



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

August 27, 2002

Mr. Brad Winters
A.I.C. - Grand Junction
P.O. Box 41049
Grand Junction, CO 81501

RE: TEDS Exception from Driveway Corner Clearance at 109 W. Kennedy Avenue

Dear Brad;

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

The Review Committee declined to approve your request for the above exception. There appear to be other design options which might allow development of this site within, or in much closer compliance to, the TEDS. Using the existing driveway, even if it needed to be slightly wider, will be the best option for public safety at this intersection.

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

Sincerely,

Michael G. McDill, P.E.
City Engineer

C: Dave Donohue, Development Engineer
Pat Cecil, Development Services Supervisor



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Public Works Department
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DESIGN EXCEPTION #DE22-02

To: Mark Relph, Director of Public Works & Utilities
Thru: Tim Moore, Public Works Manager
Copy to: Dave Donohue, Development E.I.T.
From: Mike McDill, City Engineer
Date: August 2, 2002
RE: Exception from Driveway Corner Clearance Criteria at 109 W. Kennedy Avenue

DESCRIPTION OF THE SITUATION

Applicant is planning to convert an existing home to a business at the above location. They are proposing to adjust the existing driveway along the south side of W. Kennedy Avenue to accommodate required business parking. The proposed new driveway would be only 38 feet, instead of the required 50 feet, from the corner. The west property line of the lot is about 90 feet from the west flowline of 1st Street.

Zoning regulations do not allow for parking in the front or side setbacks within this zone. Therefore, all of the submitted plans will not work, regardless of the location of the driveway or the number of spaces to be provided. Access would not be granted for a new driveway directly on to 1st Street due to its heavy traffic demand. The lot seems to be too small by itself to develop as a commercial site.

The applicant requests exception from Section 4.1.3, *Corner Clearance*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

West Kennedy is a local residential street with normal lot widths of about 65 feet. This corner lot is 75 feet wide with an additional 15 feet of right-of-way to the flowline on 1st Street. A driveway too close to 1st Street will have the potential to back traffic into the intersection while other vehicles are exiting the site. We frequently deal with older driveways in the city that are too close to intersections. Adding to this number would only increase future problems.

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

The applicant presented the attached alternative parking plans, which they found to be unsatisfactory. The location of the existing building makes other driveway locations farther to the west difficult. It appears the only potential solution might be to use the existing driveway to deliver vehicle around the east side of the building to parking in the rear area. There may also be insurmountable physical or regulatory barriers to this option.

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

The existing driveway across W. Kennedy to the north appears to comply with the 50 foot setback requirement. No other examples were presented.

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.

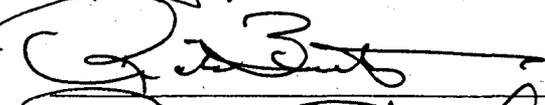
Staff Recommendation

I recommend denial of the necessary Design Exception to Section 4.1.3 to allow a reduced corner clearance between the proposed driveway and 1st Street. The minimum corner clearance should be maintained.

Recommended by: 

Approved as Requested: _____

Denied: _____


A.I.C. – Grand Junction, Inc.

303 North Avenue
P.O. Box 41049
Grand Junction, CO 81501
970-244-8703

Proposed TEDS Exception

July 18, 2002

City of Grand Junction
City Community Development
250 North 5th. Street
Grand Junction, CO 81501

Attn.: Ms. Senta Costello

Re: SPR-2002-073, 109 W. Kennedy

Dear Ms. Costello;

Proposed Design

The subject property (109 W. Kennedy Ave.) is located at the southwest corner of North 1st Street and West Kennedy Avenue and is a corner lot Zoned R-O. The property currently accesses from W. Kennedy. There is an existing 1830 sf residential building on the site which the owner wishes to remodel and use for a low volume non-retail business (nonpublic insurance adjuster). The owner proposes to remove the existing concrete driveway and install a asphalt pavement parking area containing five spaces and an area for vehicle backing to prevent vehicles from backing directly out into the right of way. The access for the parking area is to be 24 feet wide and located 38 feet (measured from the flowline of N. 1st St. to the near edge of the access opening) from N. 1st St. on W. Kennedy Ave. Location of the access closer to N. 1st is due to the addition of required off street parking, the width of the drive itself, areas for turning movements to prevent backing into the right of way, and landscaping requirements.

Proposed Exception

N. 1st St. is classified as a Minor Arterial and W. Kennedy Ave. Is classified as a Local Road according to the Grand Valley Circulation Plan map dated Sep. 25 2001. TEDS manual states on page 2 chapter 4 that the minimum corner clearance for access from an unsignalized intersection on a Local Road (W. Kennedy) is 50 feet. The proposed design does not meet this requirement.

TO: MIKE McDILL
FROM: DAVE DONOVUE

DRIVE WAY IS
ALREADY THERE.
THIS WILL NOT
REALLY CHANGE ANYTHING.
I SUGGEST APPROVING.
-Dave
Location Changes
Mike M.

Impacts of Design as Proposed

The business the owner wishes to use the access for is a non-retail business with 3 employees who will be the major users of the parking area. Due to the size of the building and the Zoning of the property any future uses of the property should be of a similar nature. Therefore traffic contributions should be so slight as to have no adverse effects. The residential property in the area should not be effected, all of the traffic to the subject site would naturally come from N. 1st and not through the residential neighborhood to the west on W. Kennedy. No foreseeable safety concerns should arise from vehicles entering the parking area after turning onto W. Kennedy from N. 1st St. The drive is wide enough for two way traffic and a open area is provided just inside the parking area, this should eliminate the need for vehicles to wait in W. Kennedy to turn left into the parking area.

Alternatives Considered

Several other parking lot configurations were designed none of which provided the necessary parking, landscaping, traffic flow, and drainage requirements. It appears that no parking is available for permanent sale in the immediate vicinity if it were available it would require that employees and clients cross streets to get to the building. Because of the close proximity and apparently high value of the residential property to the west it would not be practical to purchase it for parking.

Sincerely

Brad Winters

Project Manager

file: teds
cc: Kleene

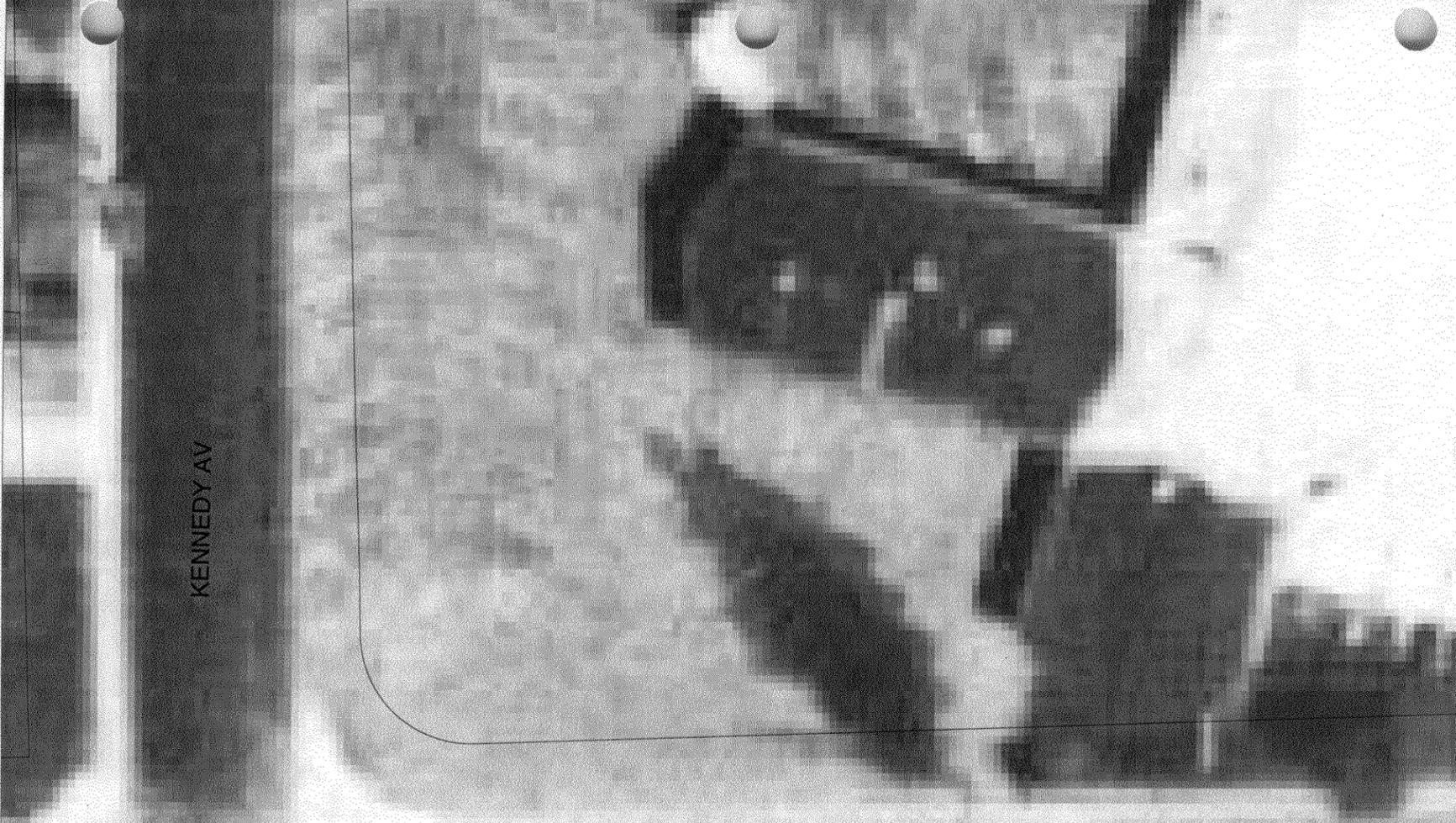
To: Mike McDill

From: Miller 7-31-02

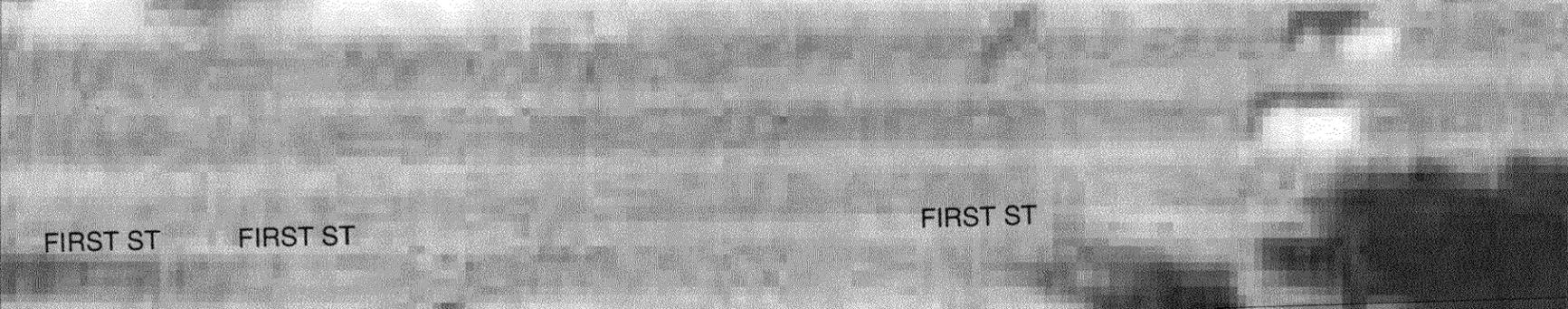
Re: TEDS Exception request for 109 Kennedy (SPR-2002-073) on site parking, driveway offset variance.

Comments: It appears that on site parking along a street frontage for this zoning (R-O) is not permitted, so the issue of the driveway placement is not a concern.

Were this parking allowed, there would have been a concern about moving the driveway closer to the intersection (the proposal would have brought it to within 40'). Alternately, I could not envision utilizing the present driveway placement, and still access 5 parking spaces on the site's front yard.



KENNEDY AV



FIRST ST

FIRST ST

FIRST ST



KENNEDY AV



FIRST ST

FIRST ST

FIRST ST

