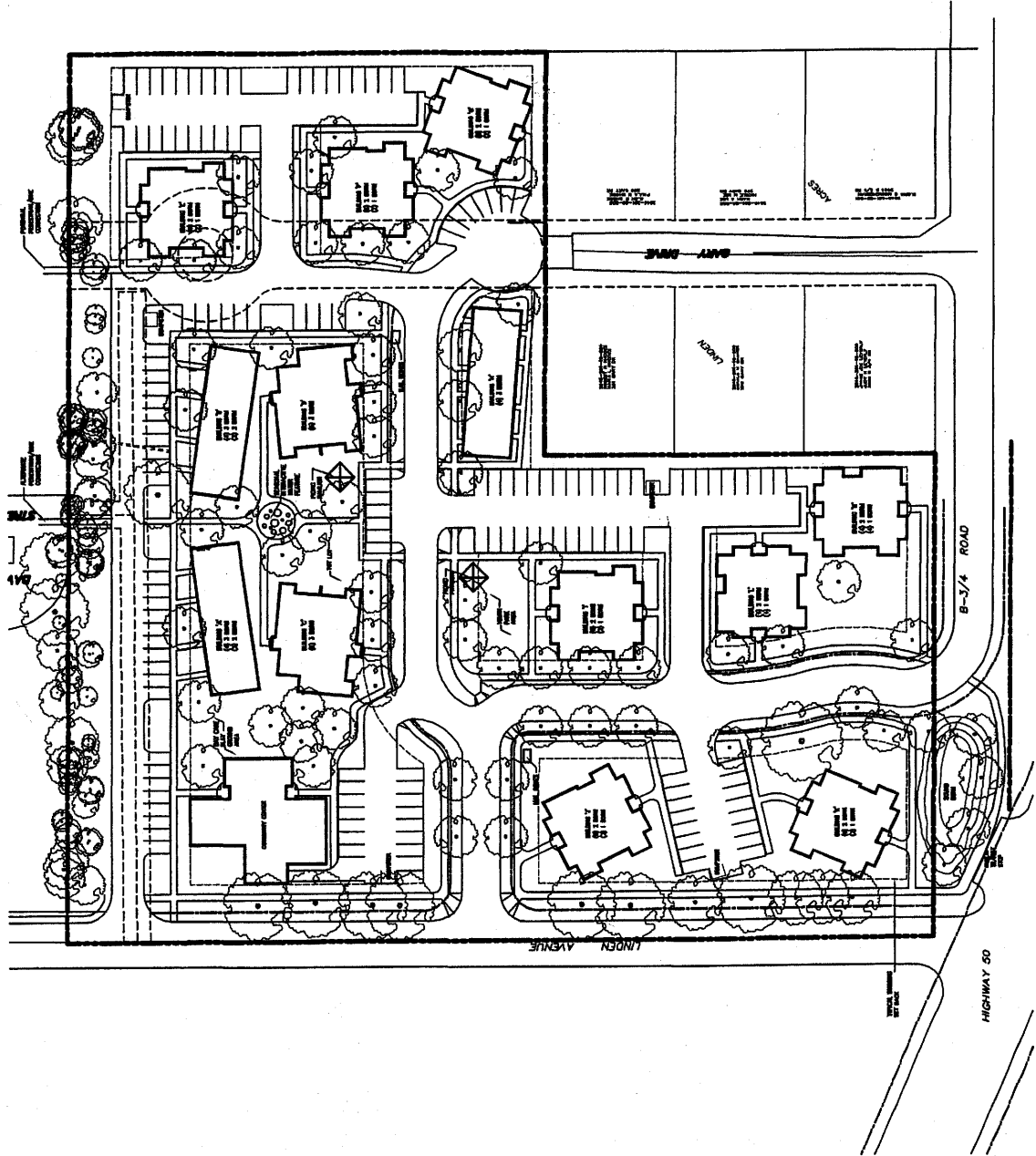
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Linden Development

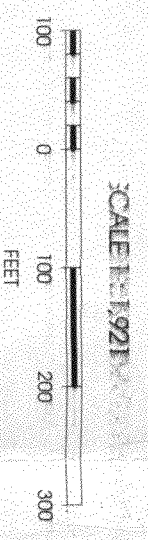
Grand Junction Housing Authority



Linden Development
 Grand Junction Housing Authority

Siteplan
 March 14, 2003





SCALE 1:1921

FEET

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