



**City of Grand Junction**  
**Public Works Department**  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501-2668  
Phone: (970) 244-1555  
FAX: (970) 256-4022

15  
**DESIGN EXCEPTION #DE14-02**

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: June 11, 2002  
RE: Exception from Maximum Block Length for Eagle Subdivision

**DESCRIPTION OF THE SITUATION**

Applicant is planning to develop approximately 7.5 acres into 30 residential lots. The attached plat was approved through the preliminary plat process. It was the result of considerable revision to comply with the access spacing standards along Cheyenne Drive. Only later in the review process was it discovered that the approved block length might be longer than the maximum. There was considerable discussion and difference of opinion between staff as to the correct definition of "block length." This Design Exception will serve to resolve this issue for this subdivision. Forthcoming direction from the Traffic Engineer will eliminate any confusion on this issue in the future.

The applicant requests exception from Section 5.1.1, *Block and Lot Dimensions*.

## **EXCEPTION CONSIDERATIONS**

**1. Will the exception compromise safety?**

Because the long block will have accesses from both ends, compared to two cul-de-sacs, safe traffic and pedestrian flow should not be compromised.

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

Several other layouts were considered during the Preliminary Plat Process. None of them would have intentionally met this standard. There probably was a way to layout this development so as to meet all of the TEDS criteria, but it was not finally selected by the developer and staff to proceed to the final plat phase.

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

The city has many subdivisions with block lengths over 1200 feet. With a clear common understanding of the definition of "Block Length," the Community Development, Development Engineering and Traffic Engineering staff will proceed to uniformly enforce this element in the future.

**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 for this subdivision, but an addition to the TEDS manual will be needed to document and unify staff's understanding of this standard.

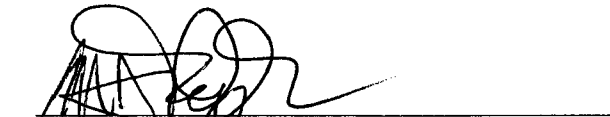
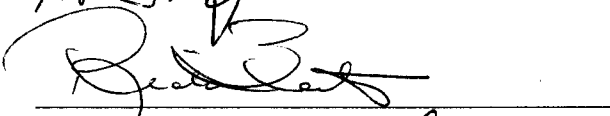
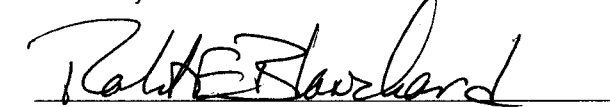
**Staff Recommendation**

I recommend approval of the necessary Design Exceptions to Section 5.1.1 to allow the proposed over length block.

Recommended by: 

Approved as Requested:

Denied:

**From:** Bob Blanchard  
**To:** Mark Relph; Rick Beaty  
**Date:** 6/13/02 9:51AM  
**Subject:** Re: Fwd: Eagle Subd. Design Exception Request

I support this exception and would find that it meets the review requirements. I also support clarification through a TEDS manual update.

Bob

>>> Mark Relph 06/13/02 09:07AM >>>

Bob and Rick: I am forwarding to you a design exception request that needs our immediate review if possible. Apparently this development project got all the way through the process and was ready for execution of the final plat when some of my staff raised an issue with the length of the block within the subdivision.

Since this was so late in the process, I thought about just waiving this process but was persuaded into taking this step to keep us "square" with the other development projects.

In summary, the length of block does not meet the TEDS requirements. However, it still has two access points. There has been some disagreement with the specifics of this requirement and will be clarified in a future update of TEDS. I personally want to approve this request and clarify the TEDS requirement. I would appreciate your comments. Let me know if prefer a hard copy and I will get one to you.

Thanks, Mark.

>>> Mike McDill 06/11/02 01:20PM >>>

Mark,

I am trying to send this to you totally electronically so that you hopefully can distribute it the same way to your Committee members.

This is an experiment, so I will follow it with hard copy, at least this time.

The aerial of the surrounding neighborhood is at:

<http://198.204.117.70/maps/citymap1.mwf?StatusBar=on&defaulttarget=searcharea&LAT=39.051487&LON=-108.543043&WIDTH=1955.334036&UNITS=ft&EXT=.MWF>

The first attachment is the report. The second should be a copy of the proposed plat.

MIKE M.

**CC:** Jody Kliska; Mike McDill; Tim Moore

**From:** Rick Beaty  
**To:** Bob Blanchard; Mark Relph  
**Date:** 6/14/02 10:04AM  
**Subject:** Re: Fwd: Eagle Subd. Design Exception Request

I also support the exception and need for clarification in TEDS.

Rickb

>>> Bob Blanchard 06/13/02 09:51AM >>>

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June 14, 2002

Mr. Trevor Brown  
Rolland Engineering  
405 Ridges Blvd., STE A  
Grand Junction, CO 81503

RE: TEDS Exception for Block Length within Eagle Subdivision

Dear Trevor;

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 that reads "Michael G. McDill".

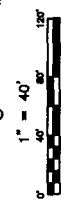
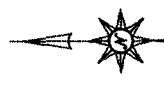
Michael G. McDill, P.E.  
City Engineer

C: Dave Donohue, Development Engineer (256-4155)

# EAGLE SUBDIVISION

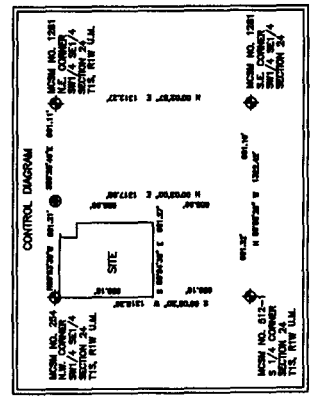
### LEGEND

- ◆ MEIA COUNTY SURVEY MARKER
  - FOUND REBAR & CAP LS-11221
  - FOUND 1/2" REBAR (NO CAP)
  - FOUND 5/8" REBAR (NO CAP)
  - ⊗ SET REBAR & CAP (IN CONCRETE) STARTED 12-1988
- NOTE: LOT CORNERS SHALL BE MONUMENTED BY A CONCRETE SURVEY MARKER PLACED TO HALF OF ANY CURVE.



### CURVE TABLE

STATION	CHORD BEARING	CHORD DISTANCE	CHORD BEARING	CHORD DISTANCE	CHORD BEARING	CHORD DISTANCE
1+00.00	S 89° 57' 00" W	100.00	S 89° 57' 00" W	100.00	S 89° 57' 00" W	100.00
1+40.00	S 89° 57' 00" W	140.00	S 89° 57' 00" W	140.00	S 89° 57' 00" W	140.00
1+80.00	S 89° 57' 00" W	180.00	S 89° 57' 00" W	180.00	S 89° 57' 00" W	180.00
2+00.00	S 89° 57' 00" W	200.00	S 89° 57' 00" W	200.00	S 89° 57' 00" W	200.00
2+40.00	S 89° 57' 00" W	240.00	S 89° 57' 00" W	240.00	S 89° 57' 00" W	240.00
2+80.00	S 89° 57' 00" W	280.00	S 89° 57' 00" W	280.00	S 89° 57' 00" W	280.00
3+00.00	S 89° 57' 00" W	300.00	S 89° 57' 00" W	300.00	S 89° 57' 00" W	300.00
3+40.00	S 89° 57' 00" W	340.00	S 89° 57' 00" W	340.00	S 89° 57' 00" W	340.00
3+80.00	S 89° 57' 00" W	380.00	S 89° 57' 00" W	380.00	S 89° 57' 00" W	380.00
4+00.00	S 89° 57' 00" W	400.00	S 89° 57' 00" W	400.00	S 89° 57' 00" W	400.00
4+40.00	S 89° 57' 00" W	440.00	S 89° 57' 00" W	440.00	S 89° 57' 00" W	440.00
4+80.00	S 89° 57' 00" W	480.00	S 89° 57' 00" W	480.00	S 89° 57' 00" W	480.00
5+00.00	S 89° 57' 00" W	500.00	S 89° 57' 00" W	500.00	S 89° 57' 00" W	500.00
5+40.00	S 89° 57' 00" W	540.00	S 89° 57' 00" W	540.00	S 89° 57' 00" W	540.00
5+80.00	S 89° 57' 00" W	580.00	S 89° 57' 00" W	580.00	S 89° 57' 00" W	580.00
6+00.00	S 89° 57' 00" W	600.00	S 89° 57' 00" W	600.00	S 89° 57' 00" W	600.00
6+40.00	S 89° 57' 00" W	640.00	S 89° 57' 00" W	640.00	S 89° 57' 00" W	640.00
6+80.00	S 89° 57' 00" W	680.00	S 89° 57' 00" W	680.00	S 89° 57' 00" W	680.00
7+00.00	S 89° 57' 00" W	700.00	S 89° 57' 00" W	700.00	S 89° 57' 00" W	700.00
7+40.00	S 89° 57' 00" W	740.00	S 89° 57' 00" W	740.00	S 89° 57' 00" W	740.00
7+80.00	S 89° 57' 00" W	780.00	S 89° 57' 00" W	780.00	S 89° 57' 00" W	780.00
8+00.00	S 89° 57' 00" W	800.00	S 89° 57' 00" W	800.00	S 89° 57' 00" W	800.00
8+40.00	S 89° 57' 00" W	840.00	S 89° 57' 00" W	840.00	S 89° 57' 00" W	840.00
8+80.00	S 89° 57' 00" W	880.00	S 89° 57' 00" W	880.00	S 89° 57' 00" W	880.00
9+00.00	S 89° 57' 00" W	900.00	S 89° 57' 00" W	900.00	S 89° 57' 00" W	900.00
9+40.00	S 89° 57' 00" W	940.00	S 89° 57' 00" W	940.00	S 89° 57' 00" W	940.00
9+80.00	S 89° 57' 00" W	980.00	S 89° 57' 00" W	980.00	S 89° 57' 00" W	980.00
10+00.00	S 89° 57' 00" W	1000.00	S 89° 57' 00" W	1000.00	S 89° 57' 00" W	1000.00
10+40.00	S 89° 57' 00" W	1040.00	S 89° 57' 00" W	1040.00	S 89° 57' 00" W	1040.00
10+80.00	S 89° 57' 00" W	1080.00	S 89° 57' 00" W	1080.00	S 89° 57' 00" W	1080.00
11+00.00	S 89° 57' 00" W	1100.00	S 89° 57' 00" W	1100.00	S 89° 57' 00" W	1100.00



### SURVEYOR'S CERTIFICATE

I, Richard A. Mason, do hereby certify that the accompanying plat of Eagle Subdivision, a subdivision of a part of the City of Grand Haven, Michigan, is a true and correct copy of the original plat on file in the office of the City of Grand Haven, Michigan, and that the same conforms to all applicable survey requirements of the Zoning and Development Code of the City of Grand Haven and all applicable state laws and regulations.

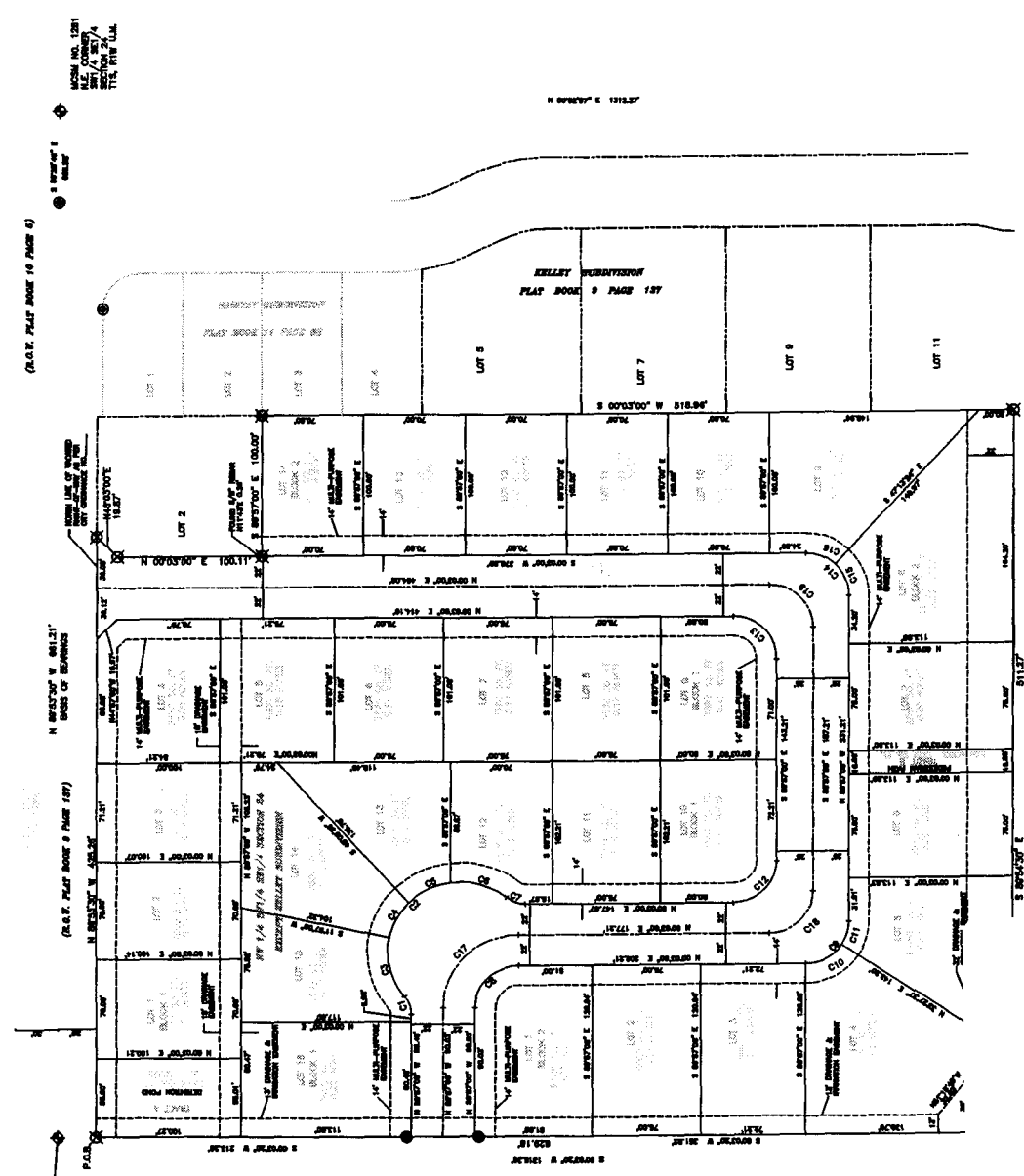


Richard A. Mason  
Professional Land Surveyor  
P.L.S. No. 10460



EAGLE SUBDIVISION  
IN 1/4, 1/2, 3/4 & 1/8 SECTION 24,  
T15S, R15E U1M  
GRAND HAVEN, MICHIGAN  
PLS. No. 1104

Richard A. Mason  
Professional Land Surveyor  
P.L.S. No. 10460



### ACRE SUMMARY

LOTS	ACRES	S. TOTAL
LOTS	5.77	86.686
R.O.A.	1.23	17.156
TRACT A	0.13	1.815
TRACT B	0.04	0.686
TOTAL	7.17	106.343

Figure 2

GENERAL NOTES:  
1. THIS PLAT IS A PART OF THE ORIGINAL PLAT OF THE EAGLE SUBDIVISION, GRAND HAVEN, MICHIGAN, PLAT NO. 1104, AS SHOWN ON PLAT BOOK 9 PAGE 137.  
2. THIS PLAT IS A PART OF THE ORIGINAL PLAT OF THE EAGLE SUBDIVISION, GRAND HAVEN, MICHIGAN, PLAT NO. 1104, AS SHOWN ON PLAT BOOK 9 PAGE 137.  
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MCM NO. 1281  
S.E. CORNER  
SECTION 24,  
T15S, R15E U1M

MCM NO. 1281  
S.E. CORNER  
SECTION 24,  
T15S, R15E U1M

CHEYENNE DR

CHEYENNE DR

CHEYENNE DR

CHEYENNE DR

LAGUNA DR

MOUNTAIN VIEW ST

MOUNTAIN VIEW CT

CHE

LAGUNA DR

PARKWOOD DR