

DE02-03



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

January 15, 2003

Mr. Jim Gardner
LANDesign
244 N. 7th Street
Grand Junction, CO 81501

RE: TEDS Exception to Reduce Parking Lot Access Spacing at 1100 Independent

Dear Jim;

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: Laura Lamberty, Development Engineer (256-4155)
Pat Cecil, Development Services Supervisor



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 #DE02-03

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: January 6, 2003

RE: Request to Reduce Parking Lot Access Spacing at 1100 Independent

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a parking lot and access at the current frontage road location. The plan also includes a second access into the existing parking lot from Bogart Lane.

Section 4.1.1, *Spacing*, requires, "...access spacing shall be 150' or greater...." This application proposes to convert the access north of the building to a public street (Sam's Drive) and change the old frontage road to single access parking lot. These two accesses from Bogart lane are about 150 feet apart. The additional access to the existing parking lot is about 100 feet south of the new street.

I gave strong consideration to recommending that the access to the existing parking lot be eliminated in favor of a hammer-head turning space at the west end. However, it appears to me that most of the customer traffic will enter from the east side of the property. This west access will provide logical flow to the overflow parking in the new lot. Without this access, drivers who find the first parking lot full will have to exit all the way to I-70B before they have an opportunity to return to any parking option. An interior connection between the two lots would be preferred, but this seems to be precluded by the CDOT lease. It would also be difficult to accomplish due to grade differences.

The applicant requests exception from Section 4.1.1, *Spacing*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

These two driveways should only be used by patrons and employees of this business. There is the potential for some cut-through traffic to avoid the roundabout. This could be avoided by making the access to the main parking lot an "exit only." Otherwise, this arrangement is better than the current frontage road situation. Neither of these parking accesses cause left-turn conflicts with any other driveway.

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

The applicant considered the only three other reasonable alternatives. I agree that they would all be counterproductive.

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

No. This is a fairly unique situation due to the closure of the frontage road and street curvature of the new frontage road alignment.

4. Will the exception require CDOT or FHWA coordination?

CDOT will ultimately have to approve the parking lot design within their right-of-way.

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

This would be a one-time exception.

Staff Recommendation

I recommend approval of the requested Design Exceptions to Section 4.1.1 to allow the two parking lot accesses onto Bogart Lane, as requested at this location.

Recommended by: Michael G. ...

Approved as Requested:

Denied:

[Signature]
Kath E. Blackland
[Signature]

MEMORANDUM



Date: January 3, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant

*Subj: DE02-03 - Request to Reduce Parking Lot Access
Spacing at 1100 Independent*

*Please E-mail your comments to Mark Relph and
copy me no later than Friday January 10, 2003, if
possible.*

Sn

1/15/03 - I AGREE W/ STAFF'S RECOMMENDATIONS.

A handwritten signature in black ink, appearing to be "Mark Relph", written over the text "I AGREE W/ STAFF'S RECOMMENDATIONS."

December 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 4.1.1, Spacing
Golden Corral Parking Lot (In CDOT ROW)

Please accept this letter on behalf of the developer of Rimrock Marketplace, THF Belleville Development, L.P., for the proposed parking lot for Golden Corral in the CDOT ROW immediately south of the Golden Corral Restaurant located at 1100 Independent Avenue. This letter outlines the developer's request for a TEDS exception of the access spacing requirement as defined in Section 4.1.1 of the TEDS Manual.

In consideration for dedicating a portion of the existing property upon which the Golden Corral is located as public right-of-way for the construction of public improvements associated with Rimrock Marketplace, the developer agreed to design and construct a new parking lot as herein described. This agreement was contingent upon the owners of Golden Corral, LKB Corporation, obtaining a lease with the State of Colorado, for the land upon which the improvements would be constructed, specifically the area where the current frontage road (scheduled for elimination) is located. LKB Corporation has negotiated a draft lease agreement with the State and it appears that a final lease will be forthcoming, pending parking lot design review & approval by the City of Grand Junction.

Because of the uncertainty of obtaining CDOT approval and subsequent lease, as well as the timing of the Rimrock Marketplace development, it was agreed by all parties to design this parking area under separate application.

Existing Conditions:

- 1) During the design of Rimrock Marketplace, a number of public infrastructure improvements were required by the City, to include the construction of a round-about on Independent Avenue north of the current intersection of Independent Avenue and Highway 6&50. In order to effectively construct this round-about, a portion of Lot 2 of the Independent Center Subdivision (owned by LKB Corporation) needed to be dedicated as public right-of-way. The City reviewed and approved access changes to the existing Golden Corral parking lot located on this parcel. These changes included a west access drive to Bogart Lane.
- 2) As part of the proposed lease agreement with CDOT, all proposed parking improvements must lie within the CDOT right-of-way and may not straddle the property

line with Lot 2 in a significant manner. This stipulation is to protect CDOT from claims of economic damage in the event they were not to renew the lease at some time in the future. Additionally, all improvements must maintain a 20' separation distance from the back of curb on Highway 6&50.

3) The City Development Engineer has advised that access to the proposed parking lot will not be allowed from Independent Avenue due to the proximity to a signalized intersection.

Proposed Exception:

In order to meet the stipulations outlined above in Existing Conditions, it is necessary to provide access to the proposed parking lot from Bogart Lane, approximately 50' (centerline to centerline) south of the approved access to the existing Golden Corral parking lot (see attached site plan). This is less than the 150' separation proscribed in Section 4.1.1 of the TEDS Manual.

Alternatives Considered:

An analysis of alternative options identified the following options and conclusions:

- A) *Provide internal access from the existing Golden Corral parking lot to the proposed parking lot.* The CDOT stipulation that improvements be constructed within the CDOT ROW and not straddle the lot line with Golden Corral preclude this from consideration as it would result the inability to obtain a lease with CDOT.
- B) *Eliminate the access to Bogart Lane from the existing Golden Corral parking lot.* Elimination of this access would create a "box canyon" situation in the existing parking lot. This would create an adverse situation by requiring private vehicles and dumpster operators to back-up through the parking area for distances up to 200'. This would create an unacceptable hazard to pedestrians and vehicular traffic within the existing parking lot.
- C) *Do not construct the proposed parking area (no action):* LKB Corporation has stated that the mandated public improvements for Rimrock Marketplace have the potential for placing significant economic hardship on the Golden Corral if the additional parking is not provided. LKB Corporation has discussed the proposed parking area throughout the design review phase of the Rimrock Marketplace project. In the event LKB is able to execute a lease from CDOT for the land necessary to construct the parking lot and the project does not proceed, there is a potential for increased liability exposure.

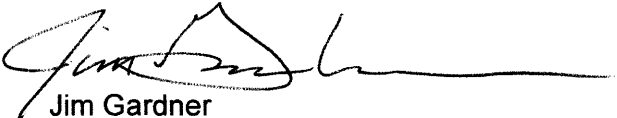
Exception Considerations:

In addition to the alternatives identified above, we reviewed the other considerations that must be addressed in the Design Exception Process. Safety is a paramount concern and the proposed layout presents the least adverse impact, within the constraints presented, of the action alternatives considered. There are numerous instances along the frontage roads on either side of Highway 6 & 50 where access to parking lots are less than the distances proscribed in Section 4.1.1. This request is a one-time exception based upon unique constraints and circumstances and would not warrant a manual revision. This exception does not require FHWA coordination. CDOT coordination is only necessary for the ground lease and is the responsibility of LKB Corporation.

Conclusion:

Within the constraints imposed by CDOT during the proposed lease review process, the constraints imposed by the City of Grand Junction for the existing Golden Corral parking area (via the Rimrock Marketplace) project and the desire of LKB Corporation to maximize accessible parking for Golden Corral, the proposed parking lot design presents the best engineering solution available. Therefore the developer respectfully requests the approval of the TEDS exception as outlined herein.

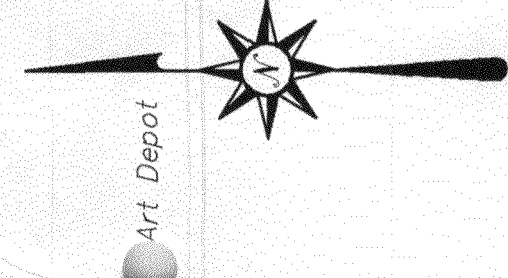
Sincerely,

A handwritten signature in black ink, appearing to read "Jim Gardner", with a long horizontal flourish extending to the right.

Jim Gardner
Sr. Project Manager

Attachment (1)

Cc: Michael Staenberg



Art Depot

FI 3" V-pipe

Curb Cut

Bogart Lane

CONSTRUCT NEW CURB, GUTTER AND SIDEWALK

WHEELCUT LINE

L=25.19' R=53.00'

N=40848.89 E=85632.23

N=40846.88 E=85625.92

N=40846.70 E=85644.56

N=40840.98 E=85653.17

N=40838.27 E=85655.98

N=40833.78 E=85648.12

L=3.15' R=2.00'

N=40816.87 E=85755.38

N=40814.42 E=85784.59

L=3.14' R=2.00'

N=40748.62 E=85822.37

N=40746.43 E=85825.08

N=40734.11 E=85814.51

N=40736.42 E=85848.16

L=3.14' R=2.00'

N=40748.62 E=85822.37

N=40746.43 E=85825.08

N=40734.11 E=85814.51

N=40736.42 E=85848.16

L=3.14' R=2.00'

N=40748.62 E=85822.37

N=40746.43 E=85825.08

N=40734.11 E=85814.51

N=40736.42 E=85848.16

Sam's Drive

Golden Corral Restaurant

5 Parking Spaces

7 Parking Spaces

12 Parking Spaces

5 Parking Spaces

6 Parking Spaces

21 Parking Spaces

6 Parking Spaces

5 Parking Spaces

8 Parking Spaces

Cross Access Easement

Sam's Drive

RECONSTRUCT A PORTION OF THE EXISTING SIDEWALK TO CONNECT TO NEW SIDEWALK ALONG SAM'S DRIVE

EXISTING CURB AND GUTTER TO BE REMOVED WITH RIMROCK MARKETPLACE CONSTRUCTION

NEW HANDICAP RAMP

TRAFFIC FLOW

EXISTING LANDSCAPING

EX C.G. & SW

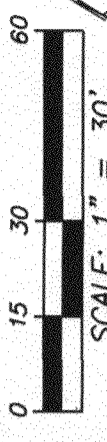
WHEELCUT LINE

EXISTING EOP

PROPOSED ROW

HIGHWAY 6 & 50
(Variable Width ROW)

Independent Avenue



Asphalt

7 Monolithic Curbside

Pay Phone

Canopy over Gas P

Conc Paving

