



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

October 22, 2002

Mr. Marty Kolonel
Koloha Investments, LLC
P.O. Box 882076
Steamboat Springs, CO 80488

RE: Resubmitted TEDS Exception from Minimum Access Spacing at 670 W. Gunnison Avenue

Dear Marty;

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 at (970) 256-4047.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Rick Dorris, Development Engineer (256-4034)



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DESIGN EXCEPTION #DE25-02

APPEAL OF THE DECISION ON DESIGN EXCEPTION #DE23-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer

From: Mike McDill, City Engineer

Date: October 9, 2002

RE: Appeal of the Denial of an Exception from Access Spacing Criteria at 670 W. Gunnison Avenue

DESCRIPTION OF THE SITUATION


Applicant is planning to construct a building at the above property. They are proposing to construct one driveway along the north side of W. Gunnison Avenue 137 feet west of one existing driveway and 92 feet east of another. There is another access on the opposite side of West Gunnison located about 47 feet east of the proposed new driveway. The applicant proposes to make this new access available to the last remaining vacant property to use as a joint access.

Since there is not 150 feet between the driveways on either side, it appears that an exception to the TEDS may be in order. This is nearly the last property to develop in a neighborhood that was mostly constructed under a lesser regulation for access spacing. The prior development does not appear to provide any options that will fully comply with TEDS.

The applicant requests exception from Section 4.1.1, *Spacing*. Due to the configuration of driveways along both sides of West Gunnison, exception will also need to be granted from Section 4.1.2, *Offsets*.

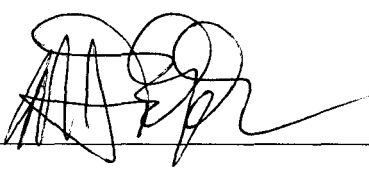
Staff Recommendation

I recommend APPROVAL of the needed Design Exceptions to Sections 4.1.1 & 4.1.2 to allow a reduced spacing between the proposed driveway and other the existing driveways on the north and south sides of West Gunnison Avenue.

Recommended by: 

Approved as Requested:


Denied:



10/17/02
Date

Kathleen M. Perkins

10/17/02
Date



10/21/02
Date

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of Gunnison Avenue is classified only as a local commercial street. Current traffic counts in front of this property are fairly low. Projections for the future are for these volumes to increase due to planned improvements to 25 ½ Road (by Rimrock Marketplace) and the potential for a full motion intersection near the intersection of West Gunnison and I-70B. The proposed location is no less safe than any other possibility. The only driveway configuration that does not have the potential to compromise safety to any degree is to deny any direct access to these lots and require them to access through one of the existing drives on one of the neighboring properties.

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

The applicant proposes that the planned driveway be shared with the vacant lot to the east to minimize future variations from TEDS.

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

Most of the existing driveways in this area of the City do not meet TEDS *Spacing* or *Offset* standards.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Jody Kliska has indicated that she will add this issue to the list of revisions to the next edition of the manual. The applicant points out that the required clearance between a driveway and an intersection is only 50 feet. Staff agrees that there probably does not need to be three times as much distance between driveways as is required from intersections. It is my understanding that Jody intends to recommend revising driveway spacing and offsets to be a minimum of 50 feet along local commercial and industrial streets. This being the case, it is reasonable to allow the requested exception, even though the proposed driveway is three feet short of being fifty feet away from the opposing access across the street. Jody further observed that these two drives are situated so that their left turns do not conflict.

Title Heading: West Gunnison Office/Warehouse
Location: 670 West Gunnison Ave.
Petitioner: Marty Kolonel/Koloha Investments LLC
P.O. Box 882076
Steamboat Springs, CO 80488
Representative: Randy Taylor

September 12, 2002

TO: CITY ENGINEERING

This letter is an appeal to the denial of the application for a TEDS exception for the above referenced project. There are several reasons why the decision to not allow the proposed driveway for this project should be re-examined. The petitioner is appealing to the City for approval of this exception for the following reasons:

1. Both the Traffic Engineer and the Development Engineer recommended approval of the plans as submitted with regard to the shared driveway between Lot 9 and the proposed development. In fact, the project has already been completely redesigned once to accommodate the requirement for a shared access between Lot 9 and the proposed development. The current classification of this street is a local street, unless the City has changed it since our general meeting of July 1, 2002. Please consider reviewing this decision in light of the current street classification.

2. The City's suggested change to the proposed access would require that Koloha use about 1/3 of Lot 9 for the proposed development, thus devaluing Lot 9 for future development. This new access would still not eliminate the potential turning conflicts with the existing driveways along Gunnison Avenue. Moving the driveway to the City's suggested location would also put the driveway in an existing curve along Gunnison Ave. which is generally not a desirable location for a driveway. Also, the new access might require that the existing utility pedestals for telephone and electric be moved at considerable expense.

3. There is a basic problem with meeting TEDS spacing for driveways in areas of the City where lots with narrow frontage exist. In many cases and in this case specifically, it is not possible to meet the required 150' spacing, because there is not enough street frontage. Additionally, as an infill project in an existing developed area, development of the last remaining lots is subject to different and usually more stringent regulations from the earlier developments. This puts an extra burden on the final developments in an area, which often makes the projects unfeasible. This situation then pushes developers to look for properties outside the City limits and contributes to urban sprawl. It is one of the City's stated goals "to encourage development where it already exists, as opposed to growth continuing to sprawl out at the edges of the community" (City of Grand Junction newsletter, September, 2002). Inflexibility in administering the Code does not encourage developers to undertake infill projects.

4. Additionally, there is an inconsistency in TEDS which, if corrected could provide relief for many of these small infill property driveway variances. The intersection of W. Gunnison and Crosby is an unsignalized intersection of two local streets. Note that the table in TEDS, Chapter 4, Page 2, Minimum Corner Clearance, allows for a driveway on a Local street to be spaced 50 ft from an unsignalized intersection, yet TEDS requires that driveways be spaced 150 ft apart along the street, TEDS Chapter 4, Page 1, section 4.1.1. There is generally much more

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SEP 16 2002
COMMUNITY DEVELOPMENT
DEPT.

likelihood of traffic conflicts near an intersection than between adjacent driveways due to higher traffic volumes at intersections, yet the standard allows for much closer driveway spacing to an intersection. This does not make sense and is inconsistent. A change to TEDS is needed to remedy this inconsistency. The City might want to consider either changing this inconsistency or providing for more lenience in the case of infill projects.

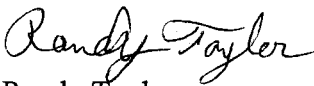
There is another and perhaps better solution to the City's proposed solution to driveway spacing on West Gunnison, that is to allow the driveway for this project to be located as proposed and when the vacant property across the street is developed, require that they locate their driveway opposite the Koloha entrance. This would provide more spacing between the driveway for the vacant land and Warning Lights than currently exists and seems like a much better spacing than the one proposed by the City (92ft versus the current spacing of 45ft.).

The bottom line is that the City's proposed solution does not meet TEDS, it will be detrimental to future development of the remaining vacant land and it is not reasonable for the City to expect Koloha to go to this extent to try to meet TEDS when the City's proposed solution itself does not meet TEDS.

Note that the proposed driveway has been widened to better accommodate anticipated truck traffic and a wider easement has been proposed to allow trucks to turn around and exit the property. This solution leaves more latitude in the final development of the remaining vacant lots along this section of W. Gunnison.

Please consider this request for exception and let us know your decision at your earliest convenience.

Respectfully submitted,


Randy Taylor

MEMORANDUM



Date: October 11, 2002

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

From: Sandi Nimon, Sr. Administrative Assistant Sandi

*Subj: Design Exception DE25-02 Exception from Access
Spacing Criteria at 670 W. Gunnison Avenue.*

*Please review the attached Design Exception, send your
recommendations to Mark Relph and copy me no later than
Wednesday, October, 16, 2002.*

sn

10/17/02

*I SUPPORT THE STAFF RECOMMENDATION FOR THE
EXCEPTION @ 670 W. GUNNISON. JUST A NOTE, THIS IS NOT
AN APPEAL, BUT A RESUBMITAL.*

A handwritten signature in black ink, appearing to read "MARK RELPH". The signature is stylized with large, overlapping loops and a long horizontal stroke extending to the right.

From: Mike McDill
To: Bob Blanchard; Rick Beaty; Sandi Nimon
Date: 10/14/02 10:20AM
Subject: Re: Design Exception DE25-02 Exception

Maybe we want to call it a second or a revised submittal. It is based on additional information and a slightly different point of view (or maybe a different understanding of the original recommendation) from Traffic Engineering. My recommendation is based mostly on the idea that the TEDS manual will be adjusted to reduce the required access spacing on local business and industrial streets from 150 feet to 50 feet.

MIKE M.

>>> Bob Blanchard 10/14/02 10:12AM >>>
Sandi -

I don't have this yet.....

Mark, Rick, Mike.....I thought that TEDS decisions were not appealable.. There's no appeal process in the Manual.

>>> Sandi Nimon 10/11/02 02:47PM >>>
I've placed copies of the Design Exception re: Access spacing criteria at 670 W. Gunnison Avenue in your mailboxes. This is an appeal of the decision on design exception DE23-02. Please send your responses back via E-mail no later than October 16 to Mark Relph and copy me.

Thanks,

Sandi

CC: Mark Relph

From: Bob Blanchard
To: Rick Beaty; Sandi Nimon
Date: 10/14/02 10:12AM
Subject: Re: Design Exception DE25-02 Exception

Sandi -

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Thanks,

Sandi

CC: Mark Relph; Mike McDill

TRANSMISSION VERIFICATION REPORT

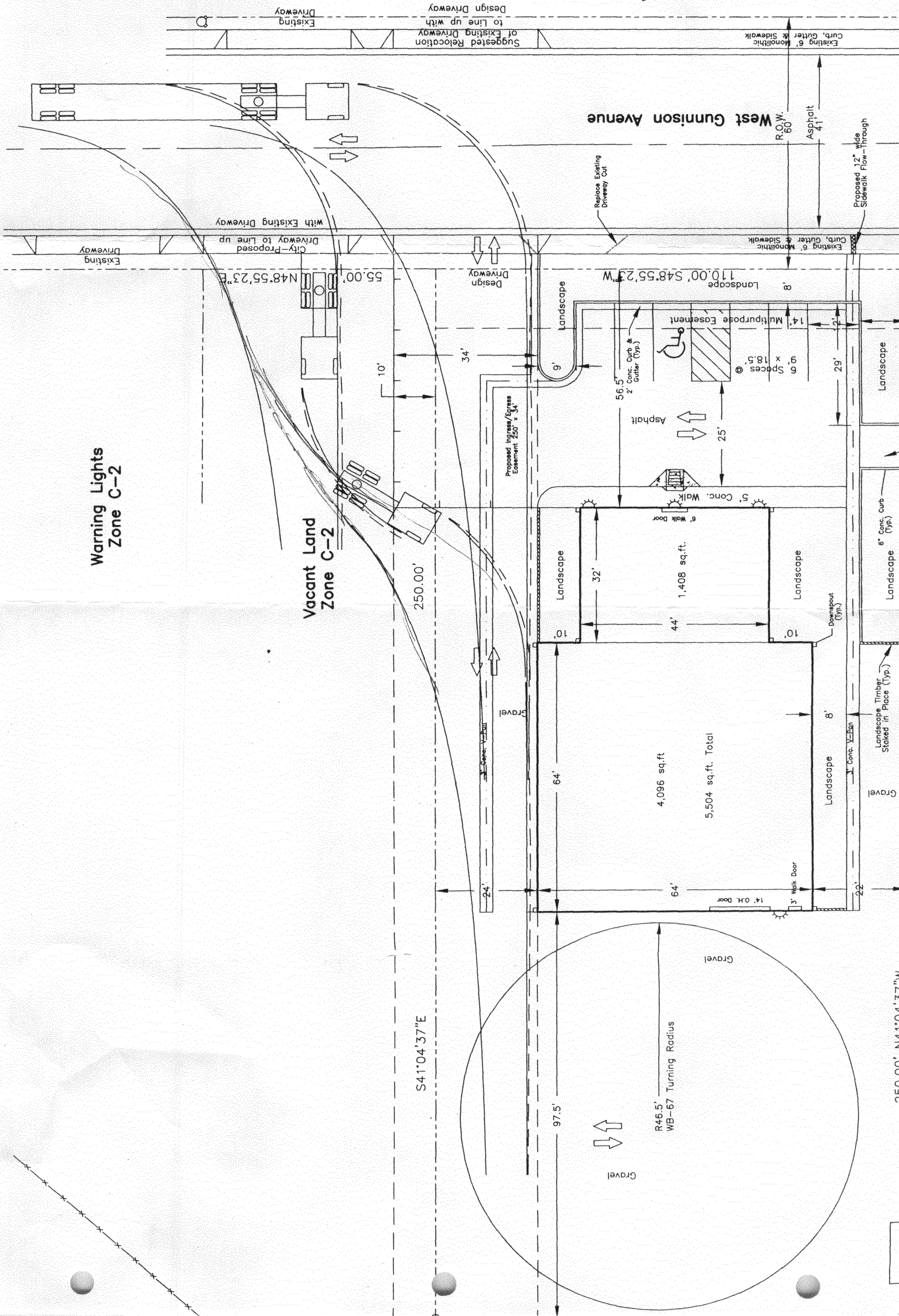
TIME : 10/22/2002 08:42
NAME : PUBLIC WORKS ADMINA.
FAX : 970-256-4022
TEL : 970-244-1554

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| DATE, TIME | 10/22 08:38 |
| FAX NO./NAME | 919707361101302 |
| DURATION | 00:02:57 |
| PAGE(S) | 08 |
| RESULT | OK |
| MODE | STANDARD ECM |

Warning Lights
Zone C-2

Vacant Land
Zone C-2

Vacant Land
Zone C-2



S41°04'37"E

97.5'

R46.5' Turning Radius
WB-67

250.00' N41°04'37"W

West Gunnison Avenue

R.O.W. 60'

Asphalt 41'

Proposed 12" wide
Sidewalk Flow-Through

Suggested Relocation
of Existing Driveway
to Line up with
Design Driveway

with Existing Driveway
City-Proposed
Driveway to Line up

Landscape

Asphalt

5' Conc. Walk

6' Conc. Door

1,408 sq. ft.

6' Walk Door

5' Conc. Curb & Gutter (Typ.)

1.4' Multipurpose Easement

9' x 18.5'

Spaces

29'

Landscape

6' Conc. Curb (Typ.)

Landscape

Proposed Ingress/Egress
Easement 250' x 34'

Design
Driveway

Gravel

Landscape 8'

Downspout (Typ.)

1' Conc. 1/2-Run

Landscape Timber
Staked in Place (Typ.)

Gravel

10'

34'

250.00'

10'

9'

56.5'

25'

32'

44'

64'

64'

24'

22'

10'

10'

10'

10'

10'

10'

10'

Existing
Driveway

City-Proposed
Driveway to Line up

with Existing Driveway

55.00'

N48.55' 23" E

Existing
Driveway

Design
Driveway

Existing
Driveway

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