



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 13, 2003

Mr. Tom Folkestad
2457 Industrial Blvd
Grand Junction, CO 81505

RE: TEDS Exception No. 21-03 to Access Spacing at 2321 Logos Drive

Dear Tom;

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



City of Grand Junction
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DESIGN EXCEPTION #DE21-03

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 30, 2003
RE: Exception from Access Spacing for 2321 Logos Drive

DESCRIPTION OF THE SITUATION

Applicant is planning to construct an office and warehouse at the above location. They are proposing to construct a single driveway along the south side of Logos Drive 47 feet east of 23 ¼ Road (center to center), which tees to the north. Access to this site is constrained by the location of a fire hydrant, street light and electrical pedestal immediately opposite the centerline of 23 ¼ Road. Section 4.1.2, *Offsets*, requires that accesses either be opposite each other or be separated by at least 150 feet along commercial streets.

The applicant requests exception from Section 4.1.1, *Spacing*. The applicant will need that exception for the 130 separation between this driveway and the next one to the east. They will also need an exception to Section 4.1.2, *Offsets* for the separation between the proposed driveway and 23 ¼ Road. The proposed changes to TEDS would reduce both the separation and the offset requirements on Commercial Streets to only 50 feet.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of Logos Drive is classified as a Commercial Street. Traffic on this street will continue to grow as development and re-development occur in the area. However, it is not expected to exceed 1,000 ADT.

The location and proposal for this to be a common access for two lots make this a viable solution. Moving this access farther east by three feet will not substantially improve traffic safety. In fact the added difficulty in truck turning maneuvers might increase hazards. It should not compromise safety to any measurable extent.

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

The applicant provides two other alternatives. Both would create more difficult truck turning maneuvers and interfere with the proposed parking plan without reducing the size of the buildings. The plan could be modified to meet the TEDS, but I judge that the effort here is not justified to provide an additional three feet of separation.

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

There are many existing examples of accesses separated by about fifty feet, specially in the vicinity of tee intersections.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Both of these exceptions would be in substantial compliance with the proposed change to TEDS.


Staff Recommendation

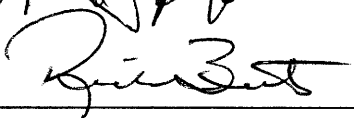
I recommend approval of the required Design Exceptions to Sections 4.1.1 and 4.1.2 to allow a reduced offset between the proposed driveway and existing alignment of 23 1/4 Road and reduced spacing from the next driveway to the east at the above location.

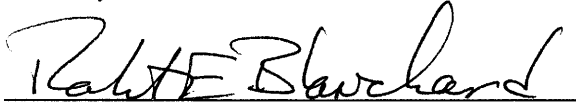
Recommended by: 

Approved as Requested: ✓

Denied:







REQUEST FOR TEDS EXCEPTION

Project: Folkestad Office/Warehouse
Location: 2321 Logos Drive
Petitioner: Tom Folkestad
2457 Industrial Blvd
Grand Junction, CO 81505

May 21, 2003

Representative: David Smuin/HydroTerra, Inc.

TO: CITY DEVELOPMENT ENGINEERING

Per Chapter 14 of the City of Grand Junction Transportation Engineering Design Standards (TEDS), we are requesting a one-time, single-location, exception to the TEDS for a driveway on the above referenced project. The project involves two lots, both of which currently have individual driveway cuts granted when the subdivision was approved in 2002. We are requesting an exception that will allow for a combined driveway for the two lots. The property is located on the south side of Logos Drive opposite of the 23 1/4 Road intersection. The original submittal, January 10, 2003, for this project showed a proposed driveway with a center to center offset to the 23 1/4 alignment of 11 ft to the west. The driveway could not be aligned with 23 1/4 Road due to the existence of a fire hydrant and an electrical box. Based on the recommendation of Eric Hahn, City Development Engineer, the driveway was moved to the east on the other side of the utilities. The resulting driveway spacing, center to center, is now 47 ft east of 23 1/4 Road. Other options considered include moving the driveway further east, however, that alignment would infringe on required parking and make it difficult for large trucks to turn into or out of the site. Moving the driveway to the west would likewise make it difficult for large trucks to turn into or out of the site. The proposed alignment provides a single turning movement in and out for truck traffic and will facilitate vehicle movement in and out of the site without creating a possible bottleneck at the driveway.

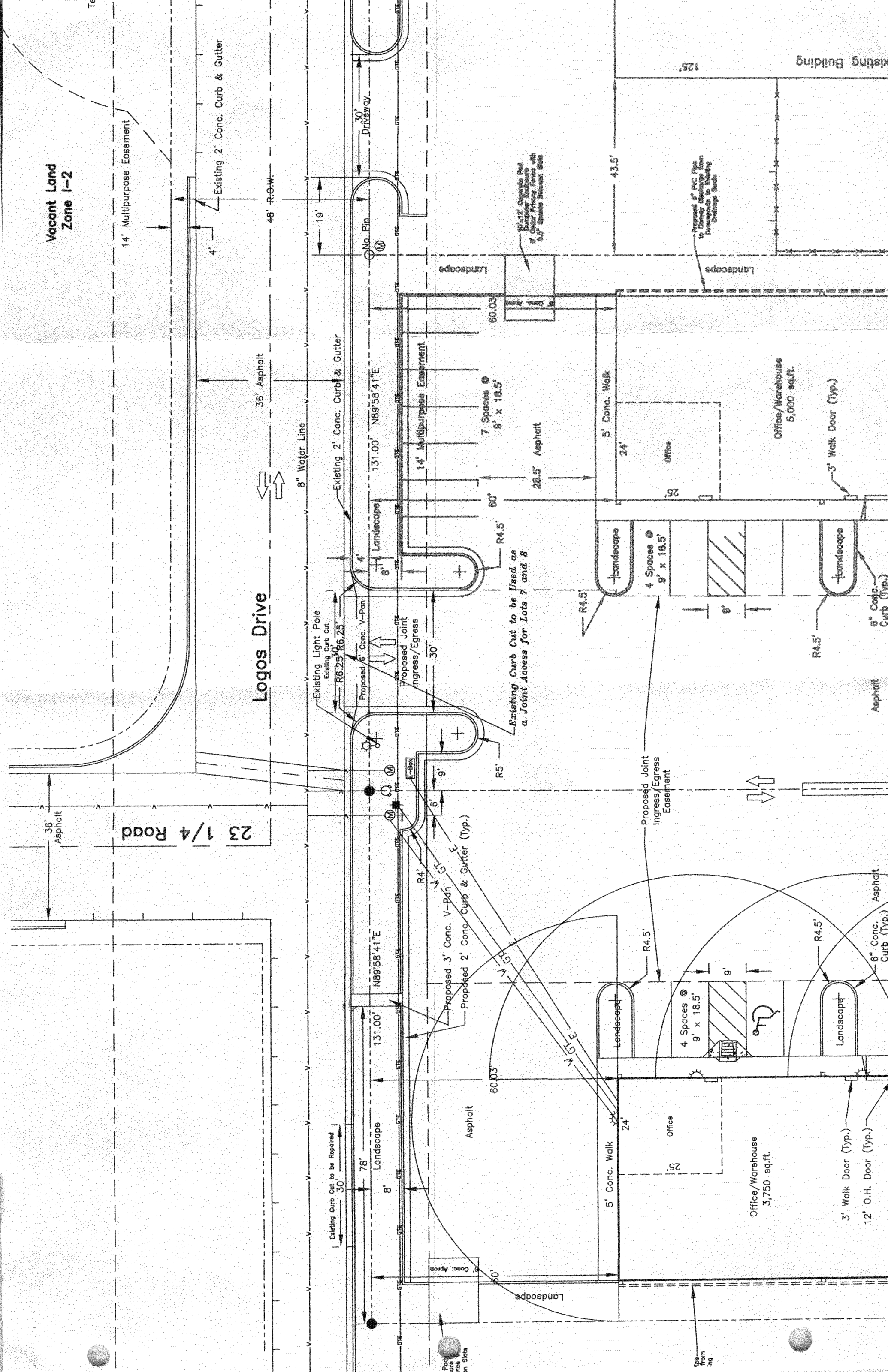
It is our understanding that the TEDS standard, section 4.1.1, has been revised to a 50 ft spacing, center to center, for adjacent and opposite driveways and intersections. Thus, we are requesting an exception of 3 ft to the spacing requirement.

It seems that the requested exception to TEDS is outweighed by the advantage of **combining 2 existing accesses into 1** and placing the **driveway in a location which will facilitate large truck access to the site.**

The existing and proposed accesses are shown on the attached drawing. Please consider this request for exception and let us know your decision at your earliest convenience.

Respectfully submitted,


David Smuin



Vacant Land Zone 1-2

14' Multipurpose Easement

Existing 2' Conc. Curb & Gutter

48' R-O-W

8" Water Line

Logos Drive

23 1/4 Road

36' Asphalt

36' Asphalt

Existing Curb Cut to be Repaired

30'

78'

8'

Existing Light Pole

Existing Curb Cut

R6.25 R6.25

Proposed 6' Conc. V-Pan

Proposed Joint Ingress/Egress

30'

Proposed 3' Conc. V-Pan

Proposed 2' Conc. Curb & Gutter (Typ.)

R4'

R4.5'

R4.5'

R4.5'

R4.5'

6" Conc. Curb (Typ.)

6" Conc. Curb (Typ.)

131.00' N89°58'41"E

131.00' N89°58'41"E

14' Multipurpose Easement

7 Spaces @ 9' x 18.5'

28.5' Asphalt

5' Conc. Walk

24'

Office

Office/Warehouse 5,000 sq. ft.

3' Walk Door (Typ.)

Proposed Joint Ingress/Egress Easement

4 Spaces @ 9' x 18.5'

Office

Office/Warehouse 3,750 sq. ft.

3' Walk Door (Typ.)

12' O.H. Door (Typ.)

Existing 2' Conc. Curb & Gutter

30' Driveway

No Pin

10' x 12' Concrete Pad

8" Concrete Easement

9" Concrete Primary Frame with 0.5" Spaces Between Slats

Proposed 8" PVC Pipe

to Convey Discharge from Downspouts to Existing Drainage Slats

60.03'

60.03'

60.03'

60.03'

14'

4'

19'

43.5'

43.5'

43.5'

43.5'

43.5'

43.5'

43.5'

43.5'

43.5'

43.5'

Te

Pad to be sure surface on Slats

type from ing

Memo

To: Mike McDill

CC:

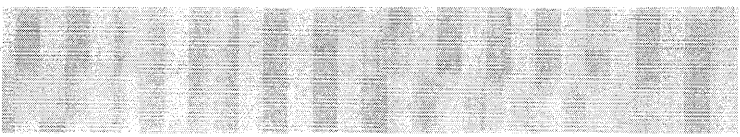
From: Eric Hahn *EH*

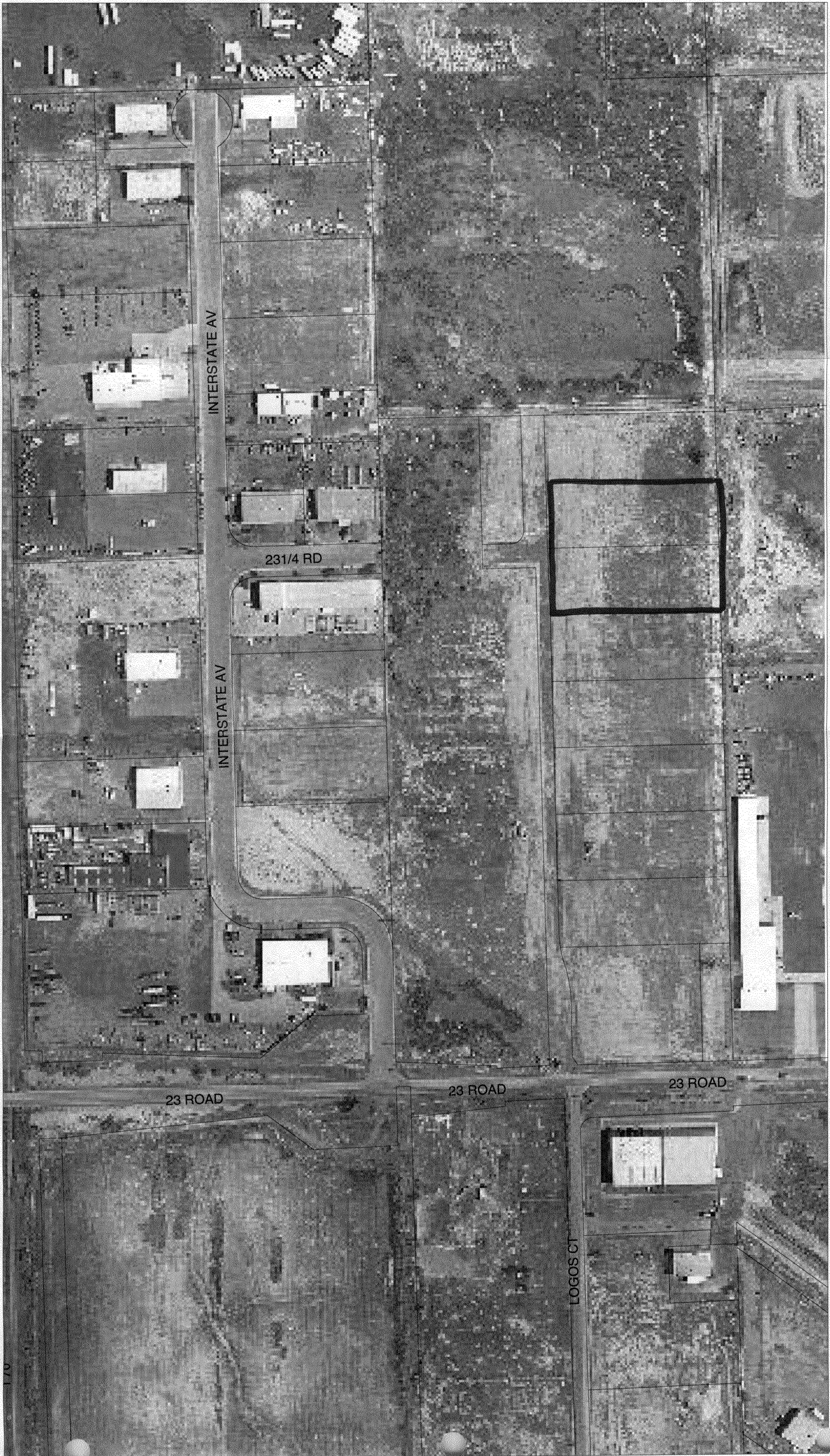
Date: 05/30/2003

Re: TEDS Exception Request – Folkestad Office/Warehouse

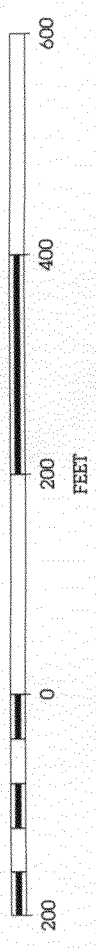
This request appears to be appropriate and warranted. I agree with the applicant's reasoning that is expressed in the request. The combined access will probably cause less problems than two individual accesses to these lots that may or may not be able to meet TEDS spacing requirements. The applicant is striking middle ground that is probably the best possible solution given the proposed building sizes and site layout. In addition, this is an industrial street that will have very low traffic volumes. In summary, I recommend that this exception be granted.

Let me know if you have any other questions or concerns.





SCALE 1 : 2,064



From: George Miller
To: McDill, Mike
Date: 5/29/03 3:30PM
Subject: 2321 Logos

Mike, I have no comment on this exception application.

CC: Kliska, Jody

MEMORANDUM



Date: June 4, 2003

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

From: Sandi Nimon, Sr. Administrative Assistant

Sandi

*Subj: DE21-03 Exception from Access Spacing for
2321 Logos Drive*

*Please make your comments on the above design
exception no later than Friday, June 6, 2003.
I would appreciate it!*

Sn

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 6/5/03 1:55PM
Subject: TEDS Exception DE21-03 - Logos Drive

I concur with Mike's recommendation of approval.

CC: Mike McDill; Sandi Nimon

From: Sandi Nimon
To: McDill, Mike
Date: 6/11/03 9:35AM
Subject: Design Exception DE-21

Mike, Rick Beaty was just in my office and says he just reviewed this design exception and concurs with your recommendation - Folkestad Office, 2321 Logos Drive.

Bob, I don't see that we've received a response from you on this one.

Now, we just have one other exception out there, which is DE22-03 at 3150 27 ½ Road. (Mailbox). If you can send your responses as quickly as possible, it would be appreciated!

Sandi

CC: Beaty, Rick; Blanchard, Bob; Relph, Mark