

# MEMORANDUM



*Date: December 4, 2002*

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

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

*Subj: Design Exception 28-02 Request to Maintain  
Existing Access on to Patterson Road*

*Please E-mail your comments no later than Friday  
December 6, if possible.*

*sn*



**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**

## **DESIGN EXCEPTION #DE28-02**

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Laura Lamberty, Development E.I.T.  
Pat Cecil, Development services Supervisor

From: Mike McDill, City Engineer

Date: November 16, 2002

RE: Request to Maintain Existing Access onto Patterson Road

### **DESCRIPTION OF THE SITUATION**

Applicant is planning to subdivide one lot into two at the above location. The proposal is to divide an existing lot that presently fronts on to Foresight Circle so that one (Lot 1) continues to front onto Foresight while the new lot (Lot 2) fronts onto Patterson. The current proposal includes an "Ingress and Egress Easement" through Lot 1 to provide secondary access to Lot 2. As the attached plan shows, one driveway currently exists along the north side of Patterson Road for the existing lot. There is a second driveway immediately adjacent to this property to the west and a third driveway to the Xcel substation just to the east of the property. The applicant proposes to close the Xcel drive and combine the other two into a right-in right-out access.

Section 3.2.2, *Provision for Access*, requires all primary access to "be on the lower order street." This standard expects that every new lot in a typical subdivision to front and access onto the development's internal street system. Otherwise most of the major residential developments would face their first row of lots onto the adjacent major street, which they are required to upgrade as a condition of development approval. Although this is only a two lot development, there is a lower order street available and access to it is limited only by property owner's choice of how to situate the first building. The more proper division should include a flag extension of Lot 2 up to Foresight Circle that would provide access and frontage on that street.

The applicant requests exception from Section 3.2.2., *Provision of Access*.

## **EXCEPTION CONSIDERATIONS**

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

This portion of Patterson Road is classified as a major arterial. It is the primary arterial street between the Interstate Highway 70 and I-70B and extends the full length of the city. This is easily the most heavily traveled east-west roadway in the valley.

Any access onto this stretch of Patterson Road will increase the potential for accidents and seriously affect the capacity of this critical link. Every time a vehicle slows to enter the proposed access, it will reduce the capacity of that lane and create the potential for a rear-end accident. An accident will close that lane for an hour or more. As per the attached e-mail from George Miller, all of these movements could take place on Foresight Circle with no affect at all on the major flow on Patterson Road.

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

The applicant provides the option of closing two of the three accesses in this area and making the remaining drive a "right-in, right-out" only access. The proposed design does not eliminate slowing in the outside lane of Patterson and can still allow illegal left turns in and out. The only way to minimize these potentials would be to provide a deceleration lane and a curbed median in Patterson. As George points out, even this will have a detrimental affect on Patterson capacity.

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

There is a similar access just to the east. This access presently allows left turns in from east bound Patterson. As traffic continues to increase on Patterson, the City will eventually be faced with the unpleasant task of closing, or at least further limiting this access.

### **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 3.2.2 to allow a driveway access onto Patterson Road. We should not be approving subdivisions that are sure to cause future problems when another option exists. If any approval is considered, it should include a deceleration lane and curbed median.

It appears there are options available to develop this site within the standards. If this site has too limited of access from Foresight Circle for this use, it may not be the best location for this type of business.

Recommended by: *Michael J. Miller*

Approved as Requested: \_\_\_\_\_

Denied:  \_\_\_\_\_

*[Signature]*

*[Signature]*

*Katherine M. Portner*

## REQUEST FOR TEDS EXCEPTION

**Project:** Pyramid Printing  
**Location:** 2527 Foresight Circle  
**Petitioner:** Rick Taggart  
1119 North 1<sup>st</sup>  
Grand Junction, CO 81501

November 11, 2002

**Representative:** David Smuin/HydroTerra, Inc.

**TO: CITY DEVELOPMENT ENGINEERING**

Per Chapter 14 of the City of Grand Junction Transportation Engineering Design Standards (TEDS), we are requesting a one-time, single-location, exception to the TEDS for a driveway on the above referenced project. During a General Meeting for this project on September 9, 2002 and at a subsequent meeting with City Community Development personnel on October 24, 2002 the issue of an access onto Patterson (F Road) for this project was discussed.

**The standard states that if a property has frontage on more than one street, then the primary access is to be located on the lower order street where possible (Section 3.2.2).**

**The section also states that additional access points may be allowed based on traffic safety considerations.**

In this instance, there is a simple subdivision in progress, which will divide an existing property into 2 lots. The north lot already has a building and no new development is proposed on that lot. The south lot is vacant, but will hopefully become the new location for Pyramid Printing after construction of a 20,000 ft<sup>2</sup> building. An ingress/egress easement is being dedicated on the simple subdivision plat, so that the south lot can also use the Foresight Circle access. The petitioner has in mind, for the north lot which fronts on Foresight Circle, to use the existing access point onto Foresight. For the south lot which fronts on Patterson, the existing access point on Patterson will be used as well as sharing the existing access on Foresight Circle.

The petitioner also proposes that, **for safety reasons**, the access point for the lot immediately adjacent to the west be reconfigured to provide restricted access to serve all three lots with Patterson frontage, (the Pyramid lot, the lot to the west, and the lot to the east belonging to Excel Energy), and at the same time eliminate not one but two Patterson access points. In this regard the petitioner will grant an easement across it's parking lot to Excel Energy, that would provide access to their lot. There is also an additional benefit from this proposal. If at sometime all access points off Patterson are eliminated, the City would not be faced with the problem of closing the one access, in Foresight Park, for a lot not having access from any other street (i.e. the Excel property).

Additionally with this proposal, the driveway spacing would be changed to meet TEDS 4.1.1. and TEDS 4.1.2 regarding spacing from adjacent and offset driveways and traffic safety would be enhanced by eliminating the cross traffic **conflicts** created by left turns (TEDS 3.2.3).

**RECEIVED**

NOV 15 2002

**COMMUNITY DEVELOPMENT  
DEPT**

The proposed project will not generate significant new traffic on Patterson. Pyramid Printing operates 2 shifts per day and operates on weekdays only. The business employs 44 people on the largest shift and customer traffic is light, less than 50 trips *per* day. Pickup and delivery is by UPS and other van sized vehicles at less than 5 trips per day. Additionally, workers on the largest shift arrive at 6:30 am and depart at 2:30 pm, so that they are not traveling Patterson during peak traffic times. The owner has agreed to require employees and delivery vehicles to use the Foresight access, but feels that it will be very detrimental to his business if his customers do not have access from Patterson. The unconventional road pattern within Foresight Commercial Park is very confusing and it is difficult for newcomers to find addresses inside the Park. The owner is aware that eventually all Patterson access points may be closed, but feels that at least for the first few years of operation it is very important that Pyramid Printing have a customer access on Patterson. This is the last undeveloped property with Patterson Road frontage between 25 Road and 25 ½ Road and it will not set an undue precedent for this parcel to be allowed to access Patterson based on the proposed access arrangement.

This is an infill project in an existing developed area. It is one of two remaining undeveloped lots between 24 Road and 1<sup>st</sup> Street along Patterson. Development of the last remaining lots are often subject to different and usually more stringent regulations than 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.

It seems that the exception to one provision of TEDS is more than outweighed by the several advantages presented by the proposal including the following:

1. **Combining 3 existing accesses into 1** and bringing the **driveway spacing into compliance with TEDS and City design standards.**
2. Improving the existing accesses and **restricting the turning** movements so that **traffic safety** and efficiency is increased.
3. Providing a cross-access corridor with three other properties, the one to the west, the one to the east, and the one to the north (TEDS 3.2.5).
4. Encouragement of an **infill project.**

**By granting this TEDS exception, the City can reduce the number of access points onto Patterson, improve the safety and function of the existing access and encourage the expansion of a healthy and viable local business.**

The existing and proposed accesses are shown on the attached drawings. Please consider this request for exception and let us know your decision at your earliest convenience.

Respectfully submitted,



David Smuin

Notes from  
Meeting



Rick Taggart  
245-7784  
Steve  
Lance  
George  
Mark  
H  
Dave Smaron  
(Lynette)  
242-4454

November 15, 2002

Mr. Kelly Arnold and Mr. Ron Lappi  
City Hall  
250 North 5th Street  
Grand Junction, Co. 81501

Dear Gentlemen

This is a letter that I do not enjoy writing, but after your efforts on our behalf to secure the Private Activity Bonds for the years 2002 and 2003, totaling approximately \$3.2mm, our project is now in serious jeopardy. I have included with this letter another letter and drawing that was sent to Mr. McDill requesting a one time exception to the TEDS standards.

Based on the meeting we had recently with Mr. McDill and Ms Lamberty I am fearful that this request will be denied. Obviously, an outcome of this nature would cause me to reconsider developing the property for the future home and growth of Pyramid Printing.

I would like to walk you through my concerns about the position the City Engineers have taken to date. As I understand it the TEDS regulations require that if a property fronts on 2 roads that the entrance be constructed on the less traveled road to take the traffic pressure off the major thoroughfare, in this case Patterson Rd. While in writing this makes sense, from a practical standpoint it does not work with this property.

The property as it is presently configured has a building on Foresight, and 2+ acres facing Patterson Road. If we were to construct a 20,000 sq' foot building as planned and presented to the engineers this building will face Patterson and will be signed the Pyramid Printing building. To a customer they will see the building on Patterson and will slow down expecting to enter a drive which will not be there. Several things may happen at this point, they may enter the wrong drive, they may slow down so much as to cause traffic congestion or an accident or they may give up and not visit our business to conduct business. None of these options are very appealing to me.

When this issue was raised in the meeting there were several responses. One was that the customer could turn right on Foresight just west of the property and travel between .25 and .5 miles, enter a parking lot for the other building on the other end of the property and then enter our parking lot. One of the other responses was that the City Engineers had to think long term, with the implication that I was not, and that eventually all the entrances to all businesses on Patterson would be eliminated. All of this is fine with one major exception; every business from First St. to the Mall has an entrance to Patterson with exception of the Moody building which is a corner lot with a 25 road entry. Several corner lots including the lot to our immediate east have both an entry on Patterson and the secondary road. As well the new retail strip malls (Re-Max) being developed also have access to Patterson generating a great deal more traffic than our commercial business.

As the issue was discussed further the rationale of the city engineers continued to be that we had a secondary road option. I would wholeheartedly agree with this if we were on a corner or if it were intuitive to our customers that they needed to wander about in Foresight Park to find us, but this is not the case. We would have to put signage on Patterson giving our customers directions on how to get to us. Again this would cause people to stop, read and cause a traffic issue. Even this unpalatable option assumes that the Board of Foresight Park would agree to this, which they may not given no other businesses have such signage.

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Grand Junction, CO 81501  
970.245.7784 TEL  
888.245.7784 TOLLFREE  
970.242.0725 FAX  
pyramid@pyramidprinting.com

November 15, 2002

Presently there are 2 cuts in the curb on this property and a third less than 50 feet to the west on the Thermo Electron property. Our recommendation, that is included with this letter, is to consolidate the cuts to one with right entry only and right exit only. We have spoken to the General Manager of Thermo Electron and he is agreeable to this solution. We would have to get Xcel Energy to also agree because one of the cuts is for their use, but I believe if we give them quality access to their right of way they will be fine. When this recommendation was discussed at the meeting the indication was to go ahead and ask, the engineers, however, doubted that they would approve it. This was after I stated that we would have our employees enter from Foresight and that our shift hours started at 6:30 am and ended at 2:30 pm. We would have a minimal effect on traffic with the off peak hours of travel. We have, on average, between 5 and 7 customers an hour that come to visit us, again a relatively minimal amount of traffic.

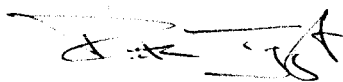
Subsequent to our recommendation the meeting took on what I consider to be a bizarre twist. The recommendation of the engineers was to conclude a cross access agreement with Thermo Electron and utilize their 20 feet wide driveway. I about came out of my chair, at this suggestion. We are recommending a safe right entry and exit solution and the same people that are concerned about our traffic impact give this input that we all agree is far more dangerous. To say the least I am mystified by the approach.

I would not write both of you unless I thought we were suggesting an exception that made sense not only for our business but the safety of our customers traveling to visit Pyramid Printing. Please keep in mind that many of these customers come from the resort towns of Western Colorado and Eastern Utah and we selected the Patterson site for this reason.

In conclusion I have not made a final decision on what to do if this request is denied, but I do not believe that I will go ahead without looking at all of the options available in the City and County. I made the decision to move the facility to grow our business and make our firm's location easy to our existing customers and attract new customers. I hope you will understand that I cannot back off these objectives.

Anything you can do to facilitate more quality discussions on this subject leading to a more equitable solution would be appreciated.

Sincerely,



Rick Taggart

cc: Mr. Michael Mc Dill and Ms. Laura Lamberty



**From:** Kathy Portner  
**To:** McDill, Mike  
**Date:** 12/9/02 11:36AM  
**Subject:** Re: Pyramid Printing TEDS Exception Request

I have reviewed the Pyramid Printing TEDS Exception and have the following comments:

1. The Patterson (F) Road Corridor Guidelines state that secondary street access is preferred for parcels with frontage on Patterson and other streets. The Guidelines also state that curb cuts and access points onto Patterson Road shall be limited and consolidated. Although the applicant is proposing to consolidate three accesses into one, the reality is that two of the three access points are currently not used or used very infrequently.
2. The site should be designed now to use the access onto Foresight Circle East, rather than designing it for a temporary access onto Patterson Road. Using the existing access to the west will only increase the traffic at that access point that will likely eventually have to be closed.
3. The site should be designed to provide an ingress/egress easement for the Xcel Energy substation property so that driveway access onto Patterson Road can also be eliminated.
4. The proposed exception does not meet the review criteria for a design exception because the exception would compromise safety by increasing traffic on an existing access point, and there is an alternative for access via Foresight Circle East.

I concur with Mike McDill's recommendation of denial.

>>> Mike McDill 12/05/02 02:11PM >>>  
Kathy,

Since Bob is not available this week, Mark and I hope that you will be able to review and comment on the above matter.

Hard copy of the packet for this request should be in Bob's office. If you cannot find it contact either Sandi Nimon or me and we will get a copy to you immediately.

Thanks for your help.

MIKE M.

**CC:** Blanchard, Bob; Moore, Tim; Nimon, Sandi; Relph, Mark

**TEDS Exception Application Comment (Transportation Engineering) 11-19-02  
2525 Foresight Cir. – Request to access to Patterson Rd.**

**Background:**

Applicant requests access to a higher order adjacent roadway, to ensure business success. This site currently has existing access to Foresight Cir. (at the north end of the Parcel), and has probable access easement to the northwest, also to Foresight Cir., as well as existing curb cuts to Patterson Ave. Current proposed use (non-retail printing) is described as very low volume, and typically non- peak hour in nature.

**Response:**

**Accident impacts to flow would be much more severe on Patterson than on Foresight, even with Patterson geometry improvements.** As this parcel fronts both Patterson and Foresight, TEDS dictates that site access be taken from the lower order road (see TEDS 3.2.2 and 3.2.4). In defense of this perspective, and its application in this case, Patterson currently carries about 28,000 vehicles per day, and serves as a Principal Arterial. Foresight volumes are estimated to be less than 2,000 vehicles per day. Any delay to Patterson flow would be massive, in comparison, to a Foresight delay with respect to service of the general populace of the City. Even a restricted movement (right-in right-out) access onto Patterson could still increase accident probability higher than a Foresight access point. Additionally, geometric movement restrictors, such as medians, can, in themselves, produce higher accident potential, when placed in isolated locations.

**“Indirect” site access will neither impair business success, nor unduly delay site related traffic.** There are numerous, successful, less accessible sites (such as Gene Taylor’s Sporting Goods) that do a thriving, higher volume business without the benefit of either direct access or high site visibility. Additionally, a Foresight approach route will add, at most 1,500 additional travel feet for the site’s staff, client, and support trips (and less if access was taken from Foresight to the west of the property).

**In conclusion, I don’t feel the expressed, perceived detriments described for this site, by taking access from Foresight, outweigh the potential detrimental impacts that could occur to Patterson flows.** As stated above, potential Patterson flow impacts far exceed those of Foresight, with the occurrence of any accident. Even the provision of restricted movement access, with a dedicated right turn lane and an adjacent median, do not guarantee an accident free condition, and an isolated median section, such as what would be required here, may even contribute to accident potential. Furthermore, the expressed threat to business success portrayed by a Foresight access route are not reflected by successful, indirectly accessed businesses elsewhere in the City. Additionally, Foresight access would, at most, add only a few seconds travel time to site arrival and departure times beyond those offered by Patterson access, and Foresight offers excellent connection to adjacent full movement access points, and adjacent signalized intersections, equal to, or perhaps superior to egress options offered by a direct Patterson link.

**From:** Rick Beaty  
**To:** Kathy Portner; Mark Relph  
**Date:** 12/10/02 12:29PM  
**Subject:** Re: Pyramid Printing TEDS Exception Request

The Pyramid project presents some concern over increased access and subsequent traffic flow considerations for Patterson Road.

The TEDS manual is clear that the goal is to move to consolidation of access points. The applicant states the plan to consolidate access points; however, the number and frequency of access points on Patterson will only serve to worsen the impact to traffic flow and increase safety concerns. There is an alternate access point from Foresight Circle East that I believe is the better alternative.

From a public safety perspective I am concerned that approval of this exception would increase the potential for accidents and therefore does not meet the criteria established for review.

I recommend denial of this exception.

Rickb

>>> Mark Relph 12/09/02 02:45PM >>>

Kathy: I agree with all of your points noted below. . . . , #1 answered one of the questions I had asked about previously.

Rick: We just need your comments to conclude this request and begin preparing the response.

Thanks, Mark.

>>> Kathy Portner 12/09/02 11:36AM >>>

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I concur with Mike McDill's recommendation of denial.

>>> Mike McDill 12/05/02 02:11PM >>>

Kathy,

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Hard copy of the packet for this request should be in Bob's office. If you cannot find it contact either Sandi Nimon or me and we will get a copy to you immediately.

Thanks for your help.

MIKE M.

**CC:** Bob Blanchard; Mike McDill; Sandi Nimon; Tim Moore



**City of Grand Junction**  
**Public Works Department**  
**250 North 5<sup>th</sup> Street**  
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December 12, 2002

Mr. Dave Smuin  
HydroTerra, Inc.  
4221 Purdy Mesa Rd.  
Whitewater, CO 81527

RE: TEDS Exception # 28 to Maintain Access to a Higher Order Street (Patterson Road)

Dear Dave;

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

At our meeting yesterday I believe it was agreed that you would pursue a joint access agreement with the property to the east of your project site. The City agreed to give consideration to a properly designed deceleration lane and/or converting the existing driveway to the west of your [project to a right turn exit only. I will be meeting with the responsible city staff members to evaluate the potential of this proposal within the next week and will let you know the outcome of that discussion as soon as it is finalized. I expect this to take place no later than December 20.

As I mentioned in that meeting, whatever you can do to optimize your frontage and access on to East Foresight Circle will improve the potential for an outcome that is mutually beneficial to you and the community.

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, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.  
City Engineer

C: Laura Lamberty, Development Engineer

\\deve-revw02\DE#28 02-2525Foresight12-12

**From:** George Miller  
**To:** McDill, Mike  
**Date:** 3/26/03 9:05AM  
**Subject:** Comments 1-20-03 Pyramid Printing 2525 Foresight Cir.Submittal

Mike, for response, you'd asked me to evaluate the right turn deceleration lane design of this submittal.

I'll respond with respect to current and proposed future TEDS standards for this type of lane. The plan shows that the decel taper to be approx. 30' long, and the decel/storage lane is approx. 90' long.

For a 40mph condition, current TEDS standards would require a 30:1 taper decel taper (360' long). The proposed TEDS standard would allow a taper length similar to that used for a left turn lane; 90' long. For both present and proposed standards, this use would probably only need a 50' long storage lane.

So, present standards would require a 360' long taper with a 50' storage lane. Proposed standards would require a 90' long taper also with a 50' storage lane.

This submittal details an access that has been discouraged previously, so, if I may, I'd like to comment on the proposal. I've attached the previously submitted comment on this issue (dated 11-19-02), and would also like to present that, according to current TEDS standard 6.2.8, unsignalized intersections on a principal arterial must be T intersections and spaced a minimum of 600' apart.

Additionally, I would wish to add that I believe it to be of utmost importance, in the interest of future Patterson traffic flow management, to diminish, not expand our access point quantity on this principal arterial.

Thanks, Mike. Please let me know if you need this submittal packet returned to you.

**CC:** Kliska, Jody