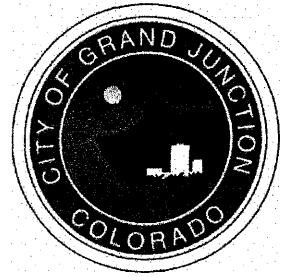


MEMORANDUM



Date: May 7, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant

Sandi

*Subj: DE1703- Request to Eliminate Required Temporary
Turnaround Easement on Civic Lane*

*Please make your comments on the above design
exception no later than Wednesday, May 14, 2003.
I would appreciate it!*

Sn



City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

DESIGN EXCEPTION #DE17-03

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer
Pat Cecil, Development services Supervisor

From: Mike McDill, City Engineer

Date: May 12, 2003

RE: Request to Eliminate Required Temporary Turnaround Easement on Civic Lane

DESCRIPTION OF THE SITUATION

Applicant is planning to develop 58 new residential lots on 13.57 acres located south of Fall Valley Way and about 600 feet east of 25 ½ Road. The attached aerial photo illustrates the location of the project. The proposal includes Civic Lane which extends about 230 feet west from proposed Saffron Way to the east edge of the Cumulus Radio Tower site. There are proposed to be at least four new lots that will access exclusively onto Civic Lane.

Section 5.1.3, *Cul-de-Sacs and Dead End Streets*, states, "if any lots in the subdivision are dependent upon the dead end street for access, the plat shall include a temporary turnaround easement at the terminus of the street."

The applicant requests exception from the last sentence of Section 5.1.3, *Cul-de-Sacs and Dead End Streets*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

TEDS does not require, and we do not recommend, the actual construction of any provisions for temporary turnarounds. The curb, gutter, sidewalk and pavement should always be constructed as a stub into the next property to make it clear to all future property owners that the street will, in fact, eventually be extended. However, the legal right should be provided for a driver to go beyond the back of the sidewalk, if need be, to avoid backing down this street and into Saffron Way. With no ability to turnaround, everything from family SUV's to trash trucks and moving vans will be backing down this street into Saffron Way.

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

The application says that numerous alternatives were considered, but none were provided as part of this presentation. The request indicates an inability to negotiate with the Cumulus property owner to place this turnaround on that property. I would suggest that a note be put in the file for the Cumulus property that their next planning clearance includes either connecting the two stub streets or providing a physical turnaround for both, with the appropriate dedications. It also seems to me that there should be some way to connect the north end of Silverado Drive to Civic Lane to eliminate the need for this dead end.

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

There are many streets in Grand Junction that are signed as "NO OUTLET." Most of these streets provide no means to turnaround at the end. This new development does not seem to me to be a unique situation that would necessitate a variation from TEDS.

4. Will the exception require CDOT or FHWA coordination?

No, if it is approved.

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 Exception to Section 5.1.3 to allow a 230-foot long dead end street without a temporary turnaround easement. It appears there are options available to develop this site within the standards.

Recommended by: *Michael S. McCall*

Approved as Requested: _____

Denied: X

Tom Moa

Reid Burt

Katherine M. Portier



City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

May 30, 2003

Mr. Ted Ciavonne
Ciavonne & Associates
844 Grand Avenue
Grand Junction, CO 81501

RE: TEDS Exception No. 17-03 to Eliminate Temporary Turnaround Easement on Civic Lane

Dear Ted;

Please find attached the committee's decision on the above request. The Committee agreed that it is important to maintain the ability to turn traffic around at the end of this 230-foot long street until it is continued into the next property. There appear to be layout alternatives available to either provide the turnaround or shorten the dead-end street.

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,

Michael G. McDill, P.E.
City Engineer

C: Eric Hahn, Development Engineer (244-1443)
Pat Cecil, Development Services Supervisor

Mike,

As long as the Fire Dept. is comfortable with this lot layout, I think this Exception should be granted. The applicant points out that, in TEDS, cul-de-sac lengths are measured from the intersecting centerline, while shared driveways are measured from the flow line of the intersecting street. It may be a good idea for us to discuss this issue with "The Group" and determine whether we need to clarify the specific requirements for dead-end stub streets.

ERIC

TED CAVONNE
241-0745
844 GRAND AVE.
GT, CO 81501

PROPOSED EXCEPTION TO TEDS
Fuoco Subdivision
Civic Lane

- We are requesting a TEDS Exception for Chapter 5, Section 5.1.3, specifically the last paragraph which requires a temporary turnaround on a street designed to connect to a future street.
- The proposed street in question is Civic Lane within the Fuoco Subdivision Plat. Civic Lane is the best solution to a requirement of street connectivity to the adjacent property (a communications tower site owned by Cumulus Wireless Services, Inc.). We have considered numerous alternatives to this particular location for Civic Lane, none of which provide the planning efficiency for this property, the CWS property, and the existing stub street connections from the Fall Valley Subdivision to both of these properties. We considered, and subsequently discarded, making Civic Lane a cul-de-sac, an auto-court, and a turnout with flag lots. We contacted representatives of CWS, Inc. for an easement to construct a turnaround on their property, but have not been successful at weaving our way through their corporate layers.
- We are proposing that Civic Lane be constructed for its' potential future connection, but without the requirement of temporary turnarounds that will encumber, and render unusable, residential lots for many years to come. With the adjacent property being a licensed communications tower, it may be a long time before these encumbrances could be abandoned. Similar stub streets, without temporary turnarounds, occur in two of the subdivisions abutting this project (to the north and to the west); and prior to recent adjacent development, similar occurrences were present in Paradise Hills and the Ridges.
- We see no impacts to this one-time exception to the requirement for a turnaround. Civic Lane is approximately 230' long from the centerline of Saffron Way to the property line (the measurement for cul-de-sacs), but is approximately 145' long from the flow line of Saffron Way to the farthest garage driveways (the measurement for shared driveways). We have met with the Fire Department (Norm Noble and Hank Masterson) and understand them to be accepting of the proposed Exception; they do not consider Civic Lane (as designed) as a compromise to safety; they saw no purpose in encumbering two lots with a temporary turnaround.

We request your approval of Civic Lane, providing for future connectivity, but without a temporary turnaround.

From: Mike McDill
To: Bob Blanchard; Mark Relph; Rick Beaty
Date: 5/14/03 10:28AM
Subject: Re: TEDS Exception DE1703 - Temporary Turnaround Easement on Civic Lane

I should have labeled that turnaround easement as my addition to the drawing. I drew it on there to show where it would normally be and the impact it would have on the proposed lot layout.

Thanks for bringing that up, Bob.

MIKE M.

>>> Bob Blanchard 05/13/03 05:32PM >>>

I think that without any alternatives shown that indicate they can't meet the requirement, that this should either be denied or held in abeyance.

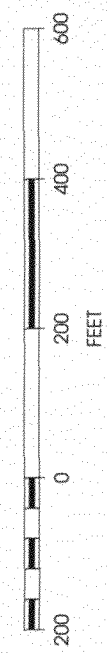
Also, the drawing included in the packet indicates that the temporary turnaround could be done on this property. This could also be an option with either smaller lots where the turnaround occurs or delaying the development of these lots until the turnaround is no longer needed.

Rick.....is the reference to conversations with Norm and Hank accurate?

CC: Sandi Nimon



SCALE 1 : 3,001



From: Kathy Portner
To: Beaty, Rick; McDill, Mike; Relph, Mark
Date: 5/29/03 12:04PM
Subject: TEDS exceptions

At Mike's request I reviewed two additional TEDS exceptions. Mike thought Bob had reviewed them, but he could not find Bob's recommendation.

1. DE14-03--I agree with the recommendation to approve the exception for parking lot dimensions for the proposed parking garage. It makes sense to maximize the use of an infill site. We should pursue the modification to TEDS as recommended by Public Works.

2. DE17-03--There is an e-mail from Bob attached to this request indicating his inclination for denial. I agree with that recommendation based on the fact that the developer could meet the standard on-site, even if that means decreasing the size of some lots, or even losing some lots until such time the road goes through.

CC: Blanchard, Bob; Nimon, Sandi

From: Rick Beaty
To: Mike McDill
Date: 5/28/03 3:56PM
Subject: TEDS Exceptions

Mike:

I concur with your recommendations on #14 and #17.

Rickb