

**DATE:** 5/3/2024

**TO:** Emil Pierson  
Community Development Director

**FROM:** Drew Harris, P.E., on behalf of APJJ, LLC

**SUBJECT:** Access Routes Summary

**PROJECT:** Woodland Glen PUD

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We are pleased to present the Woodland Glen Planned Unit Development application for your consideration. In keeping with the Planning Commission's conditional recommendation of approval, the applicant was asked to study alternative transportation solutions to serve the development and present the information for your review.

During preliminary design, multiple access points to serve the development were studied to inform property acquisition, engineering design, and overall level of service. In its current state, the golf course property only has one legal access point (Duffy Road), and all potential new secondary access points require acquisition of private property or easements from neighboring property owners. The alternatives studied are outlined below, beginning with the selected plan.

### **1. Selected Plan (Byrd Street and Duffy Street)**

This plan will utilize Duffy Street as the primary vehicular access for the development since Duffy Street intersects Seminary Hill Road which is classified as a collector. Secondary vehicular access will be provided by Road 'A' which will intersect Byrd Street and Sprague Street. This routing was thoroughly studied in the Traffic Impact Analysis.

During the Planning Commission public meetings, the public and Planning Commission members expressed concern over "induced demand" of Sprague Street since this street is currently one-way only (west-bound), lacks sidewalks and shoulders, and has steep grades and sharp corners.

After careful deliberation with the city's Transportation Engineer and after considering testimonials from adjoining neighbors, we recommend the conversion of Sprague Street to an emergency vehicle(EV)/pedestrian/bicycle access only. This will improve the safety of the neighborhood, increase pedestrian and cycling thoroughfares, and will still provide emergency vehicle access.

Prior to the conversion of Sprague Street to EV/pedestrian/bicycle access only, the proposed intersection improvements to Seminary Hill Road will require construction. Currently, Byrd Street, Duffy Street, and Saxon Street converge at Seminary Hill Road



without proper intersection spacing and poor channelization. After the proposed Seminary Hill Road intersection improvements are built, Duffy Street and Saxon Street will be aligned in a discrete intersection separate from the improved intersection of Byrd Street and Seminary Hill Road. This will not only improve the existing substandard intersection condition at Seminary Hill Road but will provide for a secondary access corridor via Byrd Street and Road 'A' to replace Sprague Street.

We recommend this plan-of-action as it corrects two sub-standard existing roadways (Sprague Street and the existing five-way intersection of Seminary Hill Road/Byrd Street/Duffy Street/Saxon Street), improves pedestrian and bicycle access, and improves safety.

## **2. Connection to Arch Street at 400 Block (Not Selected)**

This plan would have replaced the proposed intersection of Road 'A'/Byrd Street with a connection at Arch Street near its nexus with Byrd Street. This option was not selected for the following reasons:

- Difficulties in traversing the steep slope near the development's western boundary;
- Private structures located within city right-of-way
- Poor intersection spacing at the existing Arch Street/Byrd Street nexus;
- The requirement for multiple property acquisitions from multiple ownership groups.

## **3. Connection to Roswell Road (Not Selected)**

This option was not selected as Roswell Road is prone to occasional flooding and therefore inadequate as a primary/secondary access in its current condition.

## **4. Connection to Gleason Road (Not Selected)**

This option was not selected due to slope constraints and the lower level-of-service that Gleason Road could provide due to its remote location and limited existing improvements.

## **5. Connection to North Gold Street (Not Selected)**

This option was explored as a justifiable point-of-connection from an engineering and planning perspective. However, property acquisition terms could not be agreed to between parties as a development moratorium on homes was demanded by the seller along the connecting roadway.

## **Conclusion**

In our engineering judgement, the option selected and presented within this proposal is the best alternative currently available to the city and the developer.