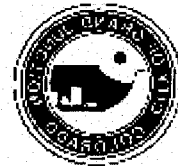


DE-16 '02



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

July 22, 2002

Mr. Brian Hart
LANDesign
244 N. 7th Street
Grand Junction, CO 81501

RE: TEDS Exception from Minimum Cul-de-Sac length at 2220 Broadway

Dear Brian;

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 black ink that reads "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Eric Hahn, Development Engineer (244-1443)



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

DESIGN EXCEPTION #DE16-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer

From: Mike McDill, City Engineer

Date: June 26, 2002

RE: Exception from Maximum Cul-de-Sac Length at 2220 Broadway

DESCRIPTION OF THE SITUATION

Applicant is planning to develop approximately four acres into 13 residential lots, as shown on the attached drawings. The property really only has two access options available, either Kingston Road or Broadway (Highway 340).

The applicant presents the situation and options very well. One other option might be to design a twelfth flag lot off the end of a shorter cul-de-sac. They have demonstrated that they could possibly develop 13 lots with some manipulation of flag lots or shared drives. However, none of these options appears to deliver a more beneficial development than what is proposed.

The applicant requests exception from Section 5.1.3, *Cul-de-Sacs and Dead End Streets*.

Neighbors in Redlands Village have presented the attached letter list concerns with this development, some of which relate to the over-length cul-de-sac.

1.&2.I don't think we are allowed to consider variations in lot size in this determination beyond the fact that a larger number of small residences might be at some additional risk in an emergency.

3. Drainage of the new development and the flow off the west end of existing Kingston Road will have to adequately handled by this development under other portions of the review process.
4. 90 degree bends are not unusual in our urban developments. I am not aware of any problem with any emergency vehicles negotiating these turns.
5. Access from Broadway would not be workable or desirable. There is no right-of-way stubbed from the Vineyards. If there were, it would be an excellent alternative.
6. 13 lots seems to be achievable by manipulating flag lots and shared driveways without a TEDS exception, if necessary, but the results would be no better than the proposed plan.
7. 13 lots would generate an average of 130 trips per day. The safety way to accommodate these trips is to deliver them to established intersections. The plan seems to propose a pedestrian access out to Broadway, which can be used by the whole neighborhood for safer access to sidewalk on Broadway and the local schools.
8. Many recent City subdivisions access onto county roads.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

The only compromise of safety might be the extra few seconds it might take emergency agencies to get to the last four lots on this cul-de-sac. This access is still much safer than any access on to Highway 340 or through a flag or shared driveway.

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

Several other layouts are presented and considered. None of them are any better than the proposed plan.

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

The applicant has sited three subdivisions with cul-de-sac lengths over 1000 feet. Although we will move to scrutinize future request more aggressively, there will be circumstances where slightly longer cul-de-sacs will be the best solution.

4. Will the exception require CDOT or FHWA coordination?

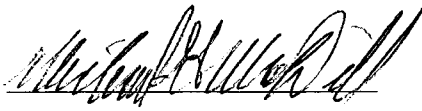
No.

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

This would be a one-time exception for this subdivision.

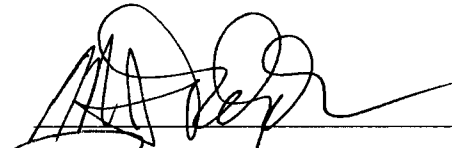
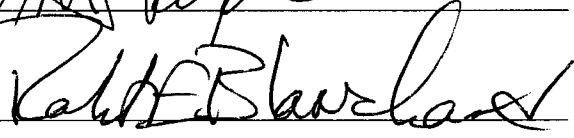
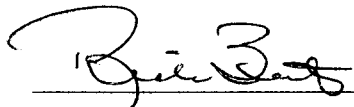
Staff Recommendation

I recommend approval of the necessary Design Exceptions to Section 5.1.3 to allow the proposed over length cul-de-sac.

Recommended by: 

Approved as Requested:

Denied:

June 20, 2002

Mike McDill, P.E.
City Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

**RE: Traffic Engineering Design Standards (TEDS) Exception
Section 5.1.3, Cul-De-Sac Length
Residential Subdivision, 2220 Broadway**

Dear Mr. McDill:

Please accept this letter on behalf of the developer for the proposed project located at 2220 Broadway. Dennis and Karen Lucas own the property and the developer is Milo Johnson of Peak Construction. This letter outlines the developer's request for a TEDS exception of the cul-de-sac length limit of 1000 feet as defined in Section 5.1.3 of the TEDS manual.

The developer recently attended a general meeting with the Community Development Department in regards to a proposed 13-lot residential project at 2220 Broadway. In that meeting, each of the City's representatives indicated that this project seemed be a good candidate for an exception of the cul-de-sac length limitation. The City's representatives included Pat Cecil, Development Services Supervisor, Eric Hahn, City Development Engineer, George Miller, City Traffic Engineering and Hank Masterson, City Fire Department. The proposed project will access the site via Kingston Road rather than Broadway (SH 340). This access is proposed because of intersection spacing limitations on Broadway and the general desire to limit accesses on higher capacity roads. Exhibit 1 shows the existing features surrounding the property.

Existing Conditions:

The existing Kingston Road is approximately 600 feet in length measured from the center of Village Way right-of-way, to the end of the road.

Proposed Exception:

Because the proposed project will not be accessed from any other street, the project will extend Kingston Road as a cul-de-sac into the site. The proposed length of the cul-de-sac extending into the site is 575 feet, resulting in a total cul-de-sac length from Village Way of 1175 feet. Exhibit 2 shows the proposed layout of the subdivision.

There are several criteria outlined in Section 5.1.3 of the TEDS manual regarding cul-de-sacs outlined below, with a response to each criteria;

1. No cul-de-sac shall be more than 1000 feet long, measured from the center of the intersection to the center of the turnaround.
The proposed project is requesting an exception of this rule. The total cul-de-sac length as proposed will be 1175 feet, or a cul-de-sac length 175 feet longer than the TEDS criteria. Because the layout of the subdivision is not final, and has not been processed through the Community Development Department, this exception request is asking for a cul-de-sac length of 1250 feet.
2. No more than 30 lots shall be located on a cul-de-sac street. All cul-de-sacs shall have a turnaround at the terminus point.
There are 5 existing residential lots along Kingston Road and the project is proposing 13 lots to be accessed via the extended cul-de-sac. This results in a total of 18 lots, which is below the limit of 30 lots. There is a church located on the corner of Village Way and Kingston Road, which gains its primary access from Village Way and has secondary access off of Kingston Road. In addition, most traffic impacts from the church will be primarily on Sundays.
3. Surface drainage of the cul-de-sac must be conveyed towards the intersecting street, if possible, and if not possible a drainage easement shall be provided leading out of the cul-de-sac.
The existing Kingston Road actually slopes to the west, towards the proposed project and drains by way of an existing 6-inch culvert to the north. The proposed project will not drain to the same location, but will drain to a stormwater management facility located at the north end of the project. Please see Exhibit 3.
4. Fire Department access standards contain additional details to assist developers and designers in meeting the requirements of the fire department.
The proposed project will construct the extended road as a standard City of Grand Junction cul-de-sac, which meets the Fire Department standards. In addition, as previously mentioned, Hank Masterson of the City Fire Department did not object to the idea of granting an exception of a longer cul-de-sac for this project.
5. Unless the street meets all of the requirements for a cul-de-sac, no dead end streets shall be allowed except in cases where such streets are

designed to connect with future streets on adjacent land. In that case, if any lots in the subdivision are dependent upon the dead end street for access, the plat shall include a temporary turnaround easement at the terminus of the street.

The proposed project intends to meet all of the cul-de-sac criteria other than the requested exception as noted. The subject property is surrounded by developed property and SH 340 on all four sides and is considered an 'infill' project; therefore, no connection to a future street is necessary.

Exception Considerations:

According to the Design Exception Process, there are 6 items that must be addressed in the staff review of the exception request. Each item is addressed below;

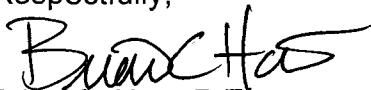
1. If granted, will the exception compromise safety?
No, safety will not be compromised if the exception is granted. The street improvements that will be constructed for the project allow for a capacity of 1000 average daily trips. Considering both the existing and proposed homes, the trips using Kingston Road will be approximately 300 average daily trips.
2. Have other alternatives been considered that would meet current standards?
Yes, other alternatives have been considered.
 - A) *Access to Broadway:
If access to Broadway is provided, either primary or secondary, along the frontage of the property, intersection spacing requirements could not be met. This would result in safety concerns that make this alternative unreasonable.*
 - B) *Shorten the cul-de-sac to the 1000-foot limit:
Exhibit 4 shows a possible layout for a cul-de-sac length limited to 1000 feet. The result is that the layout has 4 flag lots if the proposed number of lots of 13 is retained. In addition, according to the City of Grand Junction Zoning and Development Code, Section 6.7.D.2b limits the amount of flag lots in a subdivision to 15%, or less than 2 flag lots. The layout shows 4 flag lots, or 31%, which is far above the 15% limit. In addition, the same section states that no more than two flag lots can be contiguous. The layout shows that 4 flag lots are contiguous. The developer feels that this layout is a poor design and will not be marketable and therefore would not proceed with the project.*
 - C) *Shorten the cul-de-sac to 1000 feet and reduce the number of lots:
Exhibit 5 shows a possible layout of the subdivision with the 1000-foot cul-de-sac, 11 Lots and eliminates the flag lots. This alternative would meet all of the requirements of the TEDS manual.*

However, the developer has determined the project is not financially viable and would not be able to move forward with the project.

3. Has the proposed design been used in other areas - locally, state or national? Have examples, including data, been provided?
There are several examples of cul-de-sac lengths exceeding the 1000-foot limit in the Grand Junction area. Exhibits 6, 7 and 8 shows three examples of cul-de-sacs in excess of 1000 feet. Exhibit 6 shows the recently approved and constructed Redlands Mesa subdivision containing Shadow Lake Court, a cul-de-sac with a length over 2000 feet and 47 homes. Exhibit 7 shows an unnamed court, also located in Redlands Mesa subdivision, which is approximately 1125 feet long and is the only access for 24 homes. Exhibit 8 shows Paradise Hills Filing 7 subdivision that has Yucatan Court, a cul-de-sac with a length over 1300 feet and 27 homes. All of these examples show recent or relatively recent projects with similar or longer cul-de-sac lengths as what is proposed in this exception request.
4. Will the exception require CDOT or FHWA coordination?
No, the exception will not require the involvement of CDOT and FHWA.
5. Is this a one-time exception based upon unique circumstances - location, topography, traffic flow, etc?
Yes, this is a one-time exception based upon the constraints surrounding the subject property.
6. If not a one-time exception, is a manual revision needed?
No, a manual revision is not suggested in conjunction with this exception request.

The proposed project is intended to serve as an infill project that meets the City's Zoning and Growth Plan regulations, while providing the area with quality housing. For the project to be feasible, the developer feels that the cul-de-sac length needs to be slightly longer than the limit of 1000 feet. Therefore, for the reasons outlined within this request, the developer respectfully requests the approval of the cul-de-sac length exception to allow a length of 1250 feet.

Respectfully,



Brian C. Hart, P.E.
Project Engineer

Enclosures

Cc: Milo Johnson, Peak Construction
Pat Cecil, Community Development Dept.
Eric Hahn, City Development Engineer
202053.30

MEMORANDUM



YES
NTS

Date: June 27, 2002

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

From: Sandi Nimon, Sr. Administrative Assistant *Gandi*

*Subj: Design Exception from Maximum Cul-de-Sac
Length at 2220 Broadway*

*Since Mark Relph will be back from vacation on July 1, please
send your comments to him via E-mail no later than
Wednesday, July 3.*

sn

July 1, 2002

Mike McDill, P.E.
City Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

**RE: Traffic Engineering Design Standards (TEDS) Exception
Response to Neighborhood Correspondence
Section 5.1.3, Cul-De-Sac Length
Residential Subdivision, 2220 Broadway**

Dear Mr. McDill:

Please accept this letter on behalf of the developer for the proposed project located at 2220 Broadway. This correspondence is in response to the June 25 letter from the neighbors of the 2220 Broadway property and addressed to your office in regards to the exception letter dated June 20 and submitted on June 21.

The neighbors sited several arguments to oppose the requested TEDS exception regarding cul-de-sac length. In reviewing the TEDS exception process, it does not appear that there are any provisions made for opposition input regarding exception requests. Therefore, the developer and landowner are of the opinion that the letter should not be considered in the review of the exception request. However, the developer felt it would be important to respond to the neighbor's letter and correct many incorrect statements. The response is outlined according to the neighbor's numbered topics.

Item 1: The letter is correct in the statement that the cul-de-sac length does not meet the TEDS manual requirements, which is the reason the developer is requesting the TEDS exception. The letter sites two reasons to oppose the request; emergency access as well as lot size and value.

In regards to emergency access, Hank Masterson stated in the General Meeting held on June 10 that the Fire Code does not regulate cul-de-sac lengths and that he would support a TEDS exception request regarding cul-de-sac length. In addition, the

TEDS manual has a section regarding Fire Department Access under Chapter 5. Within this section, there is no regulation of cul-de-sac length. The only requirement for Fire Department Access on cul-de-sacs is that an approved turn-a-round must be provided. As stated in the original exception letter, the project will propose a standard City cul-de-sac, which meets the turn-a-round requirement.

The neighbor's letter then continues, stating that the example cul-de-sacs that exceed the 1000-foot length are not a valid comparison. In fact, the examples given are valid and show that the request is similar or much shorter than recently approved projects with as many as three times the number of homes. The reasoning outlined in the letter is based on lot size and value, and states that the examples given are in areas that have much larger lots with greater value. Section 5.1.3 of the TEDS manual has 5 criteria regarding cul-de-sacs and these criteria are not based on lot size or value. In addition, the 6 topics that must be addressed in the staff review of the exception request are not based on planning issues such as lot size and value. Therefore, this argument is unrelated to the exception request. As the TEDS Exception committee is aware, the proposed project will be required to submit a Preliminary Plan Land Use application, which will address the issue of zoning and lot size.

- Item 2: The neighbor's letter states that a proposed subdivision with 13 lots will not be compatible with the surrounding area. Again, this is an issue that will be addressed in the land use application process and is not a reason to deny a TEDS exception. In addition, the letter incorrectly states that the proposed project is only 2 acres, when in fact the property is approximately 3.7 acres.
- Item 3: The neighbor's state that there is a drainage problem at the end of Kingston Road and that, because the proposed project will add to the problem. Clearly the neighbor's are correct in stating that there is a drainage problem at the end of Kingston Road. However, the letter is incorrect in stating that the proposed project will add to the problem. The original exception letter specifies that the project will not drain to the end of existing Kingston Road where the problems exist, but will drain to a project-specific stormwater management facility on the north side of the property. In addition, the Preliminary Plan and Final Plan applications that will be submitted to the Community Development Department will address drainage in greater detail.

Item 4: The letter continues stating that a 90-degree turn would compromise emergency access. The preliminary design shown on the exhibits submitted with the original exception letter do not show a 90-degree intersection. The turn is designed to an acceptable centerline radius and 'bulb-out' that have been routinely approved by City Development Engineering. In addition, Eric Hahn, City Development Engineer stated in the June 10 General Meeting that a TEDS exception is not required for this type of turn, presumably because these types of turns have been accepted in the past.

Item 5: The neighbors recommend that access to Broadway would be more desirable in this situation. However, access to Broadway would cause more problems and safety concerns than access via Kingston Road. As an alternative, the neighbor's suggest access through the Vineyards Subdivision; however, there is no public access to the subject property through the Vineyards either to the north or west.

Item 6: It is correct that the developer requires a certain number of lots for the project to be profitable. It is not correct that the developer has not considered the residents who live in the adjacent subdivision. The developer is proposing a project consistent with the existing County zoning, and will request the same zoning with annexation into the City. In addition, the proposed project is consistent with the City's Growth Plan. Again, this is an issue that can be addressed during the land use application process.

Item 7: The neighbors are concerned that the area is already crowded with existing subdivisions, commercial area and two schools. The proposed project would be considered an 'infill' project, which is encouraged by the City's Growth Plan, especially when there are existing facilities such as schools and neighborhood business areas nearby. As mentioned before, this issue can be addressed during the land use application process.

In addition, the letter states that the project will add 300 trips to the street, when in fact the 13 lots will only add 130 trips.

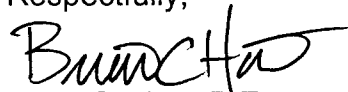
Item 8: The proposed subdivision will create a situation that will place a City street 'behind' a County street. However unusual this may seem, it is certainly not unreasonable.

The developer has not contacted the neighbors regarding the proposed project because the project is just beginning the research and feasibility stage and would not be able to answer detailed questions at this time. The TEDS exception request is part of this first step. Although not required by the land use process

for a small project such as this, the developer may indeed request a meeting with the neighbors at a later time.

As mentioned previously, the developer feels that the TEDS exception process does not include provisions for third party input into the ultimate decision by the TEDS Exception Committee. In addition, most of the arguments mentioned in the letter from the neighbors are issues that are more appropriate for the land use application process. Therefore, for the reasons mentioned within the original exception request letter and this response to the neighbor's letter, the developer respectfully requests the approval of the TEDS exception.

Respectfully,



Brian C. Hart, P.E.

Project Engineer

Enclosures

Cc: Milo Johnson, Peak Construction
202053.30

LANDesign

ENGINEERS • SURVEYORS • PLANNERS

244 N. 7th STREET – GRAND JUNCTION, CO 81501
(970) 245-4099 FAX: (970) 245-3076

LETTER OF TRANSMITTAL

TO: Mike McDill, PE
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

Date: 7/3/02
Job No:
Attention: Mike McDill
RE: TEDS Exception

WE ARE SENDING YOU Attached via: Hand deliver the following items:

- Proj. Submittal Prints Plans Samples Specifications
 Copy of letter Change Order

Copies	Date	Description
1	7/3/02	Traffic Engineering Design Standards Exception

THESE ARE TRANSMITTED as checked below:

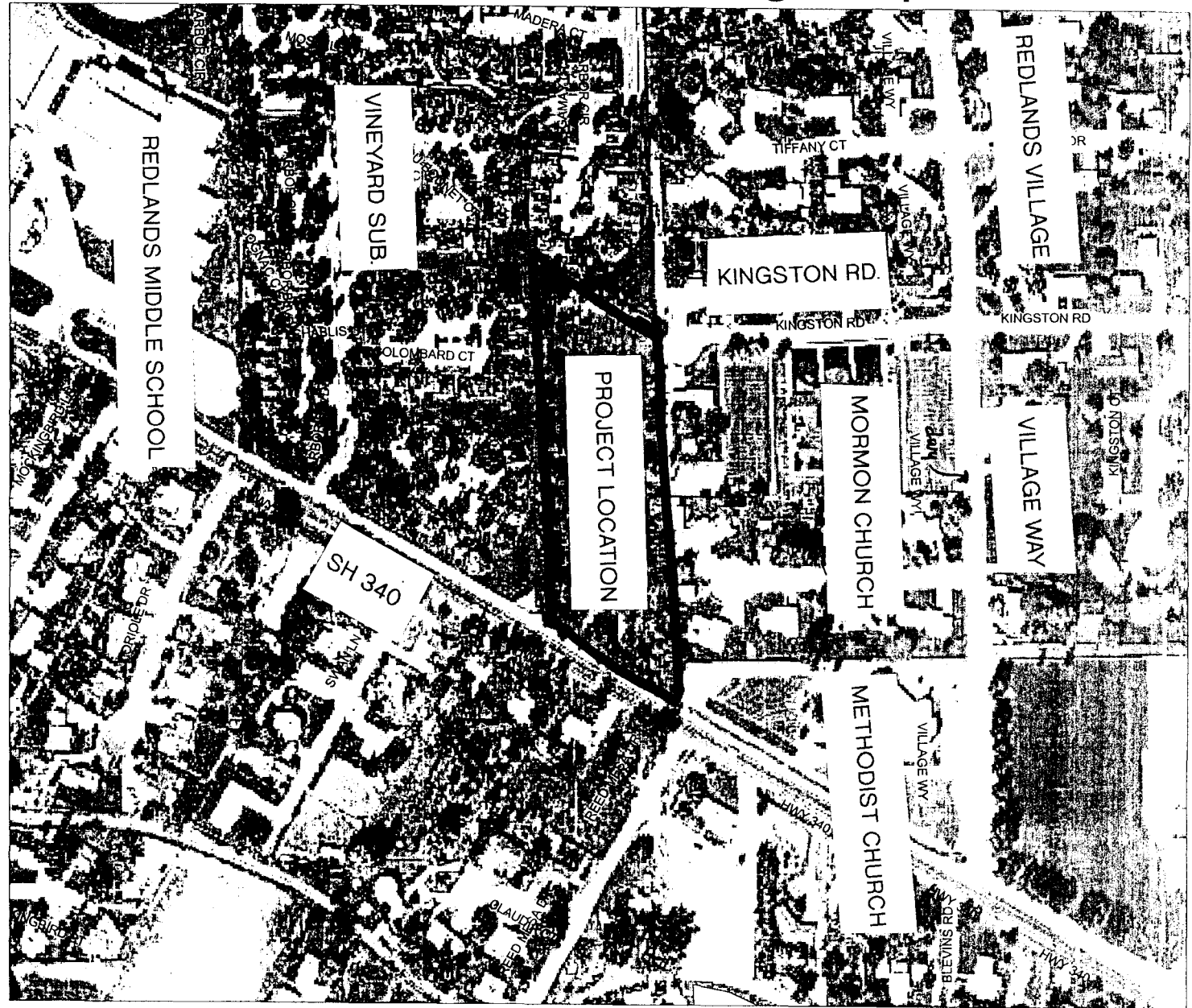
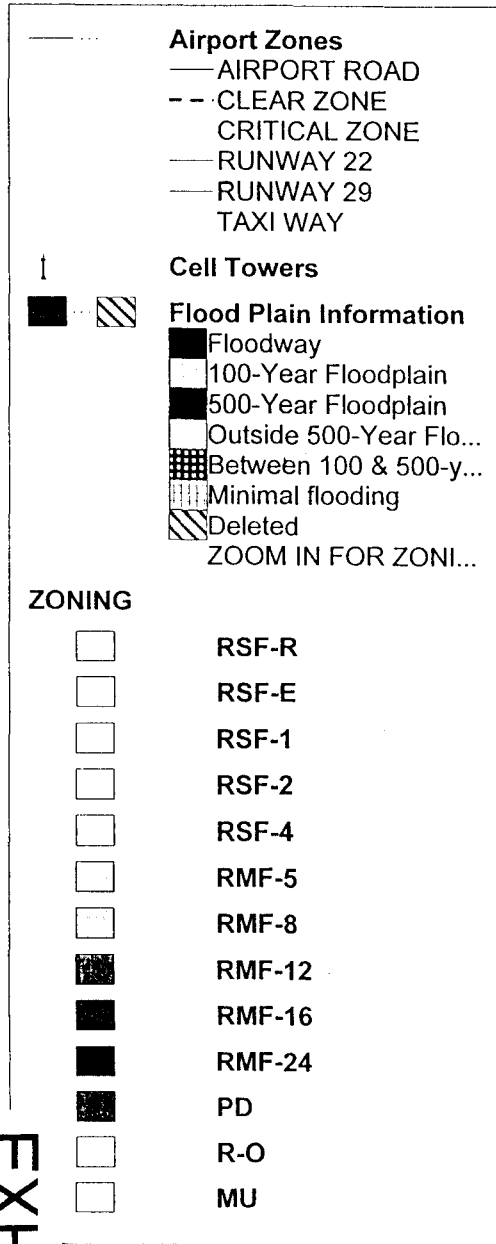
- For your Approval
 For your use
 As requested
 For review and comment
- Prints returned after loan to us

REMARKS:

COPY TO:

SIGNED: _____

City of Grand Junction GIS Zoning Map



SCALE 1 : 3,574

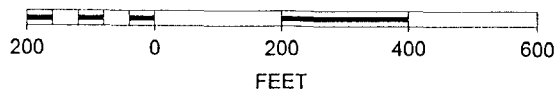
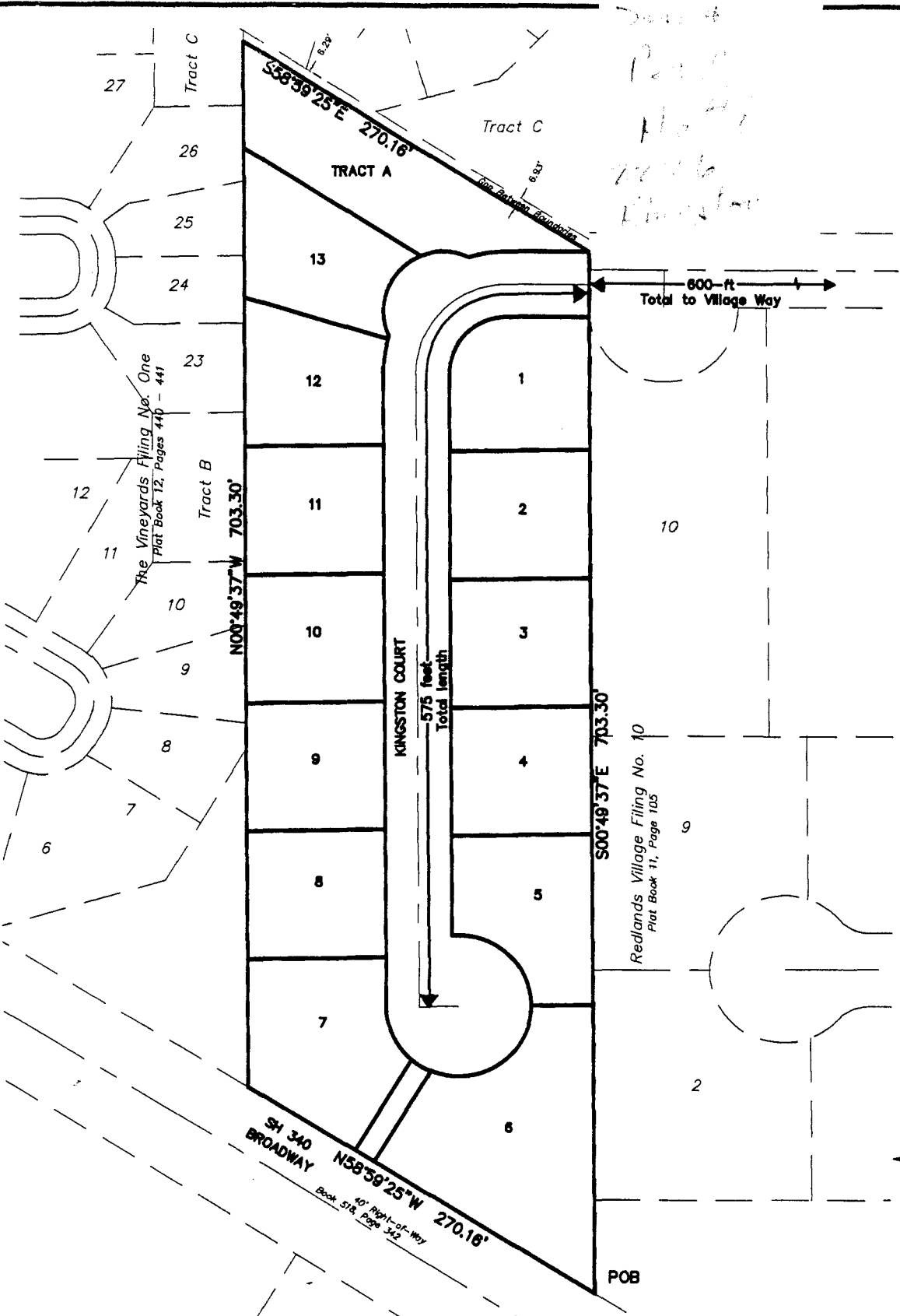


EXHIBIT 1



2220 Broadway
Kingston

EXHIBIT 2

LANDesign

ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4098

2220 BROADWAY
PROPOSED RESIDENTIAL
SUBDIVISION

TEDS EXCEPTION

SHEET OF
1 1

1"=100'

PRJCT NO.: 98000 FILE NAME: FILENAME

DATE: 6/20/02

DRAWN: BCH CHK'D: BCH

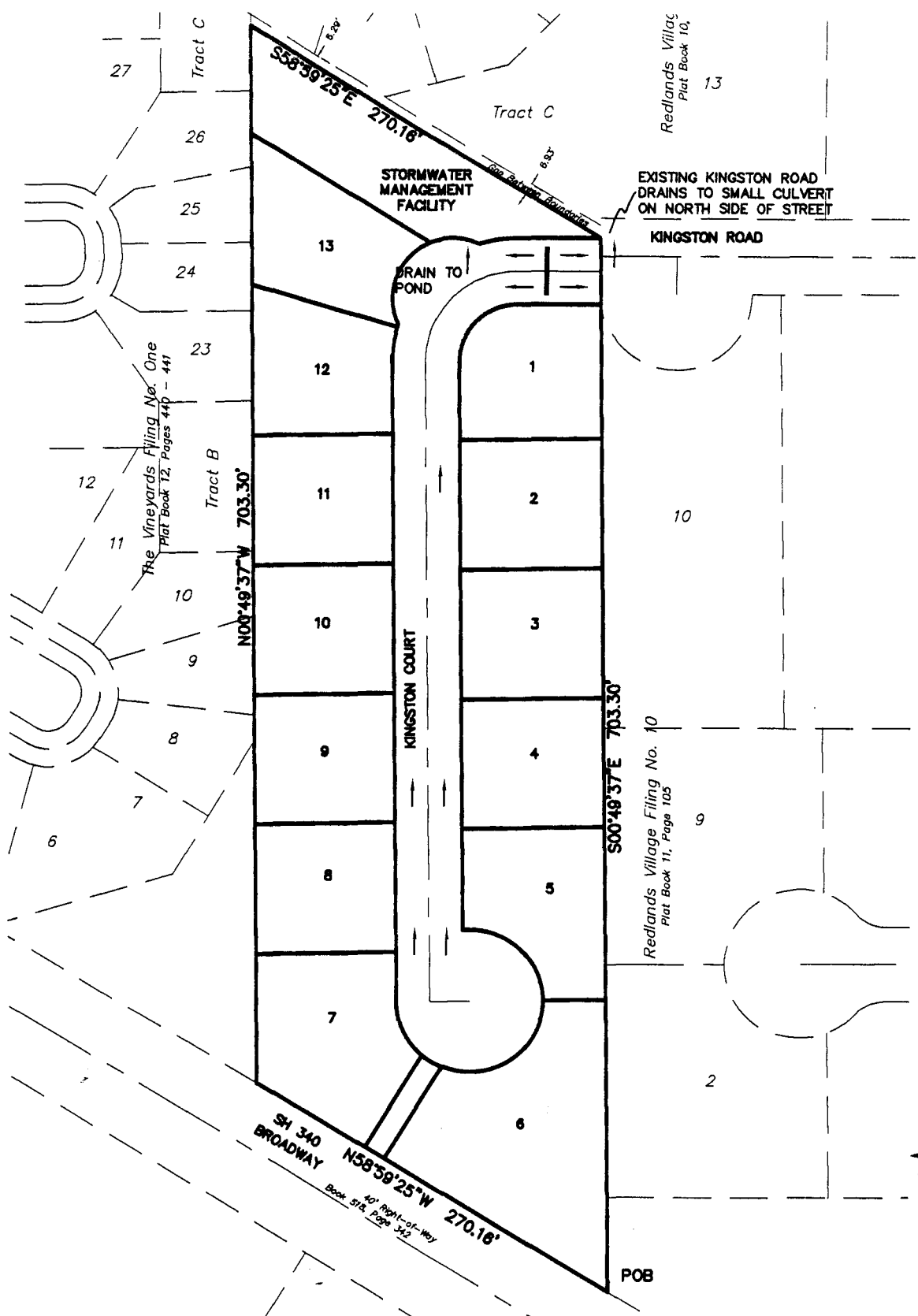


EXHIBIT 3

LANDesign
 ENGINEERS • SURVEYORS • PLANNERS
 244 NORTH 7th STREET
 GRAND JUNCTION, COLORADO 81501 (970) 245-4099

**2220 BROADWAY
 PROPOSED RESIDENTIAL
 SUBDIVISION**

TEDS EXCEPTION

SHEET OF
1 1
 1" = 100'

PRJCT NO.: 98000 FILE NAME: FILENAME

DATE: 6/20/02 DRAWN: BCH CHK'D: BCH

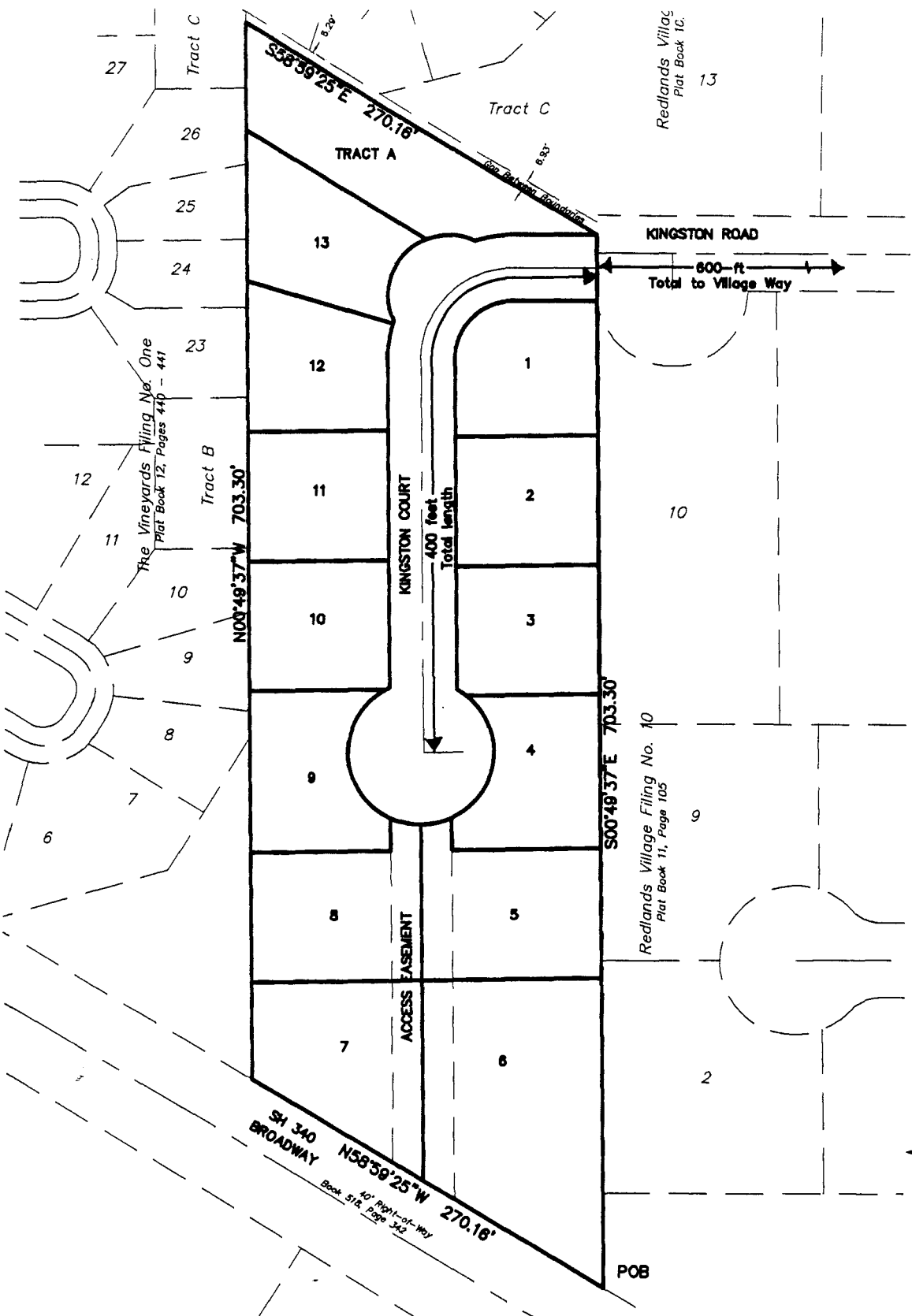


EXHIBIT 4

LANDesign
 ENGINEERS • SURVEYORS • PLANNERS
 244 NORTH 7th STREET
 GRAND JUNCTION, COLORADO 81501 (970) 245-4099

2220 BROADWAY
 PROPOSED RESIDENTIAL
 SUBDIVISION

TEDS EXCEPTION

SHEET OF
 1 1
 1"=100'

PRJCT NO.: 98000 FILE NAME: FILENAME

DATE: 6/20/02

DRAWN: BCH CHK'D: BCH

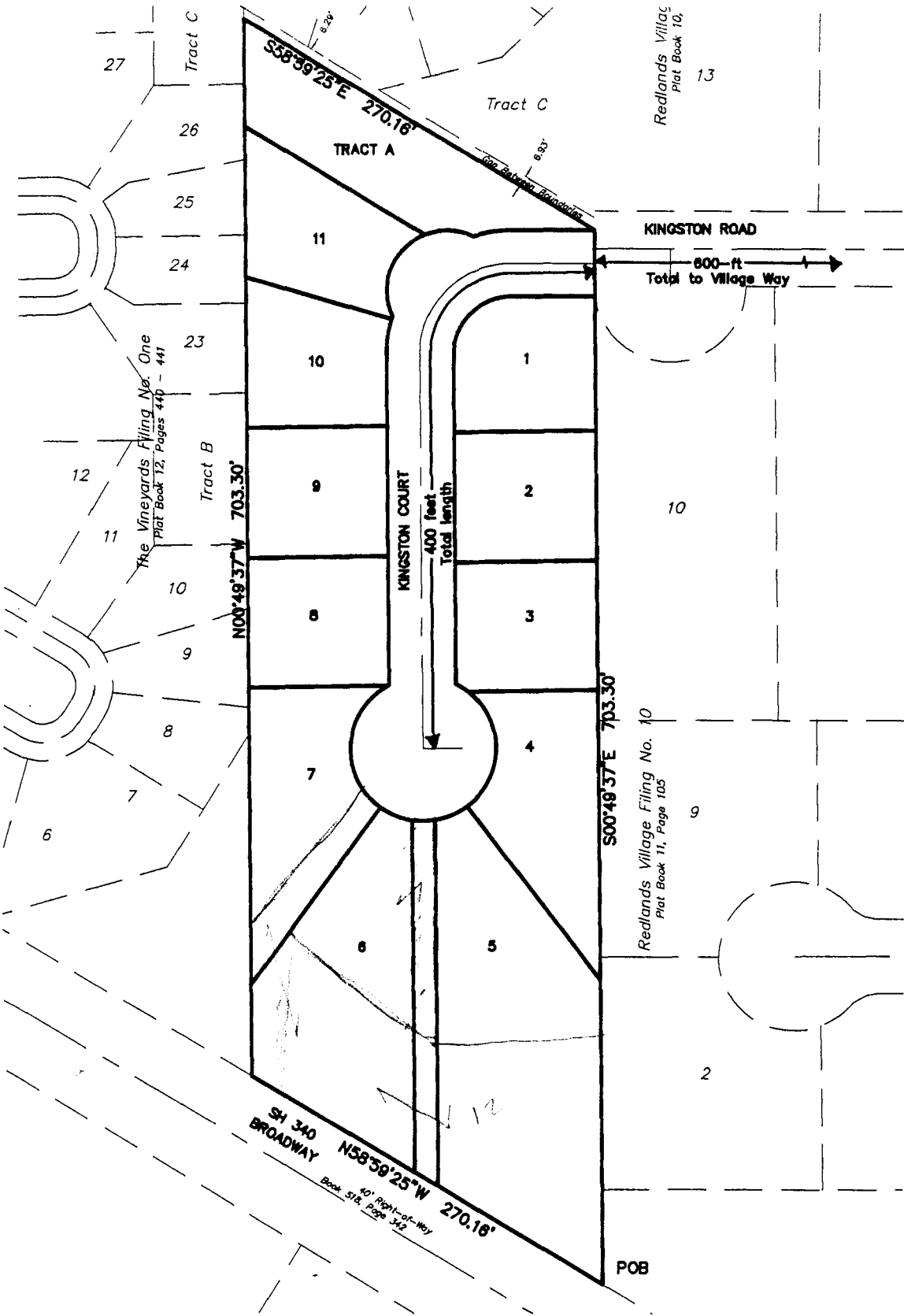


EXHIBIT 5

LANDesign
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 244 NORTH 7th STREET
 GRAND JUNCTION, COLORADO 81501 (970) 245-4098

2220 BROADWAY
 PROPOSED RESIDENTIAL
 SUBDIVISION

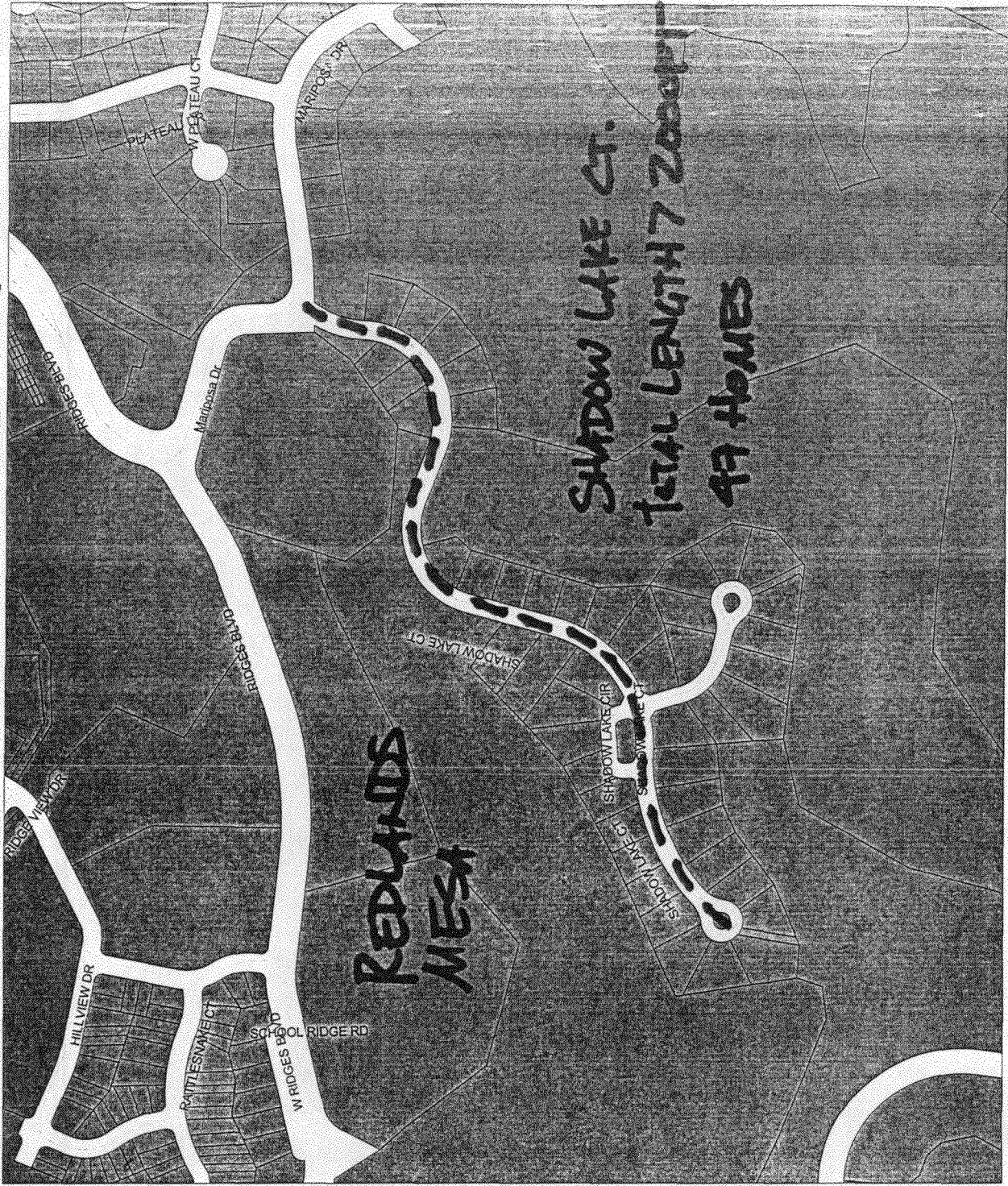
TEDS EXCEPTION

SHEET OF
 1 1

1"=100'

PRJCT NO.: 98000 FILE NAME: FILENAME DATE: 6/20/02 DRAWN: BCH CHK'D: BCH

City of Grand Junction GIS Zoning Map



<p>Airport Zones</p> <ul style="list-style-type: none"> AIRPORT ROAD --- CLEAR ZONE CRITICAL ZONE RUNWAY 22 RUNWAY 29 TAXI WAY 	<p>Cell Towers</p> <ul style="list-style-type: none"> [Symbol] 	<p>Flood Plain Information</p> <ul style="list-style-type: none"> Floodway 100-Year Floodplain 500-Year Floodplain Outside 500-Year Flo... Between 100 & 500-y... Minimal flooding Deleted 	<p>ZONING</p> <ul style="list-style-type: none"> [Symbol] RSF-R [Symbol] RSF-E [Symbol] RSF-1 [Symbol] RSF-2 [Symbol] RSF-4 [Symbol] RMF-5 [Symbol] RMF-8 [Symbol] RMF-12 [Symbol] RMF-16 [Symbol] RMF-24 [Symbol] PD [Symbol] R-O [Symbol] MU
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ZOOM IN FOR ZONI...

SCALE 1 : 4,959

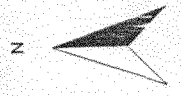
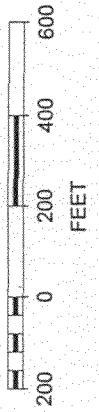
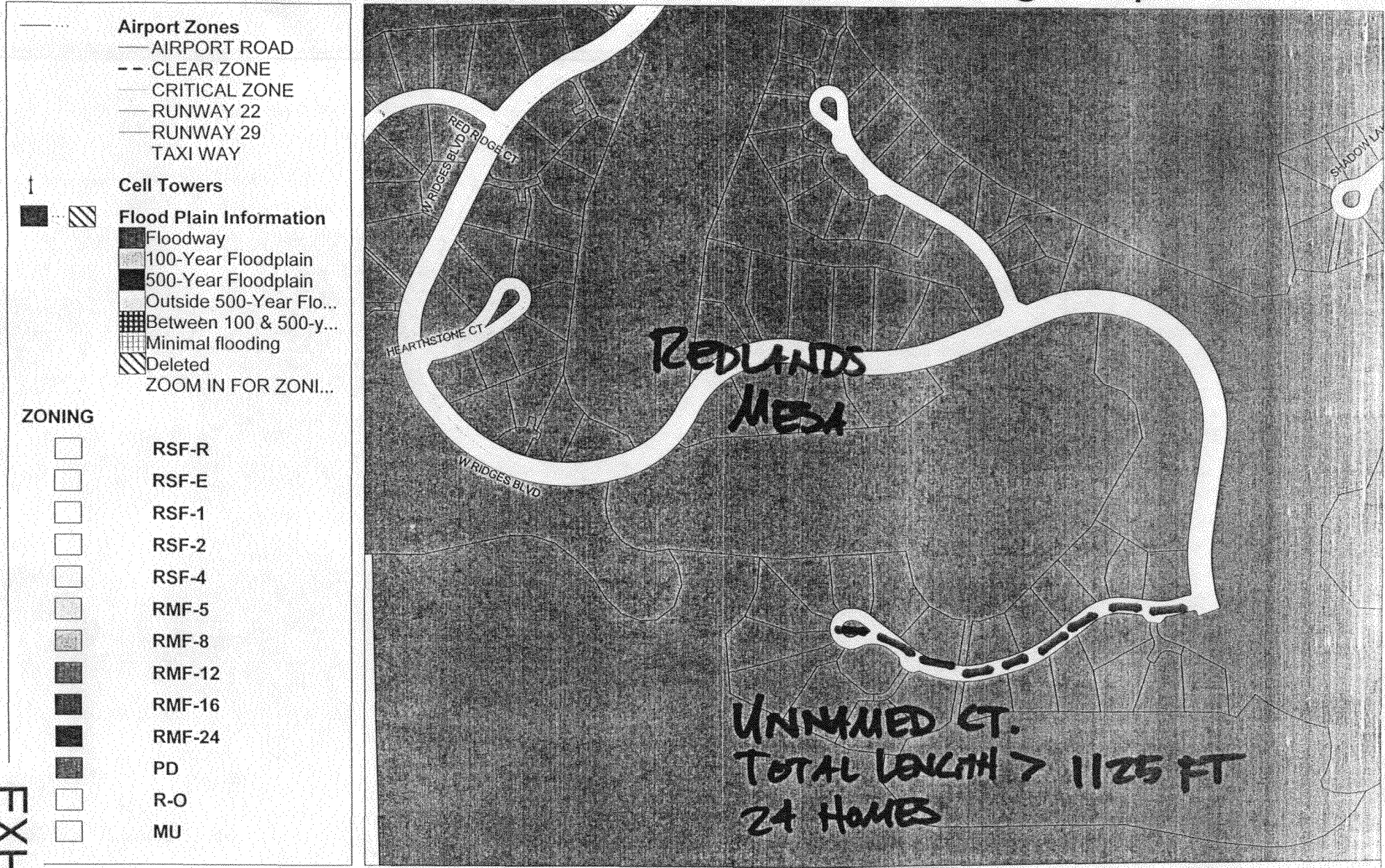


EXHIBIT 6

City of Grand Junction GIS Zoning Map



SCALE 1 : 4,503

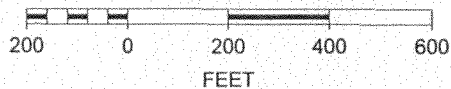


EXHIBIT 7

City of Grand Junction GIS Zoning Map

Airport Zones

- AIRPORT ROAD
- - CLEAR ZONE
- CRITICAL ZONE
- RUNWAY 22
- RUNWAY 29
- TAXI WAY

Cell Towers

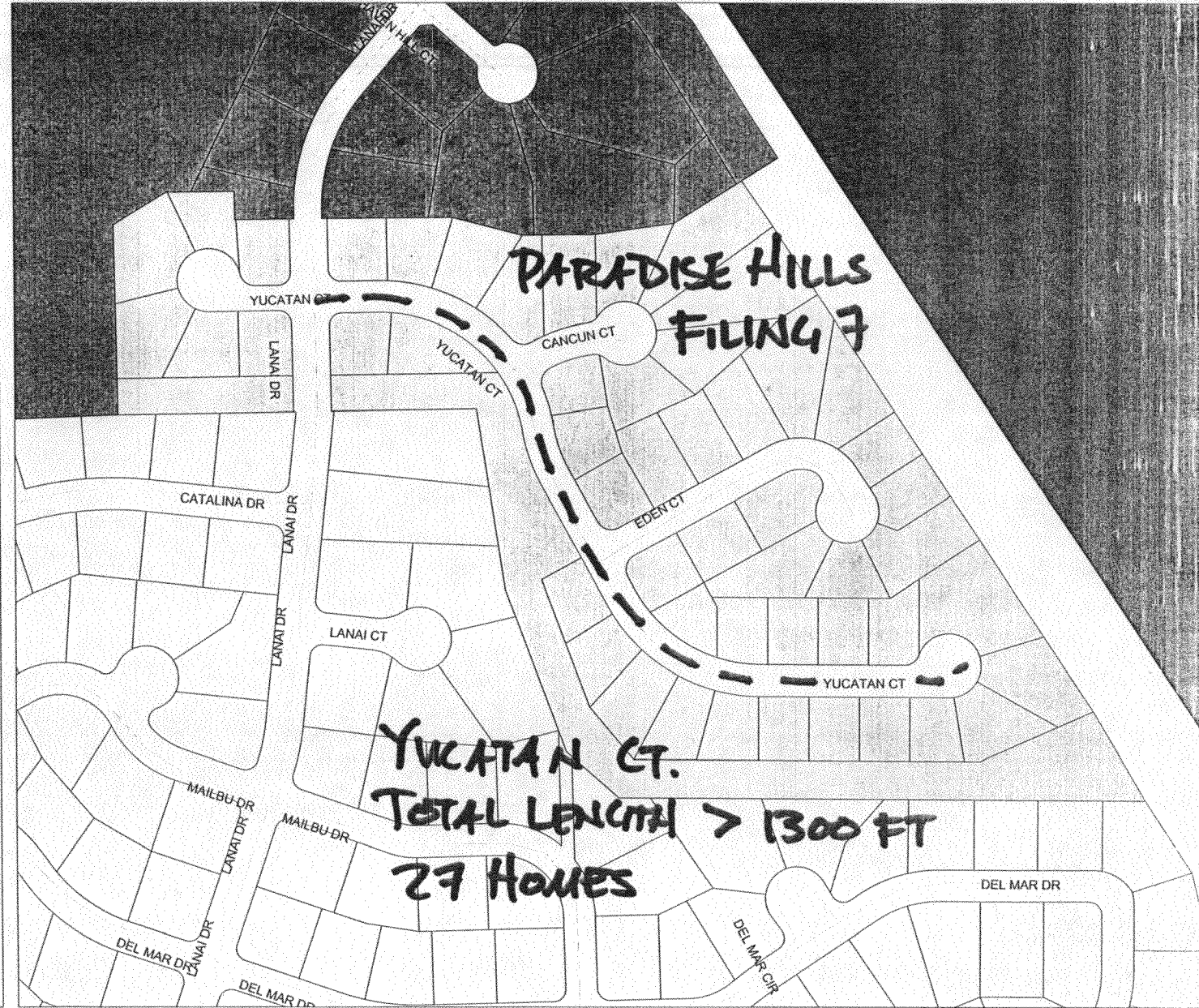
Flood Plain Information

- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- Outside 500-Year Flo...
- Between 100 & 500-y...
- Minimal flooding
- Deleted

ZOOM IN FOR ZONI...

ZONING

- RSF-R
- RSF-E
- RSF-1
- RSF-2
- RSF-4
- RMF-5
- RMF-8
- RMF-12
- RMF-16
- RMF-24
- PD
- R-O
- MU



SCALE 1 : 2,955

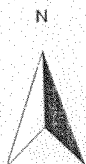


EXHIBIT 8

JUN 26 2002

June 25, 2002

Mike McDill, P.E.
City Engineer
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

Subject: **Design Exception Request 2220**

We the neighboring community on the west end of Kingston Road and the surrounding area in Redlands Village are vehemently opposed to a new sub-division on the west end of Kingston Road for the following reasons:

1. What the developer has proposed does not meet code. A cul-de-sac cannot exceed 1000 feet in length. Presently we have 5 houses and one church on 600 feet leading up to the proposed sub-division. They want to add 13 homes on an additional 575 feet. This is not acceptable and could be a potential fire safety hazard in an emergency situation. The developer has cited examples of cul-de-sac which exceed 1000 feet, however, those cited are on the new Redlands Mesa Golf Course where lots and house size greatly exceed what the developer has proposed in our neighborhood. In Paradise Hills exception, (filing 7) the lots and homes are consistent in size and value. The subdivision cannot be compared since the proposed homes are not comparable to the existing homes on the Kingston Road cul-de-sac. Cited examples as listed in June 20, 2002, letter regarding section 5.1.3, cul-de-sac length are not relevant.
2. The proposed sub-division is not commensurate with the existing sub-division/neighborhood. We are on approximately ½ acre lot (2 houses/acre minimum). This proposed subdivision is planned for 6 plus houses per acre. Our cul-de-sac currently has 5 houses and 1 church on approximately 6.3 acres. The developers have proposed 13 houses on approximately 2 acres. This is less than 1/3 the area with 3 times the houses. This stipulation does not conform to our neighborhood.
3. Drainage on the cul-de-sac has been a constant problem. After each storm event there is a large pond at the end of the cul-de-sac that extends up the street to the east and ponds on lawns to the north. The developer is aware of the drainage within the cul-de-sac. You the City are also aware of the drainage problem. The proposed subdivision would add to the problem since the water drains to the west. The design for the storm water management facility is a breeding ground for mosquitoes which is already an existing problem on the Redlands.

4. Uncertainty exists with a 90 degree turn in the cul-de-sac with fire trucks entering a high density development. Developers referenced exhibits do not show a 90 degree turn on any cul-de-sac. Fire Department access standards may be jeopardized.
5. In consideration of the exception requested by the developer the recommendation of the neighborhood is to make an entrance from Broadway. An alternative option would be to consider a north entrance from the Vineyards. The proposed subdivision density is proportionate to the Vineyards density, not Redlands Village.
6. The developer states that he "needs" 13 houses to be profitable. What he does not take into consideration is the people who live in the existing neighborhood. Money is his main concern but it is not in the best interest of the neighborhood. Our concern is preserving our neighborhood as a quiet area with at least ½ acre lots as it has been since 1968.
7. The proposed subdivision will not only impact Kingston Road but the entire area that is already crowded with 2 schools, numerous churches, a small business area and the proposed business at the intersection of Redlands Parkway and Broadway. The two exits from Redlands Village are at Broadway and Redlands Parkway. Either way both intersections are already at capacity and congested. Both Broadway Elementary and Redlands Middle School are in close proximity. Adding 300 vehicle trips to the area is a safety hazard and poor planning. Two years ago a tragic fatality occurred. Considering an additional 300 average vehicle trips per day leads us to believe this approval for consideration would greatly decrease the safety of our children. This consideration should be avoided before it happens.
8. Kingston Road is a County Road. The proposed subdivision would be considered a city street. We see this as a problem by having one half of the cul-de-sac in the county and the proposed half in the city. One must enter on a county road to access this small two acres subdivision in the city.

There has never been any contact with neighbors on this development issue from either the landowner or the developer. We are open for further discussion.

Respectfully,

Redlands Village Homeowners

Redlands Village Homeowners Signature Page

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John Long	" "
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Edward B. Long	2230 Kingston. Road L.J. Co
Debra Barber	538 Village Way G.J. Co.
Marta Barber	" " " "
Joseph M. Alexander	534 Village Way G.J. Co
Melina Alexander	536 Village Way G.J. Co
Wm Pat Bollinger	534 Village Way G.J. Co
Alvin Zuck	2233 Village Ct G.T. Co.
Susan Manski	2233 Village Ct G.T. Co
North Manski	2232 Village Ct G.J.