



**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

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August 19, 2003

Mr. Bruce Milyard  
Construction West  
2818 ½ North Avenue  
Grand Junction, CO 81501

RE: TEDS Exception No. 25-03, for Access Spacing at 584 North Commercial Drive

Dear Bruce;

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: Laura Lamberty, Development Engineer (256-4155)  
Pat Cecil, Development Services Supervisor

VE#25-03 584NCommercial08-19



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Department of Public Works and Utilities  
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**DESIGN EXCEPTION #DE25-03**

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: July 23, 2003

RE: Exception for Access Spacing at 584 North Commercial Drive

***DESCRIPTION OF THE SITUATION***

Applicant is planning to construct a new office/storage building at the above location. The proposed access is separated from adjacent driveways by 59 feet to the north and 100+ feet to the south. There are two driveways across the street near the middle of the two lots planned to be combined for this development. 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. This section of TEDS is proposed to be reduced to only 50-foot separation between adjacent driveways.

The applicant requests exception from Section 4.1.2, *Offsets* and Section 4.1.1, *Spacing*.

## **EXCEPTION CONSIDERATIONS**

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

The proposed revisions to TEDS will allow spacing and offsets as short as 50 feet. The spacing to the north and south on the same side of the street are both less than 150 feet but more than 50 feet. Therefore there should be no compromise of safety regarding Spacing.

It appears to me that the development could be configured to provide a driveway opposite one of the existing driveways along the west side of Commercial Drive. Laura suggests at least two options that would comply with TEDS. The proposal will create unnecessary turning conflicts that will add to the already poorly controlled access along this street.

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

Laura points out that there could be a variety of minor site layout adjustments to make the proposed access meet the *Offset* requirement.

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

We try not to approve situations with conflicting opposing driveways unless there appears to be no other option.

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

No.

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

The *Spacing* approval anticipates the propose revision of this section of TEDS. The *Offset* request would be a one time consideration.

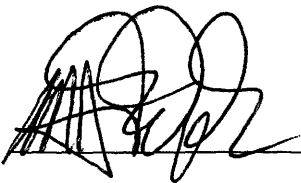
### **Staff Recommendation**

I recommend approval of the requested Design Exceptions to Sections 4.1.1, *Spacing*, to allow a reduced spacing between the proposed adjacent driveways and denial of the request for exception to Section 4.1.2, *Offsets*.

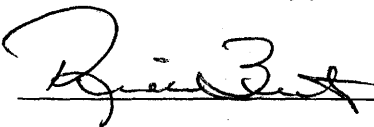
Recommended by: 

Approved as Requested:  8/19/03

Denied:



Kathleen M. Parker



# CONSTRUCTORS WEST, INC

DEVELOPER/BUILDER  
514 28 1/4 ROAD, SUITE 5  
GRAND JUNCTION, CO 81501

PHONE (970) 241-5457 • FAX (970) 241-5510

August 6, 2003

Mike McDill,

Additional information  
TED'S Exception  
584 N. Commercial

Per your recent phone message I am giving you this response as to why the project is designed as it is:

The building is 65' wide and is a prefabricated metal building. The building arrived last Friday, August 1, and is stacked on the adjacent lot to the South.

Per the contractual agreement with the lot owner on the south, 15' along the south property line is a cross easement. As you can see from the site plan the building is located 15' off the South property line for this reason.

The remaining area on the North side of the building is 20'. The driveway was placed on the North because the 15' appendage to the main building is to store a motor home. To maneuver a 40' motor home into the storage stall requires a "straight shot" from the street.

The front yard setback was kept to a minimum to allow as much room in the rear as possible. The owner wants the rear fenced for security reasons and access for the "classic car" storage area is in the rear.

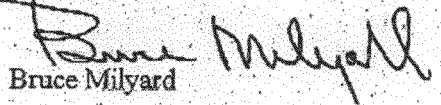
For the above reasons our street access needs to be on the North portion of the lot. The access for the lots across the street are close to the center of the this property which just won't work.

Please keep in mind this facility is for "classic car" storage and "one" motor home for one individual. There are no employees and once the cars and motor home are in place they will be visited approximately once a week. The traffic created by this storage facility is virtually none and probably will occur on the weekends.

I respectfully urge you to approve the exception as shown on the proposed site plan as I have explored all the alternatives with the property owner and this is the only one that makes sense when all factors are taken into account.

Thank you for your consideration.

Respectfully,

  
Bruce Milyard

**From:** George Miller  
**To:** McDill, Mike  
**Date:** 8/6/03 5:28PM  
**Subject:** Re: 584 N. Commercial

Mike, the two opposing drives are immediately adjacent to each other, and they, as a pair, are opposite the middle of 584' frontage (which is about 100' long (and is a consolidation of 2 50' frontage lots). The submitted building is about 65' l. parallel to the frontage. Were the building to be placed to one side or the other of the parcels, a driveway would still be likely with in 50' of those opposing driveways. I haven't investigated all possibilities of building placement. Have you seen the submittal drawing and comments? Maybe that will help answer both our questions.

>>> Mike McDill 08/06/03 02:52PM >>>  
George,

It seems to me that if their driveway is opposite either of the accesses across the street they would be totally in compliance with TEDS. OFFSETS requires drives to be either opposite or 150 apart. If they are opposite, they would comply. SPACING says that they have to be 150 feet apart, but we are changing that to 50 feet. The location opposite either of the other drives will still be at least 50 feet from other drives on their side of the street.

Am I missing something here?

As for the usefulness of the lot. I think that is defined by what you can put on the lot based on the physical constraints. One of those constraints is where you can locate accesses. If economic considerations are part of the evaluation of driveway spacing, then I think that spacing is not important enough to worry about. When do we decide it is not worth the effort to comply with this requirement? Every TEDS Exception request will claim economic disadvantage if that is a determining factor.

How important is it to have some minimum spacing between adjacent and opposing driveways in the various land use areas? Are we generating a lot of brain pain over something that is unimportant?

MIKE M.

>>> George Miller 08/06/03 08:43AM >>>  
Mike, I hope you're having a good morning.

I just got a call from Bruce Millyard re: the recommendation to the submitted TEDS exception app for this property's driveway. I haven't read the response, but he relayed that the recommendation would be to place 584's drive opposite a pair of existing driveways on the west side of N. Commercial.

In my comments on this site, I noted that there are opposing driveways relative to this site. Those driveways are centered opposite this site's frontage. The only way this site could place a driveway opposite those driveways (and meet TEDS spacing standards) would be if its access were in the middle of its frontage. By placing a driveway mid frontage, the site would become useless for all but a minimally sized building, in order to allow room for entry, turning areas, drive aisles, and parking. Additionally, there are other area driveways that make it impossible to meet TEDS spacing, no matter where 584's driveway were placed.

On my review, in consideration of present and anticipated very low future volumes on this road, I didn't feel offsetting the drive (in conflict with TEDS standards) would be a safety problem), and I saw it as the only option to develop this lot for the described use.

I would be in favor of the TEDS exception in this case.

# FAX

# COVER SHEET

**CITY OF GRAND JUNCTION  
PUBLIC WORKS & UTILITIES ADMINISTRATION  
250 NORTH 5TH STREET  
GRAND JUNCTION, CO 81501  
FAX NUMBER: (970) 256-4022**



DATE: 8-19-03

TO: Bruce Meloyard  
LOCATION: Const. West  
FAX NUMBER: 241-5510  
TELEPHONE NUMBER: \_\_\_\_\_

FROM: Sandi Niman  
TELEPHONE NUMBER: (970) 244-1554  
NUMBER OF PAGES: 5 (Including Cover Sheet)

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If your copy is incomplete or illegible, call:

- Me at the above telephone number; or
- Darlene at 970-244-1555; or
- Mary at 970-256-4082; or
- Sandi at 970-244-1554.

Notice: This facsimile transmission contains privileged and confidential information intended only for the use of the above-named recipient. If you are not the intended recipient of this facsimile transmission, you are hereby notified that any dissemination or copying of the information hereby transmitted is strictly prohibited. If you have received this facsimile transmission in error, please notify the above-named sender immediately by telephone and return this original facsimile transmission to the sender by regular United States mail at the address above. The sender will reimburse you for your mailing expenses. Thank you.

File:

# MEMORANDUM



## COPY

*Date: August 6, 2003*

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

*From: Sandi Nimon, Sr. Administrative Assistant*

*Sandi*

*Subj: DE25-03 Exception for Access Spacing at 584 North  
Commercial Drive*

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

*Xc: Laura Lamberty, Development Engineer  
Pat Cecil, Development Services Supervisor*

*Sn*

8/19/03

*APPROVED BASED UPON THE COMMENTS OF G. MILLER. TO LOCATE  
DRIVEWAY OPPOSITE EXISTING WOULD PLACE NEW DRIVEWAY IN  
MIDDLE OF PARCEL (ACTUALLY, THE R. OF THE 2 LOTS) WHICH WOULD BE  
VERY DIFFICULT TO DEVELOP.*

*MJR*



# Memorandum

**To:** Mike McDill, City Engineer

**CC:**

**From:** Laura C. Lamberty, Development Engineer

**Date:** July 28, 2003

**Re:** TEDS Exception – Access Spacing: Johnson Family Simple Sub (SS-2003-112)

Attached is a TEDS exception for access spacing for the Johnson Family Simple Subdivision and Site Plan Review. The proposal indicates a 4675 SF building on a 14825 SF lot (combined). Access spacing for driveways on the north and south are in excess of 50' (proposed TEDS amendment).

One option that has not been explored is to push the building to the rear (10' setback) and side (0' setback) to allow alignment with the driveway opposite and parking on either side of the lot in front of the building. The current layout could also be pushed to the south which would allow edge to edge alignment with the northerly opposing driveway.

The applicant had not anticipated possible denial of this exception and will take delivery of the metal building tomorrow. *He requests any special expedition of this application that you can offer.*



RECEIVED

JUL 18 2003

COMMUNITY DEVELOPMENT  
DEPT  
July 17, 2003

Mike McDi...

## REQUEST FOR TEDS EXCEPTION

File #SS-2003-112

Location: 584 N. Commercial Drive

Title Heading: Johnson Family Simple Sub.

Petitioner: Constructors West/Bruce Milyard  
2818 1/2 North Avenue  
Grand Junction, CO  
241-5457

Representative: David Smuin/HydroTerra, Inc.

TO: CITY TRAFFIC ENGINEER - George Miller

Per Chapter 14 of the City of Grand Junction Transportation Engineering Design Standards, we are requesting a one-time, single-location, exception to the TEDS for the driveway on the above referenced project. The standard (Section 4.1.1 and 2) calls for the spacing between adjacent commercial driveways to be at least 50 ft apart and for them to line up with opposite accesses or be offset by 150 ft. The project is currently in site plan review for construction of an office/storage building for the petitioner. The driveway as shown on the current plan is located 59 ft from the adjacent driveway to the north and over 100 ft from the adjacent driveway to the south. There are two driveways opposite the proposed driveway that do not line up. Due to the narrow lot frontage of the proposed development and the noncompliance of the existing opposite driveways, it is not possible to line up the proposed driveway. Traffic volume on North Commercial Drive is very low, thus, there should be minimal impacts from non-conforming driveway.

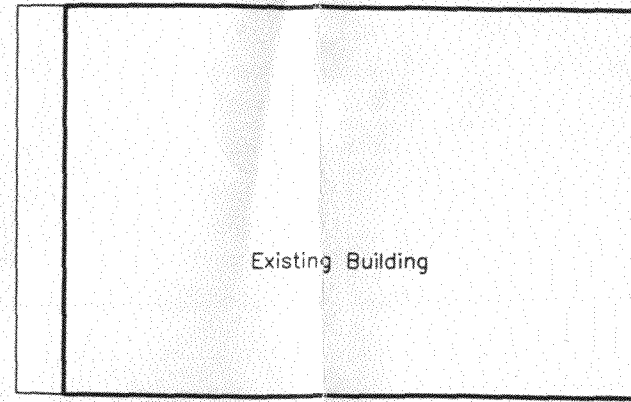
There is no possibility for an alternative shared driveway to the north. The site to the north is already developed and there is a building along the south property boundary making it impossible to share a driveway on the north. The property on the south is currently vacant but will be developed in the near future. A cross access agreement has been made between the two property owners which will help the access issue in the future by providing circulation all the way around the proposed building.

The proposed design is shown on the site plan currently under review by the City Community Development Department. The impacts of this proposed TEDS exception should be minimal due to the low traffic volume on North Commercial Drive and the low volume of traffic that accesses the existing conflicting driveways to the west. Please consider this exception and let us know your decision at your earliest convenience.

Respectfully submitted,

  
David Smuin

Auto Insanity and  
Just Fitz Custom Works  
Zone C-2



Existing Building

148.32' N90°00'00"W

Cookey's Mechanical  
Zone C-2

Existing  
50' Driveway

Existing  
22' Driveway

Existing  
22' Driveway

Mesa Crate  
Zone C-2

North Commercial Drive

150' to Fire Hydrant

50' to Fire Hydrant  
87' to Driveway

R13'

R13'

60' R.O.W.

100.00' N00°06'00"W

148.25' N90°00'00"W

Proposed Office/Auto Storage Building  
Total 4,675 sq.ft.

Warehouse  
4,315 sq.ft.

Office  
360 sq.ft.

Lot 17

Lot 18

Paradise Valley Mobile Park  
Zone PMH

Proposed 6' Screening Wall in Compliance with  
City of Grand Junction Planning Code Sect. 6.5.F.1

Existing 6' Wooden  
Privacy Fence

100.00' N00°01'39"W

8.04'

Vacant Land  
Zone C-2

148.19' N90°00'00"W

PARKING CALCULATIONS

**From:** Sandi Nimon  
**To:** Beaty, Rick; Blanchard, Bob  
**Date:** 8/11/03 10:51AM  
**Subject:** Design Requests

**Comments were due on the following Design Exceptions on Friday. Could you possibly send them to me today?**

DE25-03 Exception for Access Spacing at 584 North Commercial Drive.  
DE26-03 Request for Exception to Intersection Spacing and Tangent Length at David Street and B 3/4 Road for the Property at 276 Linden Avenue (Housing Authority Site).

Comments on the following Design Exception are due today:

**DE27-03 Request to Reduce Street Width at Bass Street for Bass Street Drainage Project.**

Note: I'm sending you DE29-03 today. Comments are due Wednesday, August 13, 2003.

Thanks,

Sandi

**CC:** McDill, Mike; Relph, Mark

**From:** Bob Blanchard  
**To:** Rick Beaty; Sandi Nimon  
**Date:** 8/11/03 12:33PM  
**Subject:** Re: Design Requests

We gotta do something about the routing.....I cleaned out my in-box on Friday before leaving.....there were no design exceptions. Just now, I checked my in box and there were two copies of the Housing Authority exception and one copy of the Bass Street request. I don't know if I've seen the Commercial one or not.

usually get these things turned around quickly but not if I don't have copies in time to review. I'll try to get the ones I have done tomorrow.

>>> Sandi Nimon 08/11/03 10:51AM >>>

**Comments were due on the following Design Exceptions on Friday. Could you possibly send them to me today?**

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Comments on the following Design Exception are due today:

**DE27-03 Request to Reduce Street Width at Bass Street for Bass Street Drainage Project.**

Note: I'm sending you DE29-03 today. Comments are due Wednesday, August 13, 2003.

Thanks,

Sandi

**CC:** Mark Relph; Mike McDill

**From:** Rick Beaty  
**To:** Sandi Nimon  
**Date:** 8/12/03 9:29AM  
**Subject:** Re: DE 26-03

I have reviewed DE 25-03, 26-03, 27-03, and ~~28~~-03. I concur with Mike McDill's recommendation for approval on all four of the above listed exceptions. I do have some concern over the steet with for DE27-03; however, after going out and looking at the area it looks like the impact would be minimal on public safety.

Rickb

>>> Sandi Nimon 08/12/03 08:13AM >>>

Rick, you should not have 28. It has not been sent over yet. 29 was sent over yesterday, so it might not have been picked up yet. Since I accidently gave Bob two 26's, you are the missing link. Just throw the extra 25 away, I've already given Bob his extra copy. (Boy, I can't even make one little mistake without it trickling down). Oh well.

I am e-mailing you the 26 and 29, the exceptions, only. I am hard copying you 26 and you should get 29 today.

Sandi

>>> Rick Beaty 08/11/03 04:26PM >>>

Sandi:

I have (2) DE25-03s and one 27-03. I do not have 26-03, 29-03, 28-03.

Rickb

>>> Sandi Nimon 08/11/03 03:47PM >>>

My humble apologies. I accidently gave Bob two copies of DE26-03 and no copies of DE25-03, which makes me wonder if someone else was shorted a copy of DE26-03, Housing Authority Site. If you are, let me know. Again....I plan not to use the internal mailboxes in the City Clerk's office anymore for the Design Exceptions, given the quick turn around on these. Seems to be a delay in transit and, of course, it doesn't help if I don't give everyone the exceptions they need. You are right, Bob, you can't review them if you don't have them. Sorry.

You all should have the following outstanding exception numbers by now.  
25-03, 26-03, 27-03, and 29-03. Mike is working 28-03, so you should have that soon.

Sandi

**CC:** Bob Blanchard; Mark Relph

**From:** Bob Blanchard  
**To:** Mark Relph; Rick Beaty  
**Date:** 8/12/03 1:36PM  
**Subject:** TEDS Exceptions

25-03 - Commercial Drive

Support approval of the exception to the spacing. However, I'm grappling with the offset issue.....it's true that support of the exception validates the actions of an individual who bought a building (and had it delivered) before having development approval and we are not in the business of varying regulatory standards because of a bad business decision, but I have to wonder if the traffic counts might allow a different look at whether this might be ok or not. Additionally, I'm not inclined to further bad planning practices but it does appear that other businesses along Commercial have less than appropriate spacing or even total access across their lot frontage. Could existing conditions be used to justify?

I guess I'm waffling and will go with the decisions of Rick and Mark on the spacing issue. However, I'm also cc'ing Kathy and will give her the application in case a meeting is appropriate while I'm gone.

26-03 - Linden Avenue

Support approval of the exception

27-03 - Bass Street

Support approval of the exception

29-03 - G ½ Road

Support approval of the exception

**CC:** Kathy Portner; Mike McDill; Sandi Nimon