

Memorandum

COPY

TO: Jim, Shanks, Riverside Parkway Program Manager
FROM: Sandi Nimon, Sr. Administrative Assistant,
Public Works Administration *SN*
DATE: March 1, 2006
SUBJECT: Design Exception #DE 7-06 Street Width on 4th Avenue

Please find attached the committee's decision for the above referenced request. This design exception has been approved, as requested. You may use this decision to proceed through the development review process for this exception.

If you have any questions concerning this decision, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works Manager at (970) 244-1557.

sn

xc: Kent Marsh

DESIGN EXCEPTION #DE 7-06

To: Mark Relph, Director of Public Works & Utilities
Bob Blanchard, Director of Community Development
Rick Beaty, Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Kent Marsh

Date: February 23, 2006

RE: Street Width on 4th Ave.

DESCRIPTION OF THE SITUATION

The City of Grand Junctions Riverside Parkway Department, a Division of Public Works & Utilities, purchased property owned by Dean Van Gundy which is located south of 4th Avenue and east of 5th Street, for the Riverside Parkway/ 5th Street interchange. As a part of the purchase negotiation Mr. Van Gundy has an option to purchase back the 1.5 acres located just south of 4th Avenue that is not needed for the parkway. Mr. Van Gundy is in the process of purchasing adjacent land to the east which would give him 5.1 acres of land.

As a part of the purchase agreement the City agreed to apply for a rezone of both properties from C-2 to I-1, to vacate the existing alley at 6th Street and to replat the property to consolidate several lots into one single lot. Mr. VanGundy is responsible for preparing and submitting a site plan for a Conditional Use Permit.

The platting process requires the applicant (the City of Grand Junction) to provide certain public improvements, as defined in the Zoning and Development Code, including dedicating sufficient right of way for and constructing half-street improvements along the properties 4th Ave. street frontage.

The Grand Valley Circulation Plan identifies 4th Ave as a local industrial roadway requiring two 18' traffic lanes with vertical curb and gutter and a 4' wide landscape stripe between the back of curb and the right of way line on both sides of the roadway, for a total width of 48 feet. . The width of existing right of way along 4th Ave. adjacent to the project varies from 40' on the east to \pm 44' on the west near the intersection of 4th Ave. and 5th Street. The width of the existing right of way provides adequate room for 32' of pavement and 2' wide vertical curb and gutter on both sides of the street, which is what currently exists on 4th Ave. adjacent to the project site.

The Riverside Parkway office requests a TEDS Exception to allow the width of existing pavement and right of way to remain and that the City not require the dedication of an additional \pm 2' of right of way and the reconstruction of 4th Ave. adjacent to the project site (providing the

proper half street pavement width, in accordance with TEDS standards for a local industrial street, would require the applicant to tear out existing vertical curb and gutter and reconstruct it approximately 2' south of its current location).

Site Description:

The site, including the remnant of the parcel purchased by the City and the adjacent property that is being purchased by Mr. VanGundy includes multiple office buildings and warehouses on 12 City lots encompassing 5.1 acres of property on the south side of 4th Ave. between 5th and 7th Streets.

The site has several driveways off 4th Street that will likely be consolidated / relocated to better conform to the proposed location of access aisles in the new salvage yard and parking lot.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Staff does not believe the proposed exception will compromise safety. 32' of pavement width provides sufficient room for truck maneuvering in the right of way before making a left turn into the project site and for making a right turn out of the site onto 4th Ave. without having to pull into the opposing lane of traffic.

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

Yes, the applicant can dedicate the additional right of way required and construct full half-street improvements if necessary.

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

There are multiple locations within the City of Grand Junction where non-standard street sections have been proposed and appear to be functioning satisfactorily.

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

Staff recommends approval of the exception based on the following;

- 4th Street becomes a dead end approximately 500' west of the Van Gundy site after parkway construction is complete. The existing ramp from 4th Avenue to 5th Street will be eliminated.
- The existing width of pavement (±32') provides adequate maneuvering room within the street for large trucks to turn into Van Gundy's driveway and out of the site onto 4th Ave. without pulling into the opposing lane of traffic
- Van Gundy will provide adequate off-street parking for his development when he submits for Site Plan review, thus removing the need for on-street parking.
- It makes little sense to require the applicant to remove existing curb and gutter only to move it south 1'-2' and reconstruct in an effort to provide the full half street width (I have assumed the existing curb and gutter is not broken apart and in need of repair anyway)

Recommended by: _____

Approved as Requested:

Approved as Modified:

Denied

Dated: 3/1/06






