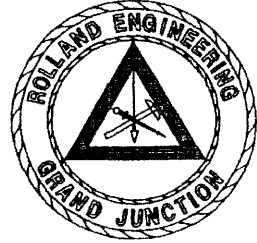


ROLLAND ENGINEERING

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



June 6, 2003

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

RE: Columbine Motel Expansion, Request for TEDS exception for driveway spacing

Dear Mr. McDill,

The Columbine motel is located at the northwest corner of North Avenue and 28 $\frac{1}{4}$ Road. The motel owners are proposing a building expansion by adding a second floor. The parking lot will be reconfigured to accommodate the additional required parking spaces. Current access points to the site are off of North Avenue and off of 28 $\frac{1}{4}$ Road. The drive cut on North Avenue will be closed, per the City's request. The drive cut on 28 $\frac{1}{4}$ Road is located 166 feet north of the north flowline of North Avenue. Several drive cuts are located on the opposite side of road. The center to center distances of the drive cuts from the existing motel access are as follows: 22 feet north, 98 feet north and 160 feet north. A drive cut on the same side of the road is located 141 feet north of the motel access.

The Proposed TEDS exception is for driveway access spacing. Section 4.1 states that access points shall be lined up across from each other or spaced at least 150 feet apart. There is no location on 28 $\frac{1}{4}$ Road that a drive cut could be placed that meets these requirements. Placing the access point 22 feet north of the existing location and lined up with a drive cut across the street would cause the elimination of parking in front of that section of motel units. Not only would parking be lost, but the drive isle would be located too close to the front of the building.

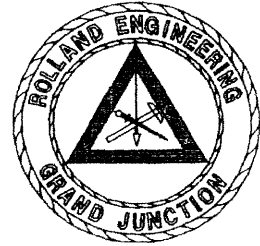
We propose that a new drive cut be located 11 feet north of the existing drive cut. This would result in an offset of 11 feet (as opposed to 22 feet) with the drive cut across the street. Three other drive cuts to the north will then be closer than 150 feet, located at 87 feet and 149 feet across the street and at 130 feet north on the same side of street. By decreasing the offset distance conditions will be improved as compared to existing configuration.

Sincerely,
ROLLAND Engineering


Eric S. Slivon, P.E. Number 36169

ROLLAND ENGINEERING

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



June 6, 2003

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

RECEIVED
JUN 09 2003
COMMUNITY DEVELOPMENT
DEPT.

#2 RE: Columbine Motel Expansion, Request for TEDS exception of Right-of-Way width

Dear Mr. McDill,

The Columbine motel is located at the northwest corner of North Avenue and 28 $\frac{1}{4}$ Road. The motel owners are proposing a building expansion by adding a second floor. The parking lot will be reconfigured to accommodate the additional required parking spaces. The current half street Right-of-Way of 28 $\frac{1}{4}$ Road which varies from 27 feet at North Avenue to 22 feet at the north end of the site, met City standards when the motel was built. The existing Right-of-Way line follows a line one foot from the back of sidewalk and coincides with the building face and back of walk for 25.50 feet near the north end of the site. The City of Grand Junction is requesting 30 feet of Right-of-Way along 28 $\frac{1}{4}$ Road.

The proposed TEDS exception is for Right-of-Way width. The issue of dedication was first discussed in a meeting with Laura Lamberty and Lisa Cox on March 13th. It was mutually proposed that the Right-of-Way and 14 foot multipurpose easement would be dedicated where it does not conflict with the existing building. The cost effectiveness of the motel expansion is severely decreased if one or two rooms would have to be lost, most likely resulting in the elimination of the expansion altogether.

We propose to dedicate the 30 feet of Right-of-Way along 28 $\frac{1}{4}$ Road except for the 25.50 foot section where it would conflict with the existing building.

Sincerely,
ROLLAND Engineering

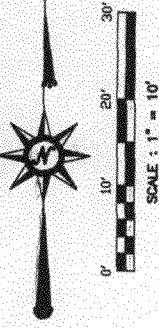
A handwritten signature in black ink, appearing to read "Eric S. Slivon".

Eric S. Slivon, P.E. Number 36169

S.W. CORNER
SECTION 7
T1S, R1E U1M
1318.40

R.R. & L.A. SISAC
BOOK PAGE

1-800-922-1987
CALL UTILITY NOTIFICATION
CENTER OF COLORADO
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE LOCATION OF UNDERGROUND
UTILITIES



LEGEND

- MESA COUNTY SURVEY MARKER
- FOUND REBAR & CAP LS-18469
- FOUND 5/8" REBAR & PLASTIC CAP LS-777777
- FOUND 1-1/4" STEEL PIN
- FOUND REBAR
- FIRE HYDRANT
- WATER VALVE
- STORM CATCH BASIN
- CLEAN OUT
- LIGHT POLE
- ELECTRIC FEDESTAL
- COMMUNICATIONS FEDESTAL
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- UNDERGROUND STORM DRAIN LINE
- UNDERGROUND SANITARY SEWER LINE
- UNDERGROUND WATERLINE
- UNDERGROUND GAS LINE
- FENCE LINE
- CONCRETE
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED DRAINAGE PATTERNS
- GRADE BREAK
- EXISTING SPOT ELEVATION

10' UTILITY EASEMENT
BK 2128 PG 935

EXISTING BUILDING

28 1/4 ROAD

NORTH AVENUE

SITE BREAKDOWN

USE	AREA	PERCENTAGE
EXISTING BUILDING	5895 S.F.	23.0%
CONCRETE/ASPHALT	11844 S.F.	48.1%
LANDSCAPE	7024 S.F.	27.4%
DEDICATED R.O.W.	891 S.F.	3.5%
TOTAL	25854 S.F.	100.0%
PROPOSED BUILDING	5895 S.F.	23.0%
CONCRETE/ASPHALT	13126 S.F.	51.1%
LANDSCAPE	5742 S.F.	22.4%
DEDICATED R.O.W.	891 S.F.	3.5%
TOTAL	25854 S.F.	100.0%

ACCEPTED FOR CONSTRUCTION
CITY DEVELOPMENT ENGINEER
DATE

ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER
DATE

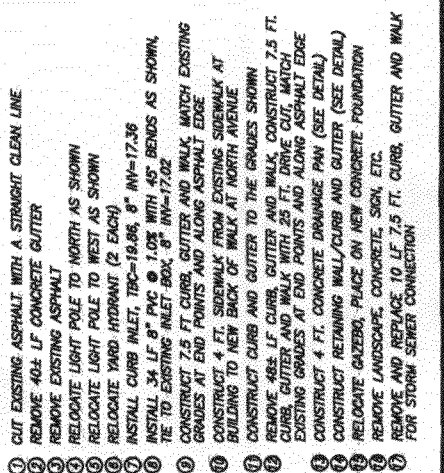
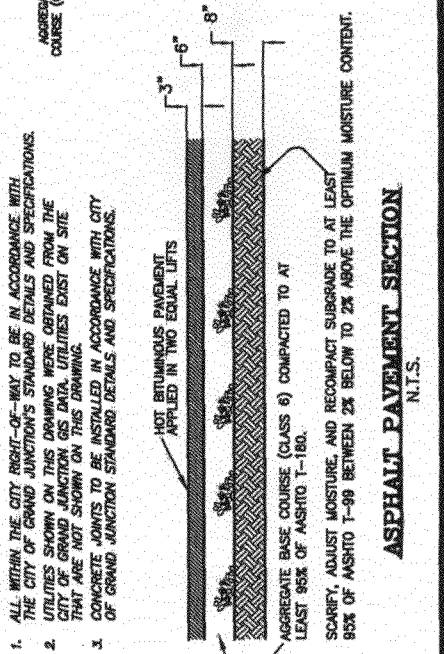
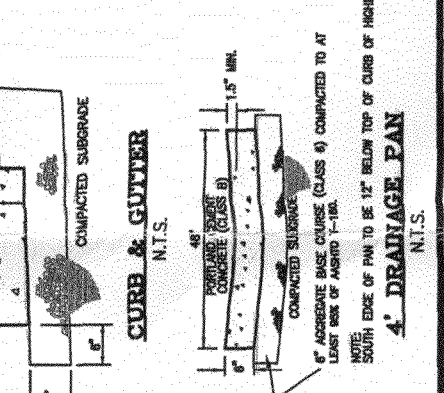
CITY UTILITY ENGINEER
DATE

CITY UTILITY ENGINEER
DATE

COLUMBINE MOTEL
SITE PLAN

ROLLAND ENGINEERING
405 Rolland Blvd
Grand Jct. CO 81505
(970) 243-6300

DESIGNED BY: [Signature]
DATE: 5/27/03
CHECKED BY: [Signature]
DATE: 6/16/03



- GENERAL NOTES**
- ALL WITHIN THE CITY RIGHT-OF-WAY TO BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION'S STANDARD DETAILS AND SPECIFICATIONS.
 - UTILITIES SHOWN ON THIS DRAWING WERE OBTAINED FROM THE CITY OF GRAND JUNCTION GIS DATA. UTILITIES EXIST ON SITE THAT ARE NOT SHOWN ON THIS DRAWING.
 - CONCRETE JOINTS TO BE INSTALLED IN ACCORDANCE WITH CITY OF GRAND JUNCTION STANDARD DETAILS AND SPECIFICATIONS.

- CONSTRUCTION NOTES**
- CUT EXISTING ASPHALT WITH A STRAIGHT CLEAN LINE
 - REMOVE 40± LF CONCRETE GUTTER
 - REMOVE EXISTING ASPHALT
 - RELOCATE LIGHT POLE TO NORTH AS SHOWN
 - RELOCATE LIGHT POLE TO WEST AS SHOWN
 - RELOCATE YARD HYDRANT (2 EACH)
 - INSTALL CURB INLET, TPC-19.86, 8" INV=17.36
 - INSTALL 34 LF 8" PVC @ 1.0% WITH 5" BENDS AS SHOWN
 - CONSTRUCT 7.5 FT CURB, GUTTER AND WALK MATCH EXISTING GRASSES AT END POINTS AND ALONG ASPHALT EDGE
 - CONSTRUCT 4 FT SIDEWALK NEW CONCRETE SIDEWALK AT BUILDING TO NEW BACK OF WALK AT NORTH AVENUE
 - CONSTRUCT CURB AND GUTTER TO THE GRASSES SHOWN
 - REMOVE 48± LF CURB, GUTTER AND WALK, CONSTRUCT 7.5 FT CURB, GUTTER AND WALK MATCH EXISTING ASPHALT EDGE
 - CONSTRUCT 4 FT CONCRETE DRAINAGE PAN (SEE DETAIL)
 - CONSTRUCT RETAINING WALL/CURB AND GUTTER (SEE DETAIL)
 - REMOVE LANDSCAPE, CONCRETE, SIGN, ETC.
 - REMOVE AND REPLACE 10 LF 7.5 FT CURB, GUTTER AND WALK FOR STORM SEWER CONNECTION

RECEIVED
JUN 9 2008
COMMUNITY DEVELOPMENT
S.W. CORNER
SECTION 7
T1S, R1E U1M

Memorandum

To: Mike McDill, City Engineer
CC: Lisa Cox, Senior Planner
From: Laura C. Lamberty
Date: 6/11/03
Re: SPR-2003-019: Columbine Motel :TEDS Exceptions

Attached please find two TEDS Exceptions for the subject site. The applicant proposes to add a second story on to an existing motel at North Avenue and 28 ¼ Road. The applicant has been repeatedly advised that we felt that the site was not large enough to accommodate such a large expansion.

TEDS Exception 1: Driveway spacing. Applicant proposes to close existing entrance to North Avenue (Minor Arterial) and retain one access at approximately the current location on 28 ¼ (Urban Collector). Driveway cannot meet spacing requirements and intersection clearance requirements. Alignment with opposing driveway would eliminate parking in front of building. Recommend approval.

TEDS Exception 2: Right-of-Way Width. 28 ¼ Road is shown as an Urban Collector, The building (one story) is currently built to the back-of-walk. City has requested an additional 4.5' where the building exists to accommodate future right-of-way. Applicant proposes to not dedicate right-of-way where in conflict with the building AND build a second story on to the building in this location. Recommend denial.

MEMORANDUM



Date: June 27, 2003

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

Sandi

From: Sandi Nimon, Sr. Administrative Assistant

*Subj: DE23-03 Request to Reduce Access Spacing and
Right-of-Way Width at 2824 North Avenue*

*Please make your comments on the above design
exception no later Thursday, July 3, 2003.
I would appreciate it!*

Sn

From: Rick Beaty
To: Bob Blanchard; Mark Relph; Mike McDill; Sandi Nimon
Date: 6/27/03 4:00PM
Subject: TEDs Exception DE-23-03

I have reviewed DE23-03 and concur with Mike's recommendations written.

Rickb

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 6/29/03 5:20PM
Subject: TEDS Exception 23-03

I concur with Mike's recommendation to approve the exception for the new parking lot access and deny the request to reduce the ROW.

CC: Mike McDill; Sandi Nimon



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

July 1, 2003

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

RE: TEDS Exception No. 23-03, to Reduce Access Spacing and Right-Of-Way Width at 2824 North Avenue

Dear Mr. Slivon;

Please find attached the committee's decision on the above request. The Review Committee approved your request for reduced access spacing along 28 ¼ Road. However, your request for a reduction in the width of the right-of-way for this street was denied. I would suggest that you initiate a request for a revocable permit to allow the existing building to remain in the right-of-way and adjust your plans for any improvements above the portion of the building within the proposed future right-of-way.

With the submittal of plans showing these adjustments, you may use this decision to proceed. 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



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 #DE23-03

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: June 25, 2003

RE: Request to Reduce Access Spacing and Right-of-way Width at 2824 North Avenue

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a second story on the existing building at the above location. This portion of 28 ¼ Road is designated as an Urban Collector on the Grand Valley Circulation Plan and connects all the way to Patterson Road. The existing building extends into what should be the right-of-way for this planned Collector. The plans for this expansion include providing additional parking and closing the existing access on North Avenue. Section 4.1.1, *Spacing*, requires, "...access spacing shall be 150' or greater...." These criteria should continue to be seriously considered along all major streets (arterials and collectors).

The existing access along 28 ¼ Road is offset by only 22 feet from another existing drive along the east side of 28 ¼ Road. There are three other driveways farther north along 28 ¼ Road that are within 150 feet of the existing and proposed access. The proposed access will be 22-feet wide. It is proposed to be only 11 feet, center to center, south of the existing driveway to the east and about 30 feet from the north line of the applicant's property.

The applicant requests exception from Section 4.1.1, *Spacing* and Section 5.1.2, *Right-of-way, Street Lanes and Street Lengths*. Applicant will also need exception to Section 4.1.2, *Offsets*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

The requested 11-foot offset from the existing access across 28 ¼ Road should result in a significantly safer situation than what presently exists. Opposing left turns into these two drives would not be affected. The proposed location will be better than the original location and the worst access, onto North Avenue, is being eliminated. There does not appear to be any location on the lot that would fully comply with TEDS.

Reducing the right-of-way to allow vertical expansion of the existing building will maintain an impaired site distance to the north and significantly reduce the future ability to use this street as an Urban Collect. These limitations will significantly compromise safety for travelers along 28 ¼ Road and for people trying to exit this parking lot.

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

No other options for access location appear to exist that will meet TEDS.

The applicant should consider either removing the portion of the existing building that will be within the right-of-way, or possibly requesting a revocable permit for the existing building to remain without any expansion above it. Either of these solutions will still eliminate the ability to establish a continuous multipurpose easement through this area. Accommodation would need to be made for future utility access around this building.

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

There are other locations where less than the full 150-foot access spacing exists and have been permitted within the developed areas of the City.

There are no other examples to my knowledge where the City has permitted expansion into an area where we know we will need right-of-way now or in the future.

4. Will the exception require CDOT or FHWA coordination?

No. The only CDOT access is on North Avenue, which is being proposed to be closed.

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

These would both be one-time exceptions.

Staff Recommendation

I recommend approval of the requested Design Exceptions to Sections 4.1.1 and Section 4.1.2 to allow the new parking lot access from 28 1/4 Road as long as it is designed to meet all other requirements of the TEDS.

I recommend denial of the request to reduce the right-of-way along the portion of 28 1/4 Road where the existing building sets. The applicant should be guided to the Revocable Permit process to receive consideration for the existing building to remain in the right-of-way to be dedicated.

Recommended by: *Mitchell G. Woodruff*

ACCESS SPACING & OFFSET REQUEST:

Approved as Requested: ✓

Denied: _____

RIGHT-OF-WAY REDUCTION REQUEST:

Approved as Requested: _____

Denied: ✓

[Signature]
[Signature]
[Signature]