



**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

March 26, 2003

Mr. Eric Slivon  
Rolland Engineering  
405 Ridges Blvd., STE A  
Grand Junction, CO 81503

RE: TEDS Exception No. 08-03, to Reduce Access Spacing at The Cottages at the Commons

Dear Mr. Slivon;

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



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### **DESIGN EXCEPTION #DE08-03**

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Laura Lamberty, Development Engineer  
Pat Cecil, Development Services Supervisor

From: Mike McDill, City Engineer

Date: March 19, 2003

RE: Request to Reduce Access Spacing at The Cottages at the Commons

#### **DESCRIPTION OF THE SITUATION**

Applicant is planning to construct ten duplexes along Hermosa Avenue. These ten buildings will have five accesses. The easterly two accesses will be opposite each other. The remaining three accesses are staggered along Hermosa every 75 feet. This portion of Hermosa Avenue is designated as a Local Residential Street on the Grand Valley Circulation Plan. Section 4.1.1, *Spacing*, requires, "...access spacing shall be 150' or greater...." This criterion should continue to be seriously considered along all major streets (arterials and collectors).

Spacing along local streets is recommended to be reduced to only 50 feet in the proposed TEDS revisions.

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

## EXCEPTION CONSIDERATIONS

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

This plan will conform to the proposed new TEDS requirements. No significant safety issues should result in the requested locations.

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

No.

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

Yes. We have already approved other fifty foot separations, based on the anticipated revision.

**4. Will the exception require CDOT or FHWA coordination?**

No.

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

This would be in anticipation of the TEDS revisions.

**Staff Recommendation**

I recommend approval of the requested Design Exceptions to Section 4.1.1 to allow the three duplex accesses from Hermosa Avenue to be spaced approximately 75 feet apart, as long as they are designed to meet all other requirements of the TEDS.

Recommended by: Michael A. Wood

Approved as Requested:

Denied:

[Signature]  
Ralph B. Borchard  
[Signature]

# MEMORANDUM



*Date: March 19, 2003*

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

*From: Sandi Nimon, Sr. Administrative Assistant*

*Sandi N*

*Subj: DE08-03- Request to Reduce Access Spacing at the  
Cottages at the Commons.*

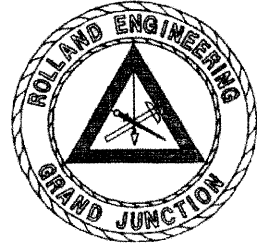
*Please E-mail your comments to Mark Relph and  
copy me no later than Friday, March 21, 2003, if  
possible.*

*Sn*

COPY

# ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A  
GRAND JUNCTION, COLORADO 81503  
Phone: (970) 243-8300 • Fax (970) 241-1273  
E-Mail: rolleng@attbi.com



March 10, 2003

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

RE: Cottages at the Commons  
Request for TEDS exception

Dear Mr. McDill,

The proposed Cottages at the Commons project is located on both sides of the 1/8 mile section of Hermosa Avenue just east of 15<sup>th</sup> Street. The project consists of 10 duplex residential buildings arranged in clusters so that there is only five access points. The proposed layout utilizes three existing access points on the north side of Hermosa and two access points, one existing and one relocated, on the south side of Hermosa Avenue. The accesses were approved in 2001 with construction drawings for "The Commons". The eastern most access points on the north and south side lines up across from each other (within 2.4 ft). The remaining two access points on the north side are spaced at 152 feet apart. The western access on the south side of Hermosa Avenue is to be relocated to exactly in the middle of the two on the north.

This arrangement creates a situation where Section 4.1.2 of the TEDS is not satisfied. Section 4.1.2. reads "... the center of accesses and intersections not in alignment shall be offset 150 feet or greater on all collector and commercial streets..." An exception is here by requested to allow the center of accesses and intersections spaced at 75 feet or greater on this section of Hermosa Avenue.

It should be noted that there is a pending update to TEDS that states "... the center of accesses and intersections not in alignment shall be offset a minimum of 50' on local commercial streets..." This pending update recognizes the need for a transition between the spacing requirements for residential streets and the current 150' spacing requirement for "local" commercial streets and in particular for accesses of this type that were approved in 2001.

Sincerely,  
ROLLAND Engineering

Eric S. Slivon, P.E. Number 36169

cc: Eric Hahn



**From:** Bob Blanchard  
**To:** Mark Relph; Rick Beaty  
**Date:** 3/20/03 2:27PM  
**Subject:** TEDS Exceptions

Item DE08-03, Cottages at the Commons.

I support Mike's recommendation for approval

Item DE07-03, 2561 G ½ Road

**CC:** Mike McDill; Sandi Nimon



**From:** Mike McDill  
**To:** Bob Blanchard; Mark Relph; Rick Beaty  
**Date:** 3/21/03 10:11AM  
**Subject:** Re: TEDS Exceptions

DE07-03

We have been operating on the concept that since ROW width is referenced in TEDs and we are planning to transfer those street cross-section to TEDS with the upcoming revisions, this would be a good avenue to address this proposal.

Staff has taken the liberty of customizing street sections both for CIP projects and development in the past without much review by management. Independent Avenue, 25 Road, G Road and D Road are all good examples of this.

The fence setback requirement is only found in the Standard Contract Documents and that standard does not provide for and justifiable modification. However, I am recommending to Don Newton, who manages those specifications, that he add verbiage to that standard providing engineering design of alternates to the sight distance requirements. This should create the discretion that the City Attorneys now say is now there. (I just thought of this in response to this e-mail).

Maybe this is not the proper way to address this proposal. If so, let me know what you suggest and we can go that way. I just thought this was a good way to give the applicant clear direction with which to continue through the design review process.

MIKE M.

>>> Bob Blanchard 03/20/03 03:58PM >>>

DE08-03 - Cottages and the Commons

I agree with Mike's recommendation of approval on this one.

DE07-03 - 2561 G ½ Road

I have a question before responding to this. My question pertains to the fact that Section 6.1.1 refers to the ROW width being dictated by the City Standard Street Details. Unless I misunderstood, in recent conversations with the review engineers and Mike regarding a misplaced fence, I understood them to say that there is no variance/exception procedure for Street Details. While I recognize that the details are a reference in the TEDS manual, and therefore it could be argued that they can go through the TEDS exception process. However, the message I got regarding the placement of the fence was that Street Details did not have a variance procedure. If this is accurate, the TEDS exception should not be approved and the TEDS manual should be clarified that any Standards referring to the Street Details are not eligible for the TEDS exception process.

**CC:** Sandi Nimon

**From:** Bob Blanchard  
**To:** Mark Relph; Mike McDill; Rick Beaty  
**Date:** 3/21/03 10:27AM  
**Subject:** Re: TEDS Exceptions

Perhaps since City staff takes the liberty to "customize" street sections we do need some process to allow developers and their representatives to do the same. However, I would also assume that our preference is for standard street sections throughout the community unless there are very specific situations that are unique to some project - I am also a rabid believer that the City should follow our own regulations.

Mark - I'm interested in your take on this issue. If we need to meet, I'll make some time on Monday or Tuesday. I'm out for 10 days starting next Wednesday so it would be helpful to get this issue resolved before then to avoid Kathy having to pick up this discussion in the middle.

Mike - thanks for the response and explanation.

>>> Mike McDill 03/21/03 10:11AM >>>  
DE07-03

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**From:** Rick Beaty  
**To:** Bob Blanchard; Mark Relph  
**Date:** 3/21/03 3:59PM  
**Subject:** Re: TEDS Exceptions

I also support the recommendation.

Rickb

>>> Bob Blanchard 03/20/03 02:27PM >>>

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**CC:** Mike McDill; Sandi Nimon