



**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

June 11, 2003

Mr. Chris Darnell  
LANDesign  
244 N. 7<sup>th</sup> Street  
Grand Junction, CO 81501

RE: TEDS Exception No. 18-03, for Intersection Spacing at Monarch glen Subdivision, 626  
30 Road

Dear Chris;

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 cursive script, 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

VE#18-03 Monarch06-11



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**DESIGN EXCEPTION #DE18-03**

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: May 20, 2003  
RE: Exception for Intersection Spacing at Monarch Glen Subdivision, 626 30 Road

***DESCRIPTION OF THE SITUATION***

Applicant is planning to construct a 65 lot subdivision at the above location. They are proposing to construct three loop-lane accesses along the north side of their proposed Milburn Drive. Locations for these loop-lane accesses are constrained by the location of Starlight Drive on the south side of Milburn Drive and their proposed Imperial Lane on the north side. Section 4.1.2, *Offsets*, requires that access either be opposite each other or be separated by at least 150 feet. Section 4.1.1, *Spacing*, requires that accesses be separated by at least 150 feet, centerline to centerline.

The applicant requests exception from Section 4.1.2, *Offsets*. They will also need an exception to Section 4.1.1, *Spacing*.

## **EXCEPTION CONSIDERATIONS**

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

Milburn Drive is designated as a Residential Collector Street on the Grand Valley Circulation Plan. Except for their extra width, Residential Collectors have all of the same geometric criteria as Residential Streets. This being the case, access spacing should also be the same. The proposed revisions to TEDS will allow spacing and offsets as short as 50 feet. All of these spacings that are less than 150 feet are longer than 50 feet. Therefore there should be no compromise of safety for any of these locations.

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

Laura points out that there could be minor lot line adjustments to make all but one of these intersections meet the 150 foot requirement. However, if they will meet the proposed spacing there does not seem to be any justification for requiring any additional engineering.

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

We have approved a number of other situations with spacing less than 150 feet but more than 50 feet..

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

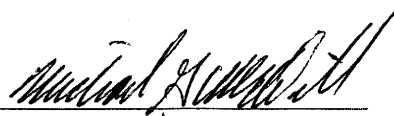
No.

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

This anticipates the propose revision of this section of TEDS.



**Staff Recommendation**

I recommend approval of the requested Design Exceptions to Sections 4.1.1, *Spacing* and 4.1.2, *Offsets*, to allow a reduced spacing between the proposed and existing intersections.

Recommended by: 

Approved as Requested:

Denied:           

  
Kath E Blawie  


May 12, 2003

Mike McDill, City Engineer  
City of Grand Junction  
Public Works and Utilities  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501

**RE: Traffic Engineering Design Standards (TEDS) Exception Request  
Section 4.1.1, Access Locations - Spacing  
Monarch Glen Subdivision – 626 30 Road**

Dear Mike:

Please accept this letter on behalf of the developer, *EDKA Land Company, LLC*, for the proposed residential subdivision known as Monarch Glen located near 30 and F Roads. This letter outlines the developer's request for a TEDS exception to the 'Access Locations - Spacing' defined in Section 4.1.1 of the TEDS manual.

## **Background**

The developer recently submitted a Preliminary Plan application for a 65 lot single-family residential subdivision. Attached as Exhibit 1 is the preliminary plan showing the site layout as proposed. The first round of review comments received from City staff indicates the requirement for a TEDS exception for spacing between the eastern lane of King's Glen Loop and Imperial Lane. In addition, further conversation with City staff resulted in the requirement for an exception for the spacing between both lanes of Regal Glen Loop and Starlight Drive as well as between the western lane of Regal Glen Loop and Imperial Lane.

## **Proposed Exception**

As a result of City staff requirements, the developer is requesting a TEDS exception to the 'Access Locations - Spacing' defined in Section 4.1.1 of the

TEDS manual. As shown on Exhibit 1, the following intersection centerline spacings are proposed:

east King's Glen Loop – Imperial Lane	138.49'
<del>west</del> Regal Glen Loop – Imperial Lane	149.26'
<del>west</del> Regal Glen Loop – Starlight Drive	146.33'
east Regal Glen Loop – Starlight Drive	61.33'

The developer is requesting the above spacings in lieu of the 150 feet required by TEDS.

### **Alternatives Considered**

Obviously, several alternatives are available for layout of the proposed development. Following is a listing of alternatives as well as some items to consider for each.

#### **Alternative #1 – Loop lanes with access spacing < 150 feet.**

- The developer would like to construct the loop lanes as proposed in Exhibit 1 in order to offer a unique and different layout style for the development that is not found in many developments in Grand Junction. The loop lanes as proposed do indeed meet City geometric standards for loop lanes as well as City Fire Department regulations.
- Each loop lane contains only seven residences. Although the loop lanes will be public streets, they are more a shared driveway for the seven residences rather than a full-scale residential street. Through traffic on the loop lanes will be very minimal. As a result, the loop lanes will not have the vehicle traffic volumes that full-scale residential streets have, and turning movement conflicts on Milburn Drive will be minimal.
- Due to the requirement by City staff to design internal street connections to Milburn Drive, Starlight Drive (north), and Starlight Drive (south) in addition to the main access from 30 Road, the layout of the development has only this option available that can utilize loop lanes and maintain the number of lots necessary to make this development economically viable.

**Alternative #2 – Cul-de-sacs with access spacing > 150 feet.**

- This alternative would require standard cul-de-sacs in lieu of the loop lanes for King's Glen Loop and Monarch Glen Loop in order to maintain the number of lots necessary to make this development economically viable. A standard cul-de-sac in lieu of Regal Glen Loop would still not meet the 150' access spacing with Starlight Drive.

**Alternative #3 – Eliminate internal connection to south Starlight Drive**

- Since staff required this street connection, this alternative is not likely to be supported by staff and may not be approved by Planning Commission.
- This alternative would allow both lanes of Regal Glen Loop to meet the 150' minimum access spacing, but the spacing from Imperial Lane to west Regal Glen Loop and from Imperial Lane to east King's Glen Loop would still be less than 150' if loop lanes are constructed.
- This alternative would allow all streets to meet the 150' minimum access spacing if cul-de-sacs are constructed. However, the developer would like to construct the loop lanes in order to offer a unique and different layout style for the development that is not found in many developments in Grand Junction.

**Proposed Design**

The requested design is Alternative #1 as discussed above and as shown on Exhibit 1.

**Impacts of Change**

Granting this exception request and constructing the development with the access spacings as requested is not anticipated to have adverse impacts to traffic flow and public safety.

### Exception Considerations

According to the Design Exception Process flowchart, several items must be considered by staff in review of the exception request. Some of the items are discussed below.

- If granted, will the exception compromise safety?  
*Due to the relatively low volumes of traffic utilizing the loop lanes, safety will not be compromised if the exception is granted.*
- Have other alternatives been considered that would meet current standards?  
*Yes, other alternatives are discussed above.*
- Will the exception require CDOT or FHWA coordination?  
*No coordination is required with CDOT or FHWA.*

Hopefully this information provides you adequate information to review and consider this TEDS exception request. Please do not hesitate to contact me if you need additional information.

Sincerely,



Chris Darnell, PE  
Engineering Manager



# Memorandum

**To:** Mike McDill  
**CC:** Pat Cecil  
**From:** Laura C. Lamberty  
**Date:** May 15, 2003  
**Re:** Monarch Glen –Loop Lane Spacing with Local Residential Streets

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Proposed TEDS exception requests waiver from spacing requirements for four separate instances of loop lanes developed with 7 single family residential lots facing the loop lane. Loop lane is designed for two-way traffic and is in conformance with Chapter 13 of TEDS.

Given the area served by Milburn, I would expect the volumes on Milburn to be near the upper end of the local road section capacity. The loop lane volumes would be 7 vph in the peak hour. I would expect most traffic from the loop lanes to be from or to 30 Road, with little traffic originating from or going to Starlight or further east down Milburn.

1. East King's Glen Loop to Imperial Lane (138.49') While this is 11.5' short of our standard, the spacing could be improved by adjusting lot lines slightly and gain perhaps 5' – 7' and still meet lot size requirements. Leaving as-is would not produce conflicting movements.
2. West Regal Glen Loop to Imperial Lane - This is marginally (less than 1') from our standard. Adjustment of this would make other situations worse, and I think exception should be granted.
3. West Regal Glen Loop to Starlight Drive - This is marginally (less than 5') from our standard. Adjustment of these would make other situations worse, and I think exception should be granted.
4. East Regal Glen Loop to Starlight Drive – This is by far the worst spacing situation of the situations presented. I think a revised site layout could solve the problem.

The analysis of the alternatives considered does not really present the option of truly revising the site layout and not pulling lots a little this way and that.



PRELIMINARY PLAN

MONARCH GLEN SUBDIVISION

LANDesign

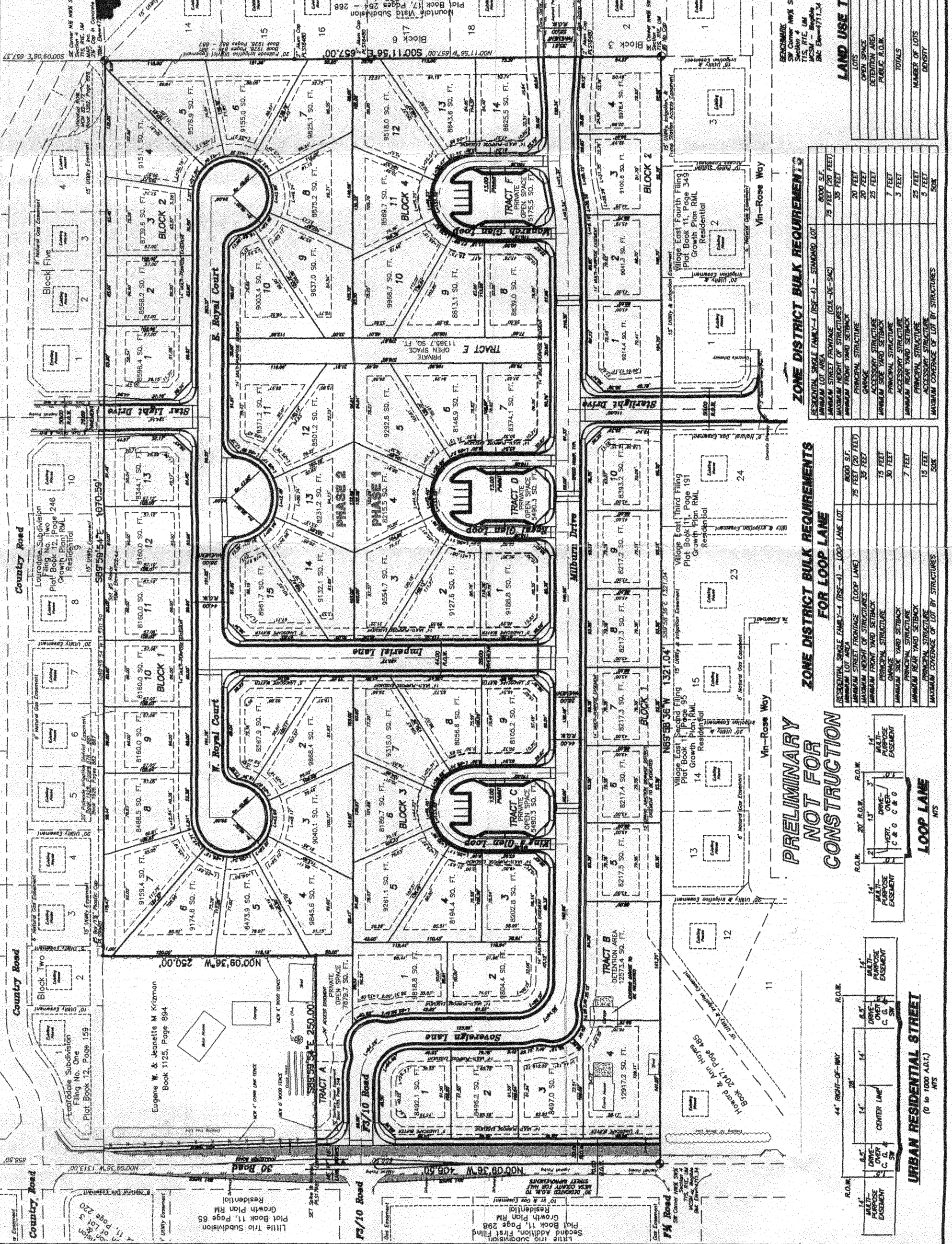
ENGINEERS SURVEYORS PLANNERS  
244 NORTH 7TH STREET  
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

PROJECT NO. 203003 FILE NAME: 203003-prelim-siteplan

DATE: 02/13/03

DRAWN: CJM CHK'D: BCH

DATE: NO. REVISION:



**LAND USE TABLE**

LOTS	11,502 AC. ZONING
OPEN SPACE	0.817 AC. 4,408
DETENTION AREA	0.288 AC. 1,538
PUBLIC R.O.M.	3.877 AC. 20,982
TOTALS	18,479 AC. 1,008
NUMBER OF LOTS	68
DENSITY	3.51 UNITS PER ACRE

**ZONE DISTRICT BULK REQUIREMENTS**

RESIDENTIAL SINGLE FAMILY-4 (RSF-4) - STANDED LOT	8000 S.F.
MINIMUM LOT AREA	75 FEET (20 FEET)
MINIMUM STREET FRONTAGE (CLL-DE-SAC)	35 FEET
MINIMUM FRONT YARD SETBACK	20 FEET
PRINCIPAL STRUCTURE	25 FEET
ACCESSORY STRUCTURE	7 FEET
MINIMUM REAR YARD SETBACK	3 FEET
MINIMUM FRONT YARD SETBACK	25 FEET
MINIMUM REAR YARD SETBACK	5 FEET
MINIMUM COVER AGE OF LOT BY STRUCTURES	50%

**ZONE DISTRICT BULK REQUIREMENTS FOR LOOP LANE**

RESIDENTIAL SINGLE FAMILY-4 (RSF-4) - LOOP LANE LOT	8000 S.F.
MINIMUM LOT AREA	75 FEET (20 FEET)
MINIMUM STREET FRONTAGE (LOOP LANE)	35 FEET
MINIMUM FRONT YARD SETBACK	15 FEET
PRINCIPAL STRUCTURE	30 FEET
ACCESSORY STRUCTURE	7 FEET
MINIMUM REAR YARD SETBACK	15 FEET
MINIMUM COVER AGE OF LOT BY STRUCTURES	50%

PRELIMINARY NOT FOR CONSTRUCTION

**LOOP LANE MTS**

R.O.W.	20' R.O.W.	R.O.M.	14'
DRIVE OVER C & G	13'	13'	MULTI-PURPOSE OVER EASEMENT C & G & C
MULTI-PURPOSE EASEMENT	14'	14'	MULTI-PURPOSE EASEMENT

**URBAN RESIDENTIAL STREET (to 1000 A.D.T.) MTS**

R.O.W.	44' RIGHT-OF-WAY	14'	14'
DRIVE OVER C & G	8.5'	8.5'	DRIVE OVER EASEMENT C & G & C
MULTI-PURPOSE EASEMENT	14'	14'	MULTI-PURPOSE EASEMENT

DevRev 30 Rd 626 TEDS Exception App 5-21-03 Miller

Exception is for a waiver for current TEDS access spacing for a residential street. The points in question deal with spacing between the intersections of King's Glen Loop and Imperial Ln, and between Regal Glen Loop and Starlight Dr, with each pair being within 150' of its adjacent access.

There is no concern with this issue. Currently the access spacing requirement is being lowered to 50' for residential streets, and I see no related safety issue for these intersections.

**From:** Rick Beaty  
**To:** Sandi Nimon  
**Date:** 6/9/03 9:10AM  
**Subject:** Re: DE21-03

Sandi -- I was out on vacation last week. I concur with Mike's recommendations on all three of the outstanding exceptions.

>>> Sandi Nimon 06/04/03 11:26AM >>>  
Gentlemen,

I will be placing Design Exception 21-03 (Access Spacing for 2321 Logos Drive) in your boxes for your review. If you can get the comments to me by Friday, it would be appreciated.

Rick, DE Exceptions 18, 19, and 20 are still outstanding and we need to get them out as quickly as possible. Could you please send your comments today, if you can.

Thanks you.

Sandi

**From:** Tim Moore  
**To:** Beaty, Rick; Portner, Kathy  
**Date:** 5/29/03 3:31PM  
**Subject:** Re: Design Exceptions

I have reviewed the three design exceptions for Mark and have the following comments:

Design Exception #DE 18-03- recommend approval based on the proposed TEDS change addressing the minimum spacing requirements.

Design Exception #DE-19-03--Recommend approval and agree that any shared access be formally dedicated at this time.

Design Exception #DE-20-03- Recommend Approval understanding the requirement will be reviewed for a modification to TEDS.

>>> Kathy Portner 05/28/03 10:05AM >>>

I am reviewing three design exceptions for Bob. My comments are as follows:

Design Exception #DE 18-03--Recommend approval based on the classifications of the streets and the proposed change to TEDS.

Design Exception #DE-19-03--Recommend approval since there is not currently an alternative to provide access to this property that will meet TEDS. The approval should be conditioned on the shared access easement being dedicated. The approval should also indicate that future access will likely be from a single access point opposite the entrance to the old Country General store.

Design Exception #DE-20-03--Recommend approval. Strongly recommend the revision to TEDS to allow garages along alleys to be placed in accordance with the zoning setbacks.

**CC:** Blanchard, Bob; McDill, Mike; Nimon, Sandi; Relph, Mark