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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 23, 2002

Mr. Jim langford, P.E.
Thompson – Langford Corp.
529 25 ½ Road
Grand Junction, CO 81505

RE: TEDS Exception for Access Spacing at 352 Rood Street

Dear Jim;

Please find attached the committee's decision on the above request. You may use this decision to proceed through the development review process.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Dave Donohue, Development Engineer



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MEMORANDUM

To: Mark Relph, Director of Public Works & Utilities
Thru: Tim Moore, Public Works Manager
Copy to: Dave Donohue, Development Engineer
From: Mike McDill, City Engineer
Date: March 26, 2002
RE: Design Exception Request for Parking Lot Access Just West of 352 Rood

DESCRIPTION OF THE SITUATION

The attached drawing illustrates the existing parking layout. The owners plan to make revision to the existing building and they wish to keep this parking arrangement. To avoid changing their layout they will need an exception to the TEDS requirement for 150-foot spacing between accesses. The east access is also only 135 feet from the center of 4th Street and will need an exception to remain in place.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Because both of these accesses are "entrance only" and Rood is only a local commercial street, there should be no reduction in the safety of this design. The fact that these accesses are existing and have been in this same use for many years reduces the potential for conflicts.

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

There are other parking lot layouts which would eliminate either or both of these access. All of them would probably reduce the available parking in this lot. The best option would probably be to close the east entrance, reverse the direction of the east parking spaces and create a recirculating isle at the south end.

Our Development Engineer, Traffic Engineer and the developer all seem to agree that parking spaces are so critical in this part of town that it is worth deviating from our standard to preserve one or two spaces. The numbers painted in each space indicate to me that they are individually leased.

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

Not to my knowledge.

4. Will the exception require CDOT or FHWA coordination?

No.

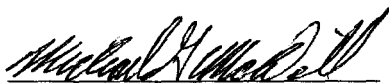
5. Is this a one-time exception or a manual revision?

This should be a revision to the TEDS Manual. If there is going to be a separate standard for local commercial streets, or especially those in the downtown area, then it should be documented so that all developers know what to expect. We might want to review our criteria for access spacing on all non-major streets. The 150-foot rule already does not apply to local residential streets. Maybe it should not apply to any local streets (residential, commercial or industrial).

Staff Recommendation

I recommend that this exception only be approved if it is in the form of a revision to the TEDS manual delineating exactly which commercial street do not have to meet this standard for new development or re-development.

Recommended by:

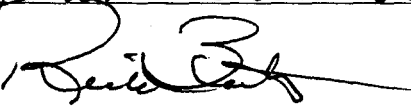


Approved:

Denied:







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

March 08, 2002

David Donohue
City of Grand Junction
Department of Public Works
250 North 5th Street
Grand Junction, CO 81501
E-mail davidd@ci.grandjct.co.us
Ph. (970) 256-4155
FAX (970) 244-1599

Re: Home Loan
REQUEST FOR TEDS EXCEPTION
Parking Access

Dave:

Please accept the following as our request for an exception to certain TEDS Manual criteria concerning access to private commercial property. In reading Section 4, "Access Design and Site Circulation", it suggests to me that the criteria for the spacing and design of access points are set forth in an attempt to mitigate potential conflicts with existing traffic on the adjacent City streets. We do not feel that the TEDS criteria applies in this case because both access points are "entrances only" with no possibility for exiting traffic. All traffic must exit the site via the alley.

Background:

The Home Loan proposal would see the removal and replacement of a building on the same foundation, the use of the same parking area that is currently in use and the same access points to the parking as it has been used historically.

The downtown area, unlike the newly developing commercial areas around the City, was divided into small narrow lots bordered on the front by City streets and on the rear by alleys. Ownership can change in as little as 25 feet. To enforce the new TEDS criteria throughout the downtown area could in some instances prevent lots, those on corners, from having any access but through the alley.

Proposed Exception:

Section 4.1 of the TEDS Manual, entitled Access Locations, requires that all new public accesses be spaced 150 feet apart, that the accesses be aligned with accesses across the street, that the numbers of accesses be

RECEIVED

MAR 08 2002

COMMUNITY DEVELOPMENT
DEPT.

minimized and that storage be provided for vehicles either entering or exiting the site.

In this case, we are asking that the two existing entrances as shown on the attached exhibit be allowed to remain. This would seem to reduce potential accident causing traffic conflicts to zero or very nearly so. We are also proposing the construction of a corner "bump out" at the intersection of 4th and Rood, the same as is presently constructed at the corner of 5th and Rood. In so doing, this protrusion into Rood Ave. will force angle parking which in turn will create a "stacking slot" at both entrances, which if you had any concern about conflicts before noting this, you should have none now.

Alternatives Considered:

We attempted to reconfigure the parking area with one entrance only, but the circulation path needed to accommodate this configuration further reduced the parking by nearly one third.

Proposed Design:

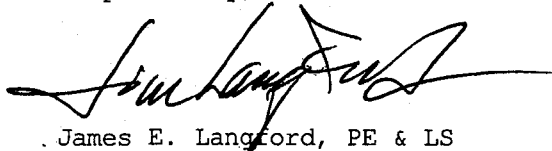
As stated above, we are proposing to leave the access and configuration of the parking the same as it presently exists. We are proposing to add landscape islands adjacent to Rood, but make no further adjustments.

Impacts of change:

If allowed to proceed with the plan as proposed, we feel there will be little if any impact on the traffic movement along Rood. If allowed to continue to use both curb cuts, the available parking will remain unchanged.

We are requesting that the City review the unique circumstances associated with redevelopment in the downtown area and grant this variance from the TEDS criteria.

Respectfully,



James E. Langford, PE & LS

JEL/iml



SCALE 1"=30'

POST OFFICE BUILDING

20' ALLEY

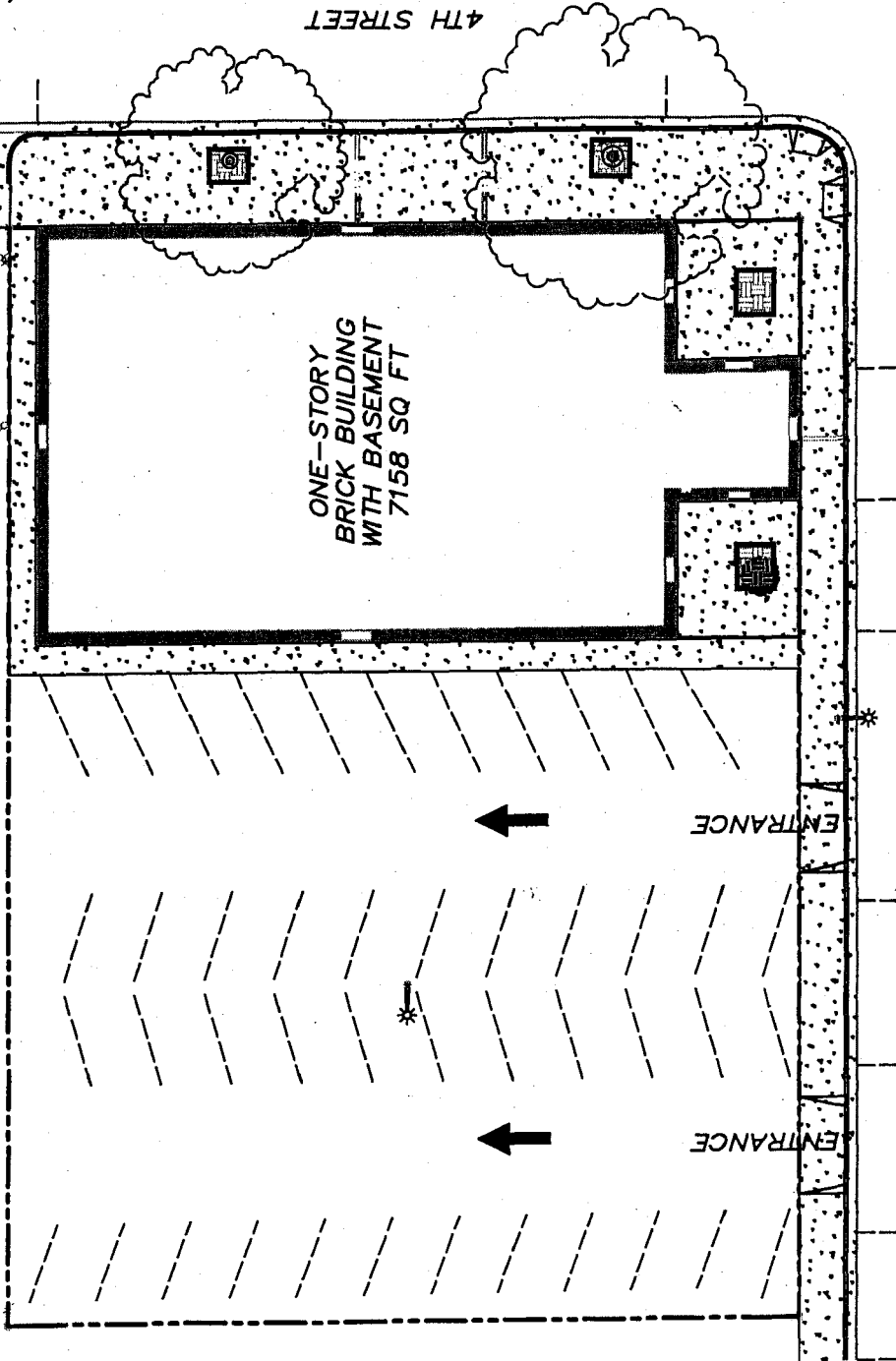
ONE-STORY
BRICK BUILDING
WITH BASEMENT
7158 SQ FT

4TH STREET

135'

ROOD AVENUE

55'



To: MIKE McJILL
From: DAD



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352 Road

Mike, this is a TEDS exc. for access spacing on N. side of Road, just west of 4th St. We do not yet have submitted for this project, but it is under way and they wanted to get a jump on the TEDS exc. process.

I think we should approve this, given the low-speed local ^{classification} ~~nature~~ of Road, and the limited parking available in area.

Enforcement of TEDS spacing would eliminate much-needed parking.

sorry for hand written notes.
Computers are all down.

Dave

From: Jody Kliska
To: Mike McDill
Date: 3/15/02 10:07AM
Subject: Home Loan TEDS Exception

Mike,

In reviewing the Home Loan TEDS exception for the existing driveways, the following should be considered:

1. The street in question is located in downtown and serves primarily for access and parking.
2. Speeds on Rood Avenue are very low because of the on-street parking.
3. The proposed parking lot configuration will use the driveways as entrance only, reducing the potential conflicts.
4. Parking in downtown is a precious commodity for employees and customers.

Based on these, the exception should be viewed favorably.

Jody

MEMORANDUM**COPY**

Date: April 10, 2002

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

From: Sandi Nimon, Sr. Administrative Assistant

Subj: Design Exception for Parking Lot Access Just West of 352 Rood

Mark asked me to send the attached Teds Exception for your review. If you want to discuss this exception with Mark, please contact me no later than next Monday and I will set up a meeting for you to meet with Mark.

Otherwise, please send your decision via E-mail by next Wednesday.

sn