



**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. 19-03, to Reduce Access Spacing at 519 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,

Michael G. McDill, P.E.  
City Engineer

C: Rick Dorris, Development Engineer (256-4034)  
Pat Cecil, Development Services Supervisor

VE#19-03 519 30Rd06-11



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**DESIGN EXCEPTION #DE19-03**

To: Mark Relph, Director of Public Works & Utilities  
Thru: Tim Moore, Public Works Manager  
Copy to: Rick Dorris, Development Engineer  
Pat Cecil, Development Services Supervisor  
From: Mike McDill, City Engineer  
Date: May 20, 2003  
RE: Exception from Access Spacing for 519 30 Road

***DESCRIPTION OF THE SITUATION***

Applicant is planning to construct a retail store at the above location. They are proposing to construct a single driveway along the east side of 30 Road at the south edge of the property. Access to this site is constrained by the location of a driveway immediately to the north and another 55 feet to the south of this property. There are also at least two drives on the east side of 30 Road within the frontage of this property. Section 4.1.1, *Spacing*, requires that accesses be separated by at least 150 feet. Section 4.1.2, *Offsets*, requires that accesses either be opposite each other or be separated by at least 300 feet along arterial streets.

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



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## **EXCEPTION CONSIDERATIONS**

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

This portion of 30 Road is classified as a Minor Arterial. Traffic on this street will continue to grow as development and re-development occur in the area.

The location and proposal to include a common access easement to the north make this a viable solution. Its location can be opposite a future shared access into the vacant property across the street. Extending the common access easement through the parking lot along the south edge of the property will also provide access to other future developments to the south. Eventually, all of these properties may have a single access point opposite the entrance into the old Country General property. Until then this proposal, with the additional common access along the south edge, is probably the best solution for the area.

It will be no more dangerous than the current situation and should set the ground work for safer development in the future.

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

The applicant provides no other alternatives. There are definitely no others that will comply with TEDS.

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

The city has made efforts all around town to consolidate accesses along arterial streets.

**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.

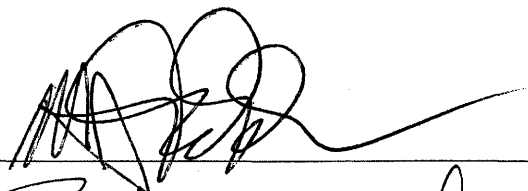
**Staff Recommendation**

I recommend approval of the requested Design Exceptions to Sections 4.1.1 & 4.1.2 to allow a reduced spacing between the proposed and existing driveways at the above location.

Recommended by: Michael J. McCall

Approved as Requested:

Denied:

  
Ralph E. Blanchard  
Ralph E. Blanchard

May 15, 2003

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

*Mike, I support  
this as long as they  
dedicate cross access  
easements for adjoining  
parcels.*

*TRUCK*

**RE: Traffic Engineering Design Standards (TEDS) Exception Request  
Section 4.1.1, Access Locations - Spacing  
519 30 Road**

Dear Mike:

Please accept this letter on behalf of the developer, *Western Development and Investments, Inc.*, for the proposed project located at 519 30 Road. 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 attended a general meeting with City staff on January 5, 2003 for a site plan application for a Family Dollar retail store. Family Dollar is a national discount retail store chain that carries general household goods. The retail store would be located on the property addressed as 519 30 Road. The northern portion of the property presently has a single-family residence, while the southern portion is vacant. The residence would be removed entirely in order to construct the retail store. Exhibit 1 shows a preliminary site layout for the retail store.

## Proposed Exception

As a result of the general meeting, City staff is requiring a TEDS exception for access spacing due to the fact that an access *cannot be constructed to the property without violating the 150' spacing requirement of TEDS Section 4.1.1.* The driveway access for the property immediately to the north (a residence) is immediately adjacent to the north property line of the Family Dollar site. The driveway access for the property to the south is approximately 55' south of the south property line of the Family Dollar site. Given that the Family Dollar

property is approximately 200' from north to south, it is simply not possible to construct a new access to the site without being within 150' of an existing access. Many accesses are necessary along 30 Road in this area because the parcels are relatively small.

### **Alternatives Considered**

As a result of the fact that an access cannot be constructed to the property without violating the 150' spacing requirement of TEDS Section 4.1.1, there is really only one design alternative for the proposed development (other than to abandon the project entirely). That alternative is to have one access point to the property. In addition to developing the site with one access, the development can provide future access (if needed) to the adjacent properties to the north and south via an access easement as shown in Exhibit 1. This access easement was requested by City staff at the general meeting.

### **Proposed Design**

The requested access configuration is discussed above and is shown in Exhibit 1. Please be aware that the on-site layout shown in Exhibit 1 is preliminary only as far as parking stalls, landscaping, and drive isles.

### **Impacts of Change**

Granting this exception request is not anticipated to have adverse impacts on traffic flow or 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?  
*Safety will not be compromised if the exception is granted.*
- Have other alternatives been considered that would meet current standards?  
*There is not an alternative available that will meet TEDS 4.1.1.*

- Has the proposed design been used in other areas - locally, state or national? Have examples, including data, been provided?

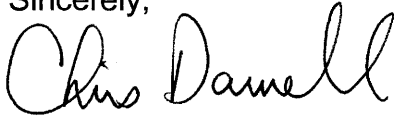
*There are many existing similar small, retail businesses in Grand Junction that have accesses that do not comply with TEDS 4.1.1.*

- 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 feel free to contact me if you need additional information.

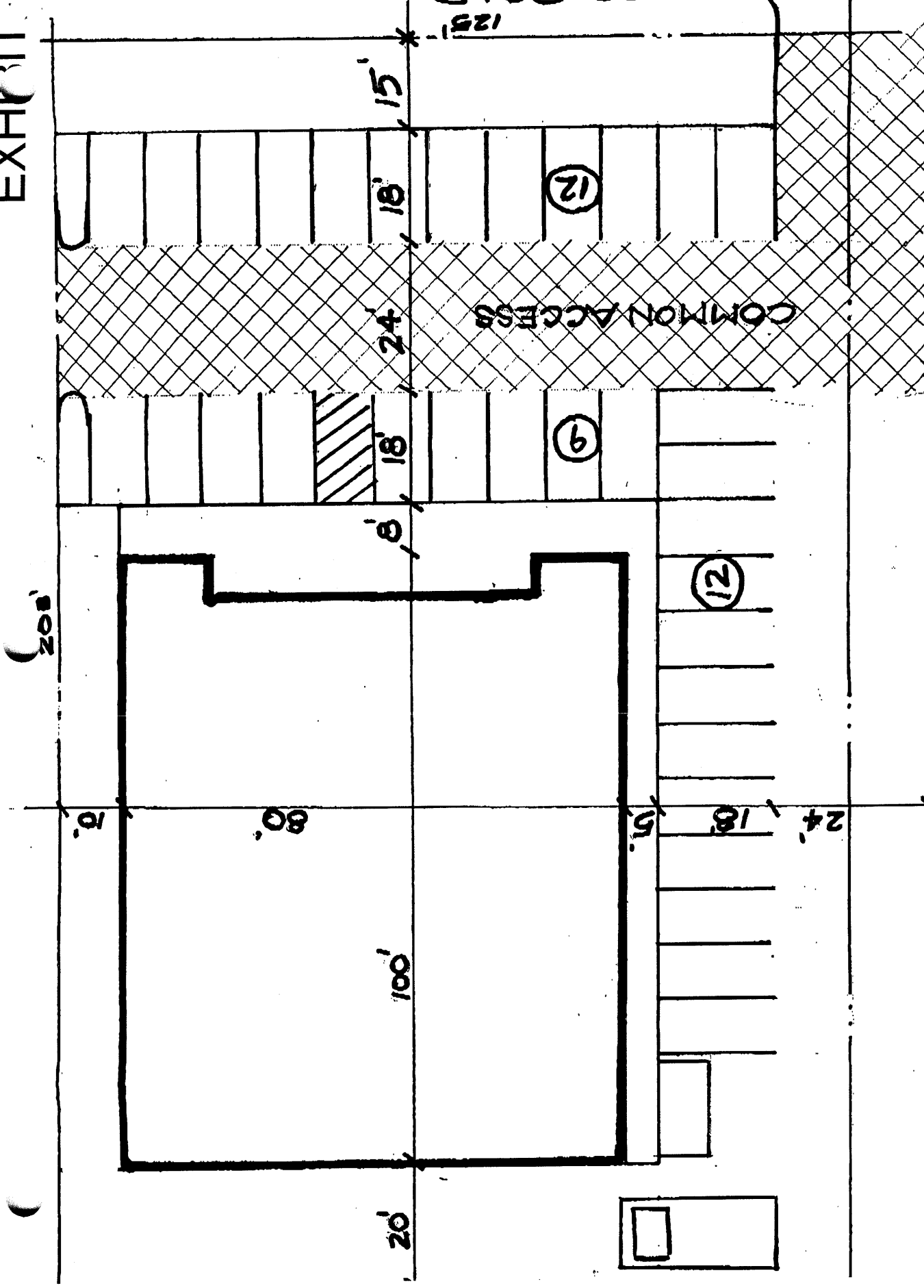
Sincerely,



Chris Darnell, PE  
Engineering Manager



20' ROAD  
125'



PRELIMINARY SITE PLAN

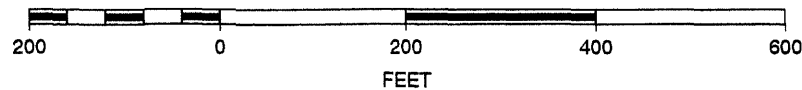


# City of Grand Junction GIS Sewer Map

- PUMP STATIONS
- SANITARY MANHOLES
- PRIVATE MANHOLES
- COMBINED SANITARY MANHOLES
- STORM MANHOLES
- CATCH BASINS
- IRRIGATION GATES
- CATCH BASIN LATERALS
- Abandoned
- FORCE MAINS
- · FORCE MAINS-NOT SURVEYED
- COMBINED SEWER
- SANITARY SEWER
- · SANITARY SEWER-NOT SURVEYED
- STORM SEWER
- · STORM SEWER-NOT SURVEYED
- IRRIGATION DITCHS



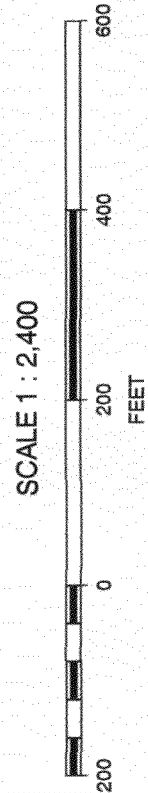
SCALE 1 : 2,400



# City of Grand Junction GIS Sewer Map



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	<b>STORM SEWER</b>
	<b>STORM SEWER-NOT SURVEYED</b>
	<b>IRRIGATION DITCHS</b>



## TEDS Exception 30 Rd 519 Dollar General Driveway

Application pertains to access spacing. The site's access cannot be so situated as to be a minimum of 150' away from adjacent existing accesses to the north and south, due to the limited frontage length of this site. This site offers to provide connecting access easements to the adjacent properties (to allow those parcels to access 30 Rd via this site's access, when they redevelop).

### Comment:

Based on the provided description, it is evident that this site has no alternative but to be in violation of the access spacing for this class of roadway, but the submittal does not detail all existing area accesses. There are, also, opposing access points to this site, and it is also believed that this site's access cannot be placed so as not to be in conflict with those additional access points.

The exception application submittal should clarify how this site's access point will be placed relative to those additional accesses. Ideally, to minimize potential opposing left turning conflicts, the proposed access should, at minimum, be placed directly opposite one of those on the east side.

**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