



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

DESIGN EXCEPTION #DE28-03

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: August 14, 2003

RE: Request to Reduce Street and Right-of-way Widths at 2776 Hwy 50

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new commercial subdivision along Highway 50 between 27 ³/₄ Road and 28 Road. The project would re-align the highway Frontage Road to extend through the project north to B1/2 Road. It also proposes to construct a new east-west roadway roughly along a Minor Collector alignment proposed on the Grand Valley Circulation Plan (GVCP). The applicant is proposing to eliminate the sidewalk along one side of each street and reduce the pavement widths from 36 feet (E-W) and 44 feet (N-S) to only 24 feet. The plan also proposes to eliminate the right-of-way associated with each of these improvement adjustments.

There are three other properties accessing on the north side of the Frontage Road between 27 ³/₄ Road and 28 ¹/₂ Road. Whatever section is approved through this property should be fully functional for these other Frontage Road property owners.

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 gives very little consideration to pedestrian and bicycle traffic within and through the development. Only the barest accommodation is provided for the properties to the east along the Frontage Road. As Jody points out, the project claims trip generation credit for saved trips within the development, but fails to recognize those trips with adequate facilities in this plan. Both of these streets appear to be attractive options for non-motorized trips between B1/2 Road and the highway.

I could agree that there is little need for Collector Streets through this limited area. However, both corridors seem appropriate for standard Commercial Street sections. These will provide bike lanes and sidewalks like any other commercial development.

Not including appropriate facilities for a mix of pedestrians, bicycles, cars and trucks will definitely compromise the safety of all users.

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

No other options were presented. I have suggested another possibility above. A third option might be to remove the bike lanes from the pavement and combine them with the pedestrian traffic on a separated 10-foot pathway along each side. A fourth option might be to only have the north-south connection to the Frontage Road be a public Commercial Street. The east-west street could be a narrower private drive as long as sufficient pedestrian and bicycle circulation is provided within the overall plan.

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

Yes. This situation is similar to the frontage road design constructed along I-70B at Grand Mesa Shopping Center, except that these roads are designated on the GVCP.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Any exception granted would be only for this project.



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September 10, 2003

Mr. Jeffrey Mace, PE
Thompson-Langford Corp.
529 25 ½ Road
Grand Junction, CO 81505

RE: TEDS Exception No. 28-03, to Reduce Street & Right-of-Way Width at 2776 Hwy 50

Dear Jeffrey;

Please find attached the committee's decision on the above request. The Review Committee believes there will be at least as much pedestrian and bicycle traffic through this area as any other commercial development due to its proximity to the fairgrounds, Highway 50 and the City Market shopping area. Although the Committee denied this request, the notes at the bottom are intended to give you some direction regarding what modifications to this roadway system would be considered for exception by them. In any exception request it will be important to consider and accommodate all of the necessary uses of the road system. Generally, any requested adjustment to the street cross-sections will be evaluated on its ability to meet all of the traffic needs of the area. Sufficient analysis by a qualified professional will be an expected piece of any request of this type.

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, which appears to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Eric Hahn, Development Engineer (244-1443)
Pat Cecil, Development Services Supervisor

Staff Recommendation

I recommend denial of the requested Design Exceptions to Section 6.1.1 to allow the proposed elimination of the sidewalk along one side and reduction of the pavement width for these streets. The committee might consider any or all of the other options mentioned above, or other(s) the committee might think of, as a modified approval.

Recommended by: *Michael E. ...*

Approved as Requested: _____

Approved as Recommended: _____

Denied: **,**

Date: 3/4/03

[Signature]
Walter Blanchard
Dist for Pick Beatty

* WOULD ALLOW FOR THE REMOVAL OF THE ON-STREET BIKE LANES IF THEY CONSTRUCT ADEQUATE BIKE/PEDESTRIAN TRAIL ON BOTH SIDES OF THE STREET. OTHERWISE, BIKE LANES & SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE STREET.

DE#28-03 2776Hwy50-08-14

** WOULD ALSO CONSIDER A NARROW STREET SECTION (e.g. 24') WHERE LEFT TURNING MOVEMENTS WOULD NOT NEED TO BE ACCOMMODATED. WOULD REQUIRE SUBMITTAL OF ENGINEERING ANALYSIS.

TRANSMISSION VERIFICATION REPORT

TIME : 09/12/2003 10:18
NAME : PUBLIC WORKS ADMINA.
FAX : 970-256-4022
TEL : 970-244-1554

DATE, TIME	09/12 10:15
FAX NO./NAME	92412845
DURATION	00:01:57
PAGE(S)	05
RESULT	OK
MODE	STANDARD ECM

MEMORANDUM



Date: August 15, 2003

*To: Kathy Portner, Community Development
Rick Beaty, Fire Department*

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

Subj: DE28-03 Request to Reduce Street and Right-of-Way Widths at 2776 Hwy 50.

*Please make your comments on the above design exception no later Tuesday, August 19, 2003.
I would appreciate it!*

*Xc: Eric Hahn, Development Engineer
Pat Cecil, Development Services Supervisor*

Sn

FAX

COVER SHEET

**CITY OF GRAND JUNCTION
PUBLIC WORKS & UTILITIES ADMINISTRATION
250 NORTH 5TH STREET
GRAND JUNCTION, CO 81501
FAX NUMBER: (970) 256-4022**



DATE: 9-12-03

TO: Doug Theis & Jeffrey Mace
LOCATION: Thompson - Langford
FAX NUMBER: (970) 241-2845
TELEPHONE NUMBER: _____

FROM: Mike McDill
TELEPHONE NUMBER: (970) 256-4047
NUMBER OF PAGES: 5 (Including Cover Sheet)

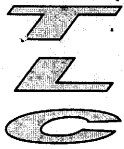
COMMENTS: _____

If your copy is incomplete or illegible, call:

- Me at the above telephone number; or
- Darlene at 970-244-1555; or
- Mary at 970-256-4082; or
- Sandi at 970-244-1554.

Notice: This facsimile transmission contains privileged and confidential information intended only for the use of the above-named recipient. If you are not the intended recipient of this facsimile transmission, you are hereby notified that any dissemination or copying of the information hereby transmitted is strictly prohibited. If you have received this facsimile transmission in error, please notify the above-named sender immediately by telephone and return this original facsimile transmission to the sender by regular United States mail at the address above. The sender will reimburse you for your mailing expenses. Thank you.

File:



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

#28

July 21, 2003

Mike McDill, P.E.
Engineering Division
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
Ph. (970) 256-4034
FAX (970) 256-4022

Re: Proposed Meridian Park Commercial Subdivision

Mike,

This letter is to request an exception to the TEDS manual in regard to typical street sections for the proposed Meridian Park development located at the intersection of B $\frac{1}{2}$ Road and 27 $\frac{3}{4}$ Road. The street sections per TEDS would consist of a Minor Collector (Residential Collector) for the east to west road and Urban Residential for the north to south road. The proposed section for all internal streets includes 24 feet of asphalt, curb and gutter on both sides and sidewalk on one side. A detail of the proposed section is on the attached exhibit. Auxiliary turn bays will be provided where necessary in accordance with the Traffic Impact Study.

Due to the nature of the development and the internal parking lots, the potential for parking to occur on the streets is highly improbable. As a typical lane width is considered to be twelve feet for design purposes, the proposed section would be capable of safely moving the required volume of traffic. The wider street sections, with no parked vehicles, would only encourage higher speeds, compromise safety and be more costly to maintain over the life of the pavement.

In addition to the paved width of the street, an exception is also being requested to construct sidewalk on one side of the street only. With the development being split into quadrants with businesses situated around parking lots there will not be a large amount of pedestrian traffic along the internal streets. Similarly to the excess street width, constructing sidewalks on both sides of the street would only contribute to the cost of maintenance with little or no apparent benefit to the public.

There appears to be a growing need for a typical section to address streets where parking is either not allowed or not likely to occur and will still adequately convey traffic without incorporating excessive traffic calming features. The section proposed for this development seems to achieve this and a typical (24' with curb, gutter and sidewalk) should be considered as an addition to the TEDS manual. Your time and consideration in this matter are greatly appreciated. If you have any questions or concerns regarding this project, please do not hesitate to contact this office at 243-6067.

Respectfully,

Jeffrey W. Mace, PE
Thompson-Langford Corporation

XC: File
Eric Hahn

ATTACH: Util/Comp Plan



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City of Grand Junction
Department of Public Works and Utilities
Engineering Division
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MEMO Re: Meridian Park Commercial Sub – Review of TEDS Exception Request

Mike,

Here are my comments regarding the TEDS Exception Request submitted by Thompson-Langford Corporation, dated July 21, 2003:

- I believe this road section was proposed and approved for use at the Grand Mesa Center, and therefore the City has already begun to establish a precedent for the use of this particular street section. I believe the only difference between the two applications is that the street in question was approved as a private street at the GMC, while this proposal is requesting that this section be approved as a public street.
- The width of the paved surface precludes parking along the street, but shouldn't hinder traffic flow. We should probably require that they place "no parking" signs and/or paint the curb or edge of pavement with stripes indicating no parking allowed.
- We should not approve the proposal to install sidewalk on only one side of the street, unless the developer provides equivalent "private" pedestrian circulation facilities that run essentially parallel to the street alignment within appropriate easements. As I understand it, the single walk was approved at GMC because one side of the street fronts onto the backs of some existing lots, and will not likely have any need for pedestrian facilities.
- As one possible compromise, perhaps the City could require dedication of the ROW width that would typically be required for a Minor Collector or Commercial street (52 feet), allow the developer to install the narrower street section (24 feet of pavement width), but also require a 5' detached walk on both sides of the street.
- As another possible compromise, the City could allow dedication of a reduced ROW width (30 feet), allow the developer to install the narrower street section (24 feet of pavement width), but also require 5' detached walks that would be "private" walks within pedestrian easements (or the multi-purpose easements) on each side of the street.

Let me know if you have any questions regarding these comments, or if you need me to sketch any of the alternate sections that I described above. If we want to reach some kind of compromise with the applicant, I think we should contact them before issuing an official conditional acceptance or denial.

-Eric

From: Jody Kliska
To: Mike McDill
Date: 8/13/03 3:33PM
Subject: Fwd: Re: TEDS

Mike,

I did get the copy of the TEDS exception for Meridian Park.

Here are my comments:

The request for the exception does not adequately explain the need to reduce the street pavement section, other than to assert that they believe on-street parking is improbable, but there is no quantitative data supplied, such as the number of code-required spaces and how the plan meets or in this case even exceeds that requirement.

Based on the proposed site plan, this is a very mixed use site, unlike the Grand Mesa Center. The traffic study, currently under review, takes a 20% trip credit based on the fact that there are related businesses for which internal trips can be claimed. The site includes office, retail, restaurants, storage and a hotel. It is likely and probable that there will and should be pedestrian activity within the site as people interact between the uses. The lack of sidewalks will not promote the intended pedestrian use within the site and does not meet the intent of the adopted current street cross-section.

>>> Mike McDill 08/11/03 05:47PM >>>

Jody,

If you don't have or cannot find the TEDs I refer to below, just let me know and I will be glad to run you another.

MIKE M.

CC: George Miller

From: Kathy Portner
To: Nimon, Sandi
Date: 8/18/03 3:04PM
Subject: DE28-03

I have reviewed DE28-03 Request to Reduce Street and Right-of-Way Widths at 2776 HWY 50. I concur with Mike McDill's recommendation of denial. I see no basis to have sidewalk on only one side of the streets; and adequate width for bike lanes, where required, should also be provided. I do agree, however, that on-street parking is likely not needed given the amount of on-site parking shown and the placement of the buildings away from the street frontages.

CC: Beaty, Rick; Blanchard, Bob; McDill, Mike; Relph, Mark

From: Kathy Portner
To: Nimon, Sandi
Date: 8/18/03 3:04PM
Subject: DE28-03

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CC: Beaty, Rick; Blanchard, Bob; McDill, Mike; Relph, Mark

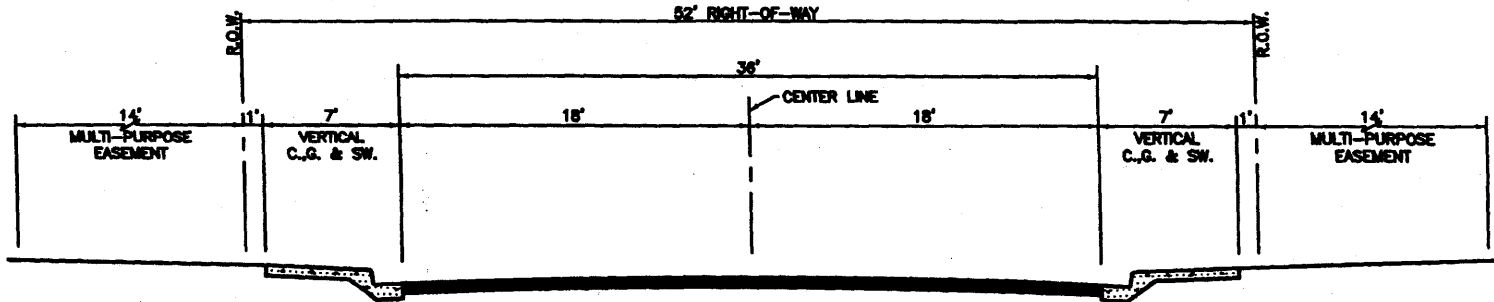
DEPARTMENT OF PUBLIC WORKS AND UTILITIES
ENGINEERING AND TECHNICAL SERVICES DIVISIONS
CITY OF GRAND JUNCTION, COLORADO

COMMERCIAL STREET SECTION

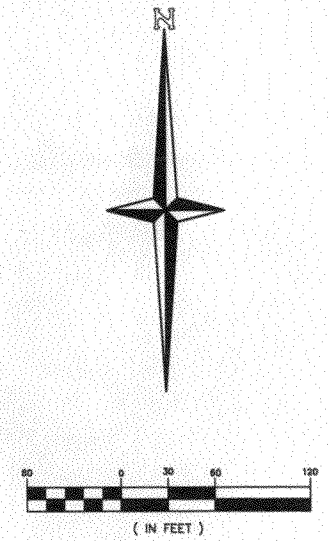
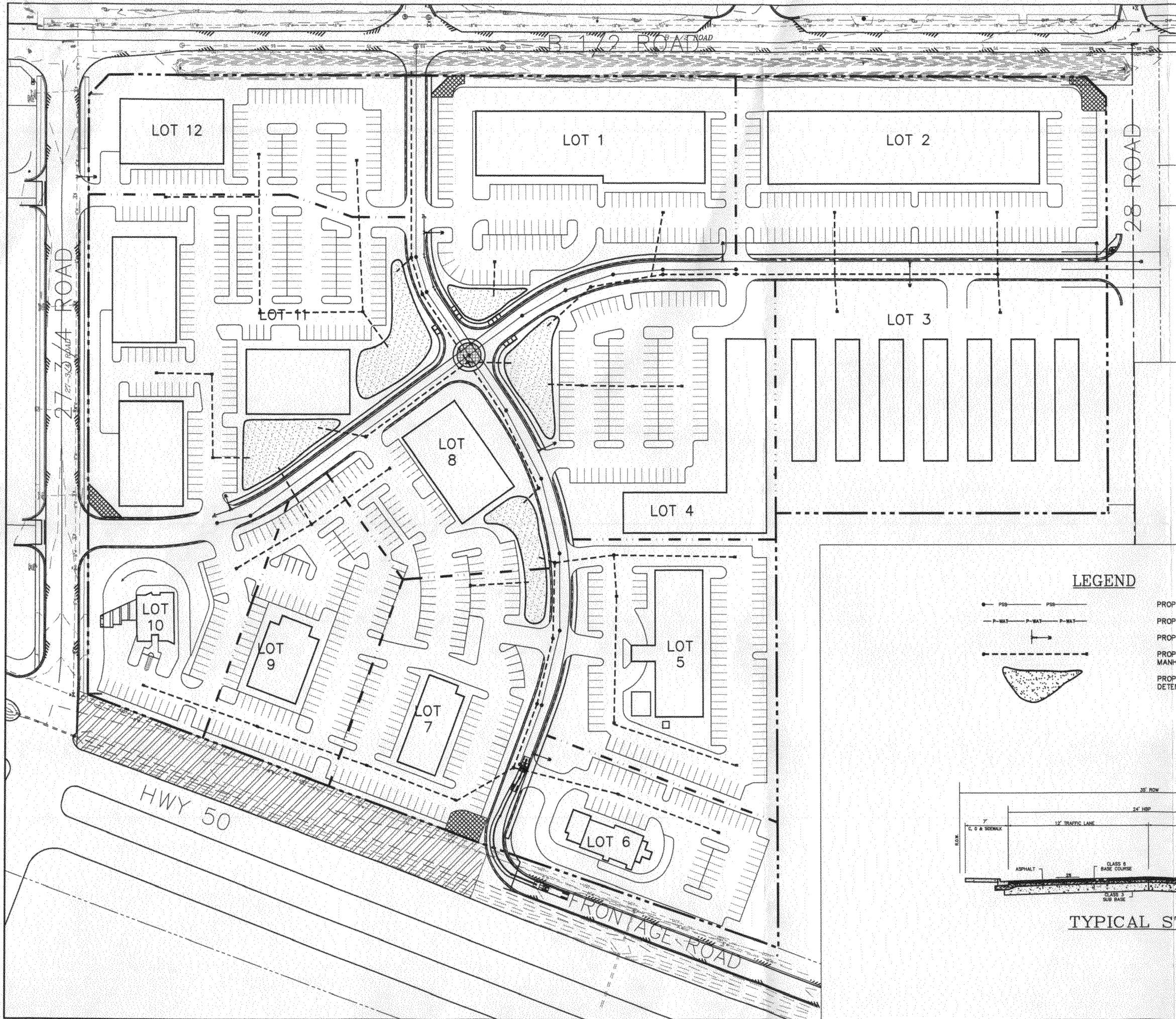
STANDARD STREET
DETAIL

APPROVED: DN
DATE: FEB 7 2002
DRAWN: DN

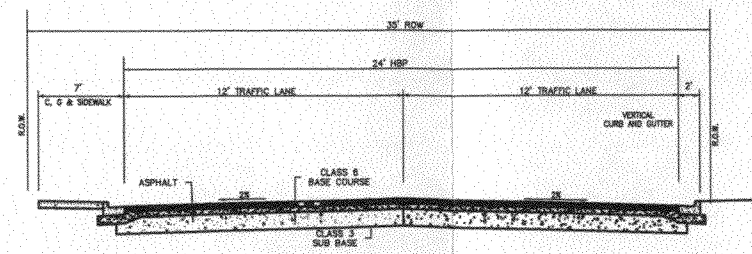
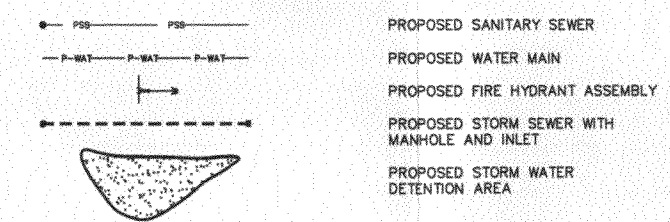
PAGE
ST-06



- ① VERTICAL CURBS, GUTTERS AND SIDEWALKS ARE REQUIRED ON BOTH SIDES OF ALL COMMERCIAL STREETS.
- ② ALL COMMERCIAL STREETS SHALL BE SURFACED WITH HOT BITUMINOUS PAVEMENT (HBP) OR PORTLAND CEMENT CONCRETE (PCC). ALL PAVEMENTS 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 ON STREET PARKING WILL BE PROHIBITED AS REQUIRED TO PROVIDE LEFT TURN LANES AT INTERSECTIONS.
- ⑤ 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.
- 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.



LEGEND



TYPICAL STREET

BY	CHD
REVISION	DATE
DESCRIPTION	
BEST BUY HOMES	
MERIDIAN PARK PRE APPLICATION UTILITY COMPOSITE PLAN	
THOMPSON-LANGFORD CORP. ENGINEERS AND LAND SURVEYORS 639 26 1/2 RD., SUITE 2010 GRAND JUNCTION, COLORADO PH. (970) 243-8087 FAX (970) 241-2845 tlc@tlwest.com	
DRAWN BY: JWM	CHECKED BY: DAT
DATE: 05/15/2003	
SCALE: Horiz:	
Project No: 0418-005	
SHEET NO: 1 OF 1	