



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. Kevin Knott, EIT
LANDesign
244 N. 7th Street
Grand Junction, CO 81501

RE: TEDS Exception to Maintain Two Existing Driveways onto 7th Street at 200 S. 7th Street

Dear Kevin;

Please find attached the committee's decision on the above request.

You may wish to consider other parking lot layouts that meet the City standards. 7th Street is a minor arterial anticipated to carry 12,500 to 19,500 vehicles per day within the next twenty-five years. At these volumes, use of these drives will significantly affect the ability of this street to handle the traffic. These drive will become less functional as the traffic volumes increase, because most of the time they will either be blocked by vehicles backed up from the signal at 7th & Colorado, or fast moving traffic will prohibit safe exist or entrance. Please give strong consideration to developing your primary access off of Colorado Avenue at the mid-block.

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 black ink, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Dave Donohue, Development Engineer

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City of Grand Junction
Public Works Department
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DESIGN EXCEPTION #DE11-02

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: April 16, 2002

RE: Design Exception Request to Maintain Two Existing Driveways onto 7th Street at Enstrom Candy at 200 S. 7th (No. DE-11)

DESCRIPTION OF THE SITUATION

Enstrom Candy is planning to construct a building expansion on the southeast corner of their property at 200 S. 7th Street. Although the applicant does not see this as being related to existing candy storefront and its associated parking lot accesses, the Zoning and Development Code provides that the whole operation and site development should be considered when reviewing this level of development.

In a conversation with Mr. Doug Simons, the manager for Enstrom Candy, he objected to the idea that his expansion should affect these drives. He also objected to the loss of this access and the need it would create to re-organize the rest of his parking lot. He pointed out that it was only a few years ago that the City approved these drives (1989). Finally, he objected to the fact that he would have to pay to remove them without any mitigation of the other requirements of his development plan (like reducing the perimeter landscaping requirements).

The applicant requests exception from Sections 4.1.1, Access Spacing and 4.1.3, Corner Clearance. For these driveways to remain exception will also need to be granted from Section 3.2.2, Provision of Access, which states, "If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street. Additional access points may be allowed based on traffic safety as determined by a Traffic Impact Study...."

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

7th Street is classified as a minor arterial. Current traffic counts in front of these driveways is 8,034 vehicles per day (VPD). Projections for 2025 are from 12,500 to 19,500 VPD, depending on other major transportation improvements within the period. Please see attached memorandum from Ken Simms for details. The ability to transport these volumes safely through this corridor depends on limiting accesses in all cases and limiting them to only safe locations where they are not avoidable.

As these volumes grow, the safety of drivers on 7th Street and those using Enstrom Candy WILL deteriorate. All three of the present design standards are in place to preserve safe movement of traffic on this main street and maintain safe access and egress for patrons of this business in anticipation of future increases in use. The fact that they may have been safe for the level of use and current traffic in 1989 does not make them safe for the new larger operation and projected future traffic volumes.

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

The applicant has presented no other parking layouts. I am confident that there are other layouts that would maximize on-site parking without these two driveways.

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

As the applicant states, "All over the city, access are closer than 150' and are closer to intersections than 150'." As development and re-development plans are presented anywhere in the city, conformance with these access standards is stressed, especially along the arterial and collector streets.

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

I recommend that the two driveways accessing 7th Street be eliminated as part of any new development plan for this site.

Recommended by: Michael L. Woodruff

Approved: _____ Denied:

~~MA Pop~~

Val H. Edwards

3

April 2, 2002

Dave Donahue, P.E.
City Development Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

**RE: Design TEDS Exception to Section 4.1.1, Access Spacing
Design TEDS Exception to Section 4.1.3, Corner Clearance
Enstrom Candies**

Dear Mr. Donahue:

On behalf of the developer, En-Sim Partnership, LLP., the following is a formal request for a design TEDS exception to Sections 4.1.1, Access Spacing and 4.1.3 Corner Clearance.

According to these sections, access spacing shall be 150' or greater as measured from centerline to centerline to avoid conflicts between turning vehicles. And access should be offset from an intersection 150' or greater on all local and collector streets. According to section 4.1.1, this requirement maybe upheld through an application for a variance to the standards.

The existing accesses from 7th Street to the existing Enstrom Candies parking lot are proposed to maintain their current configuration.

The developer owns the entire block that is within the boundary between 7th Street and 8th Street and between Ute Ave. and Colorado Ave. There are two existing buildings and a paved parking lot. Approximately one-third of this block is an empty, gravel lot. This developer is removing one of the buildings and expanding the other to the east and expanding the existing paved parking to the east. This expansion as currently designed will provide adequate parking while upgrading and enhancing this area of downtown.

The concern with the location of these accesses along 7th Street may be for the safety of ingress/egress movements from 7th Street. This site has been in existence with the current configuration since 1989, and to the knowledge of the owner, there has never been an accident due to the close proximity of these accesses. Seventh Street is the 'front door' of this business, especially for their retail operation. The southern most existing curb cut acts principally as an entrance drive while the northern most one acts principally as an exit. For traffic south bound on 7th Street the southern access is already the last resort for site access. If traffic misses it, they must circle or travel around a number of extra blocks

to get around the one-way traffic pattern created by Ute and Pitkin Avenues. The resulting traffic pattern appears unnecessarily confusing. The northern most (principally exit use) one works well as traffic remains on the property until the 7th Street traffic clears for access.

If the developer had to close off one or both of the accesses to 7th Street, it would cause congestion within the parking lot. In addition to the congestion, there would be a loss of 6 to 8 parking spaces depending on configuration. The use of Colorado Ave. as the principal driveway for full access to all of the business functions appears dubious at best, as it remains essentially a residential street with full parking allowed on both sides. It might be different if the parking were restricted or eliminated or if the street were upgraded in width. None of these appear practical in the near future and as downtown parking becomes more restrictive via metering cost and pure availability, side street parking will be in an expansive mode in all directions.

All of the expansion and upgrading to the existing site is on the eastern half of the site. The site initially was designed and built to the standards and requirements at that time. The developer doesn't believe that he should have to upgrade his entire site if no new work is proposed for the western portion of the site. The new portion of the development follows the current codes and meets all of the standards of TEDS.

All over this city, accesses are closer together than 150' and are closer to intersections than 150'. The open parking lot to the west of 7th Street across from Enstroms has its two access separated approximately the same distance as the existing access to Enstroms.

In conclusion, according to the points mentioned above, the proposed exception does not cause any additional compromise to safety. It maintains continues, safe flow of traffic within the existing and proposed parking lot, and it maintains the existing, safe conditions on 7th Street.

These exceptions are not proposed as a permanent revision to the TEDS manual.

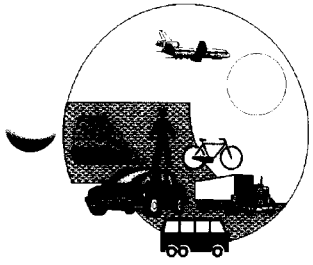
Kevin Knott, EIT
Project Engineer
LANDesign

Memo

To: Mike McDill
From: Dave Donohue
CC:
Date: 04/05/02
Re: Enstroms TEDS Exception

Mike,

Attached is the TEDS exception submitted by LANDesign on behalf of Enstroms Candies. The submittal requests permission to construct/maintain two accesses on South 7th St. that violate TEDS standards in terms of spacing between adjacent accesses, and spacing between accesses and intersection. I recommend rejection of the request simply because it is possible to make the project work with a single access to/from 7th St., and doing so will improve traffic flow on 7th St., which is a heavily used minor arterial at this location.



**Mesa County
Regional
Transportation
Planning Office**

*Grand Junction/Mesa County
Metropolitan Planning Organization &
Transportation Planning Region*



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*Working towards a Total
Transportation Solution*

Memorandum

To: Mike McDill
From: Ken Simms
Date: 04/09/02
Subject: 7th Street Traffic Volume Projections

Mike:

Following are the traffic counts and projections for 7th Street in the vicinity of Colorado Avenue. I didn't have counts for 7th Street between Ute Avenue and Colorado Avenue in 1996, thus the "N/A" Entry. The 2000 count north of Main Street is dramatically higher than I would expect considering the 1996 count. Sandy Mallory tried to get another count there last week, but the tubes came loose and the numbers she did get are invalid.

Based on the current data, I am confident that the projections for 2025 with the various alternatives are within reason.

	South of Colorado Av.	North of Colorado Av.	North of Main St.
1996 Counts	N/A	7,218	10,827
2000 Counts	2002 count - 8034	8,646	15,486
2025 Projections w/ No Bypass & no 29 Road Interchange	19,500	18,500	17,000
2025 Projections W/No 29 Road interchange but With Bypass	16,000	17,000	15,500
2025 Projections No bypass but with 29 Road Interchange	16,500	16,500	15,000
2025 Projections W/ by pass and 29 Road interchange	12,500	11,500	13,000

From: Jody Kliska
To: Mike McDill
Date: 4/15/02 9:51AM
Subject: TEDS Exceptions

1. Flora Subdivision - The request to eliminate sidewalk on the west side of the street does not appear to consider the backyard gates already present that will access a sidewalk. The design needs to adhere to the street standard of sidewalk on both sides of the street.
2. Four Pines Subdivision - request to eliminate street lighting. The north area is one where we are getting a large number of requests to install street lighting. Under our standards, the subdivision is required to install two street lights, one at the intersection with F ½ Road and one in the cul-de-sac. It's been our experience that once residents move in, they will be requesting street lighting. The costs for the installation after the fact are about triple what it costs to install with new construction. Street lighting should be required as per the standards.
3. Enstrom Candies - no site plan was attached to the exception request. It appears the access nearest the intersection with Colorado could and should be removed to keep the signalized intersection operations from being impacted by driveway movements.

CC: George Miller

#11



MEMORANDUM

City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction CO 81501-2668
FAX: (970) 256-4022

Date: April 18, 2002

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

From: Sandi Nimon, Sr. Administrative Assistant

Subj: *Design Exception to Maintain Two Existing Driveways onto 7th Street at Enstrom Candy at 200 S. 7th Street.*

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 to Mark by next Wednesday.

sn