

#21

MEMORANDUM



Date: October 17, 2002

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

From: Sandi Nimon, Sr. Administrative Assistant Sandi

*Subj: Design Exception DE27-02 Resubmittal of the
Denied Exception from Access Spacing for the
Larson Subdivision, 2919 1/2 B 1/2 Road #21-02*

*Please review the attached Design Exception, send your
recommendations to Tim Moore (Mark will be out of the
office tomorrow and most of next week), and copy me no later
than Tuesday, October 23, 2002.*

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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 #DE27-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Laura Lamberty, Development E.I.T.

From: Mike McDill, City Engineer

Date: October 16, 2002

RE: Resubmittal of the Denied Exception from Access Spacing for the Larson
Subdivision, 2919½ B1/2 Road, #DE21-02

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a 28 lot subdivision at the above location. (The lot which contains an existing home has been deleted from the original plan). They are proposing to construct one street access along the south side of B1/2 Road. TEDS compatible access to this site is constrained by the location of four existing residential/agricultural drives within a 390-foot stretch along the north side of B1/2 Road and the drive to the above mentioned excluded residence on the south side. The westerly access on the north side is 42 feet east of the excluded residence drive and the easterly drive on the north side is about 40 feet east of the development frontage. The two westerly drives access a single nineteen acre tract (2922 B1/2 Rd.). The easterly two drives are side-by-side and access a nine acre site and a smaller lot (2930 & 2932 B1/2 Rd.). All of these accesses can be expected to provide future development access. Section 4.1.2, *Offsets*, requires that access either be opposite each other or be separated by at least 300 feet along arterial streets.

The applicant requests exception from Section 4.1.2, *Offsets*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of B1/2 Road is classified as a minor arterial. It is the only arterial street between the Colorado River and Highway 50 and extends from Highway 50 all the way to, and past, 32 Road. This will be the most heavily traveled east-west roadway in this area.

Staff's original recommendation was to locate the street access along the west side, opposite the drive at 2922. This arrangement would have met their needs and complied with our standards. This would also have allowed the existing home at 2919 ½ to access from the local street instead of the current plan to maintain the existing drive on B1/2 Road.

With the exclusion of 2919 ½ from the plat, this option is apparently no longer available. However, a new street location immediately adjacent to that lot still is the least exception to TEDS and provides some future benefits. It would be in conflict with the drive at 2922. However, it would provide over 600 feet of separation with Crista Lee Way. This would allow a future street access in the area of the two adjacent drives at 2930 and 2932 that would meet TEDS Offset requirements. Any spacing closer than 600 feet would disallow any future development access to the properties at 2922, 2930 or 2932 without additional TEDS exceptions. The recommended layout would allow one access opposite each of the two proposed streets and one halfway in between.

This proposed alignment would also provide the future potential for 2919 ½ to access onto this street instead of B1/2 Road. In fact the conflict with the driveway from the excluded lot could still be eliminated now by moving its access to the new street as part of this development.

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

The applicant provides their original plan to site their street access 415 feet west of Crista Lee Way. This alternative would not allow any future street accesses on the north side of B1/2 Road between this two streets without another TEDS exception.

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

The applicant presents the residential access immediately south of the main entrance into Canyon View Park off of 24 Road as a City project that closer spacing along an arterial street. I am not sure the current TEDS requirements were in place when this construction happened.

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

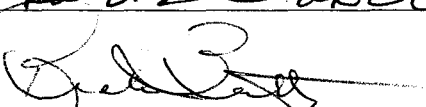
I recommend denial of the requested Design Exceptions to Section 4.1.2 to allow a reduced spacing between the proposed street accesses. It appears there are options available to develop this site within the standards relating to present and future street accesses.

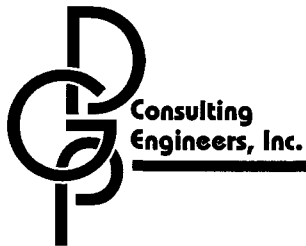
Recommended by: 

Approved as Requested: _____

Denied: _____



Robert E. Blawie




2764 Compass Drive, Suite 201
Grand Junction, CO 81506

Office 970-241-0260 • Cell 970-216-4665
Fax 970-257-9737 • Email dgpgrove@gj.net

October 15, 2002

Mike McDill
City Engineer
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

RE: TEDS Exemption, Larson Subdivision, 2919 B ½ Road, DGP #01-090

Dear Mike,

On July 1, 2002, a TEDS exemption was applied for on this project, as required, due to the frequency of drives on the adjacent areas along B ½ Road. This request was denied in a letter dated August 27, 2002.

Regarding the previous TEDS exception denial, the types of access which are controlled by the spacing limitations of Section 4.1.2, reading of Section 4.1.1 specifically excludes single family residences from this section, as follows:

"For all types of access, other than single family residential (emphasis added), the access spacing shall be 150' or greater as measured from the centerline to centerline to avoid conflicts between turning vehicles."

We agree that this is an appropriate provision since the impact of a private residence with only 10 trips per day is significantly less than the conflicts anticipated by an urban residential street access which may carry as much as many as 1000 vpd, although in this case it is anticipate to carry on the order of 280 vpd.

Subsequent to the TEDS determination, the owner of the parcel in the northwest corner of the proposed subdivision was advised by the lender on the mortgage could not be included in the subdivision. The parcel is being removed from the plans for the subdivision and the total number of lots reduced slightly.

We therefore are submitting this revised request for an exception to TEDS. Attached is a drawing with both the *Proposed Access Location* and the *City Suggested Access Location* indicated.

Regarding the *Proposed Access Location*, we offer the following facts:

- A previously un-noticed private entrance exists on the north side of B ½ Road just 15 feet to the east of the proposed access to Larson Subdivision. The proposed access is located 233 feet east of the next private drive to the west on the north side and 143 feet west of the next private drive to the east on the north side.

- The proposed access is located 275 feet from the private drive to the excluded parcel to the west and 257' from the private drive to the existing parcel to the east. Both of these drives are on the south side of B ½ road.
- The proposed access is located 476 feet east of the likely road access to the nearest parcel immediately west of the excluded parcel and 415 feet west of the proposed access to the planned Christa Lee Subdivision to the east. Both of these exceed the minimum 300 foot spacing.

Regarding the *City Suggested Access Location*, we offer the following facts:

- Due to the excluded parcel to the west, the closest that the access to the Larson Subdivision can be located to the private drive west of the proposed location on the north side of B ½ Road is 82 feet.
- This location would place the access to Larson Subdivision only 124 feet from the existing private drive to the excluded parcel.
- The access to Larson Subdivision would be 167 feet west of the previously un-noticed entrance on the north side of B ½ Road.
- The access to Larson Subdivision would be 423 feet from the next private drive to the east on the south side of B ½ Road.

In accordance with the requirements of the TEDS Exception Process, we offer the following:

1. It is our opinion that the exception will not compromise safety since the spacing of other potential or currently planned accesses on the south side of B ½ Road will be either 476 feet or 415 feet, both of which are greater than the 300 foot requirement.
2. The city suggested alternate results in more closely spaced access points than does the subject submittal.
3. New access on the north side of B ½ Road, when developed, can match proposed spacing on the south side of B ½ Road as presented.
4. Since Section 4.1.1 specifically excludes single-family residential accesses from the spacing requirements, the need for a TEDS exception for the submitted access arrangement is not warranted. Access to adjacent street access points will exceed the 300 foot minimum TEDS requirement for this category of street.
5. Along with these two alternatives, city staff has suggested the possibility of utilizing Crista Lee Way as access. This is not satisfactory as there is no indication that Crista Lee Subdivision will be constructed at the time access is required for the Larson Subdivision or even that Crista Lee will be built in a timely manner.
6. There are other examples of drives closer than 300 feet in the city. The most notable is the residential access directly south of the main entrance to Canyon View Park on 24 Road. The road classification is identical and there is not 300 feet of separation on this city-constructed project.
7. This project will not require CDOT or FHWA coordination.
8. This is a one-time exception.

We request your earliest attention to this matter and thank you in advance for your consideration.

Respectfully,
DGP Consulting Engineers, Inc.

A handwritten signature in black ink, appearing to read "Donald G. Pettygrove". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Donald G. Pettygrove, P.E.
President



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

November 21, 2002

Mr. Don Pettygrove, P.E.
DGP Consulting Engineers, Inc.
2764 Compass Drive, STE 201
Grand Junction, CO 81506

RE: DE# 27 - Resubmitted TEDS Exception from Access Spacing for the Larson Subdivision,
2919 ½ B1/2 Road

Dear Don;

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

The Review Committee declined to approve your request for the above exception. They agreed with you, that there is no solution that would provide TEDS spacing and Offsets for all of the private drives along this stretch of B1/2 Road. Their decision was based on the importance of planning for future street accesses to all of the potentially developable properties. Spacing of about 600 feet between your project and Crista Lee Way will maintain an access option in the future for the development of the properties at 2930 & 2932 B1/2 Road. If adequate spacing is established now, an appropriate access location will fall at, or very near, the line between these properties. This alignment will also provide additional compliant access opposite each of these new streets (plus another opposite the next street to the west of your project. Long term planning requires proper spacing between these two streets along the south side of B1/2 Road. This spacing also best facilitates access from 2929½ and 2931 B1/2 Road to these local streets.

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 256-4047.

Sincerely,



Michael G. McDill, P.E.
City Engineer

C: Eric Hahn, Development Engineer
Pat Cecil, Development Services Supervisor

VE#27 02-LarsonResubm11-21