



**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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September 5, 2003

Mr. Jim Hathaway, P.E.  
RG Consulting Engineers, Inc.  
336 Main Street, STE 203  
Grand Junction, CO 81501

RE: TEDS Exception No. 31-03, for Access Offset Spacing at 779 22 Road

Dear Jim;

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

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



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**DESIGN EXCEPTION #DE31-03**

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: August 19, 2003  
RE: Exception for Access Offset Spacing at 779 22 Road

***DESCRIPTION OF THE SITUATION***

Applicant is planning to construct 28,000 SF of additional storage on a lot adjoining the existing facility. This expansion justifies a review of all of the improvements on both lots. The existing access to the original 84 Lumber store is offset a distance of 35 feet from another gravel driveway into a single family residence across 22 Road. The existing driveway into 84 Lumber crosses Persigo Wash via a large rusty multi-plate metal culvert, which appears to be approaching the end of its service life. The existing access to 84 Lumber is as narrow as eighteen feet. TEDS will require that it be widened to at least twenty-eight feet. This work may, or may not also require the replacement of the culvert carrying Persigo Wash. Section 4.1.2, *Offsets*, requires that access either be opposite each other or be separated by at least 150 feet.

The applicant requests exception from Section 4.1.1, *Spacing*. However, the correct request would be for an exception to Section 4.1.2, *Offsets* since this relates to spacing between the applicant's driveway and another on the opposite side of 22 Road.

## **EXCEPTION CONSIDERATIONS**

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

Volumes are relatively low on 22 Road although this and other developments in the area will tend to increase these numbers over time. Trips into 84 Lumber will increase "as 84 Lumber continues to provide inventory that meets the needs of the Grand Valley." Although this is not a major high risk situation, it would be safer with opposing accesses.

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

The applicant has also considered relocating the residential driveway across the street, but believes this is "not appropriate because the opposing access serves a non-conforming use." The problem is that this non-conforming use has every right to remain there as long as it wishes. I do not agree that this plan can depend on the eminent re-development of that property. I believe that this is a real option that the applicant needs to pursue.

There may also be another option available coincidental to whatever their plan might be to expand the current access to meet the 28-foot minimum 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?**

This request would be a one time consideration.

**Staff Recommendation**

I recommend denial of the requested Design Exceptions to Section 4.1.2, *Offsets*. It appears to me that there are options available that would lead to conformance to TEDS.

Recommended by: Michael A. McDill

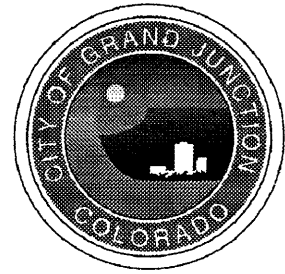
Approved as Requested:

Denied:

Date: 9/4/03

[Signature]  
Robert E. Blanchard  
[Signature] for Rick Beatty

# MEMORANDUM



*Date: August 21, 2003*

*To: Kathy Portner, Community Development  
Rick Beaty, Fire Department*

*From: Sandi Nimon, Sr. Administrative Assistant*

*Subj: DE31-03 Exception for Access Offset Spacing at  
779 22 Road*

*Please make your comments on the above design  
exception no later Monday, August 25, 2003.  
I would appreciate it!*

*Sn*

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**CITY OF GRAND JUNCTION - DEVELOPMENT ENGINEERING**

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**DATE:** 8/13/03  
**TO:** MIKE MCDILL, CITY ENGINEER  
**CC:**  
**FROM:** LAURA C. LAMBERTY, DEVELOPMENT ENGINEER  
**RE:** SPR-2003-075: 84 LUMBER YARD EXPANSION: TEDS EXCEPTION FOR ACCESS SPACING

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Attached is a Request for a Design Exception for the above-referenced project. Exception is to TEDS 4.1.1 Spacing. Access is an existing access point with an offset opposing driveway (single family residential. Single family residential driveway is offset 10' +/- edge to edge north and east of the applicant's access. Relocation of existing driveway would be an economic hardship due to the large crossing of Persigo Wash.

8/13/03

1



rg consulting engineers, inc.

denver • durango • grand junction • trinidad

12 August 2003

Mr. Rick Dorris  
Development Engineer  
City of Grand Junction  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501

**Re: SPR-2003-075: 84 Lumber Yard Expansion  
TEDS Exception Request**

Dear Mr. Dorris,

RG Consulting Engineers (RGCE) is requesting an exception from the City of Grand Junction's Transportation Engineering Design Standards (TEDS) Section 4.1.1-Spacing. This section requires a minimum of 150 feet between site access locations.

The TEDS exemption is being requested for the existing access for 84 Lumber (779 22 Road) off of 22 Road. A gravel driveway for a private residence is offset from 84 Lumber's access by approximately 35 feet (centerline to centerline) on the east side of 22 Road.

The existing residential home, which generates only a few daily trips, is a "non-conforming" use because it is located on property that is zoned industrial. It has a good potential of being developed in the future. Therefore, it is our opinion that 84 Lumber should not be required to "relocate" their driveway to align with a "non-conforming" use site. Because the residential property will more than likely redevelop in the future, it makes sense to adjust the driveway location for this property at that time.

The traffic flow using 84 Lumber's existing driveway is not expected to change appreciably because of the expansion. The proposed expansion of the yard onto the adjacent parcel is simply to alleviate storage issues as 84 Lumber continues to provide inventory that meets the needs of the Grand Valley. Additionally, as long as the opposing driveway continues to serve a residence, the potential for conflicts between vehicles entering 22 Road from either property will continue to be minor because of the minimal vehicle trips generated by residences.

**RECEIVED**

AUG 12 2003

COMMUNITY DEVELOPMENT  
DEPT.

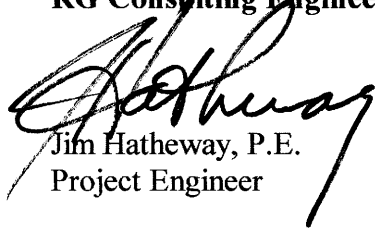
Mr. Rick Dorris  
August 12, 2003  
Page 2 of 2

During the pre-application process conducted for this project, the City of Grand Junction strongly encouraged the applicant to provide a "shared" access with the current 84 Lumber site. This is exactly what the applicant has proposed, and for the City to now go back and require them to relocate their driveway (a large multi-plate pipe culvert over the Persigo Wash that will be extremely difficult and expensive to accomplish) to meet a non-conforming driveway does not make sense.

Alternatives available to solve the problem are to relocate the existing access for 84 Lumber or relocate the opposing residential access. The 84 Lumber driveway crosses Persigo Wash. Relocating the 84 Lumber driveway will place an undue hardship on 84 Lumber because of the size of the culvert, the amount of water flowing in Persigo Wash, potential wetland impacts, and short term access issues for customers and delivery vehicles. The other alternative is to relocate the opposing gravel driveway to be in alignment with the existing 84 Lumber access. This is not appropriate because the opposing access serves a nonconforming use (residential) and the development that eventually occurs on this property will relocate the access to conform to the TEDS as well as the access needs of the future development.

I appreciate your time in reviewing and responding to this exception request. If you have any questions, I can be reached at 242-7540.

Sincerely,  
**RG Consulting Engineers, Inc.**



Jim Hatheway, P.E.  
Project Engineer

Attachments:  
11 X 17 Site Plan  
Aerial Photo of Site



Zoning Map



NO.	DESCRIPTION	DATE	BY
1	REVISION PER CITY COMMENTS	8/16/03	JH
2	REVISION PER CITY COMMENTS	7/29/03	JH

SCALE: 1"=50'-0"

DATE: 8/16/03

BY: JH

356 North Street, Suite 203 • Grand Junction, Colorado • 81501

rg consulting engineers, inc.

PRICE HARDY LIMITED PARTNERSHIP

SITE PLAN

84 LUMBER YARD EXPANSION

PROPOSED 6" CHAINLINK FENCE  
 EXISTING WATER LINE  
 EXISTING SEWER LINE  
 EXISTING PHONE LINE  
 EXISTING GAS LINE  
 EXISTING OVERHEAD ELECTRIC  
 EXISTING UNDERGROUND ELECTRIC  
 EXISTING PROPERTY LINE  
 EXISTING EASEMENT  
 PROPOSED GRADE BREAK LINE  
 PROPOSED SANITARY SEWER MANHOLE  
 EXISTING POWER POLE  
 EXISTING WATER METER  
 EXISTING LIGHT POLE  
 EXISTING FIRE HYDRANT  
 PROPOSED AREA INLET  
 PROPOSED ROOF DRAIN  
 PROPOSED TRAFFIC FLOW DIRECTION

PROPOSED ASPHALT  
 EXISTING ASPHALT  
 PROPOSED ALL-WEATHER SURFACE  
 PROPOSED CONCRETE  
 PROPOSED CLASS VI BASE 6" THICK

LOT 15  
 VALLEY WEST SUB. FILING NO. TWO  
 781-22 RD  
 2697-361-02-004

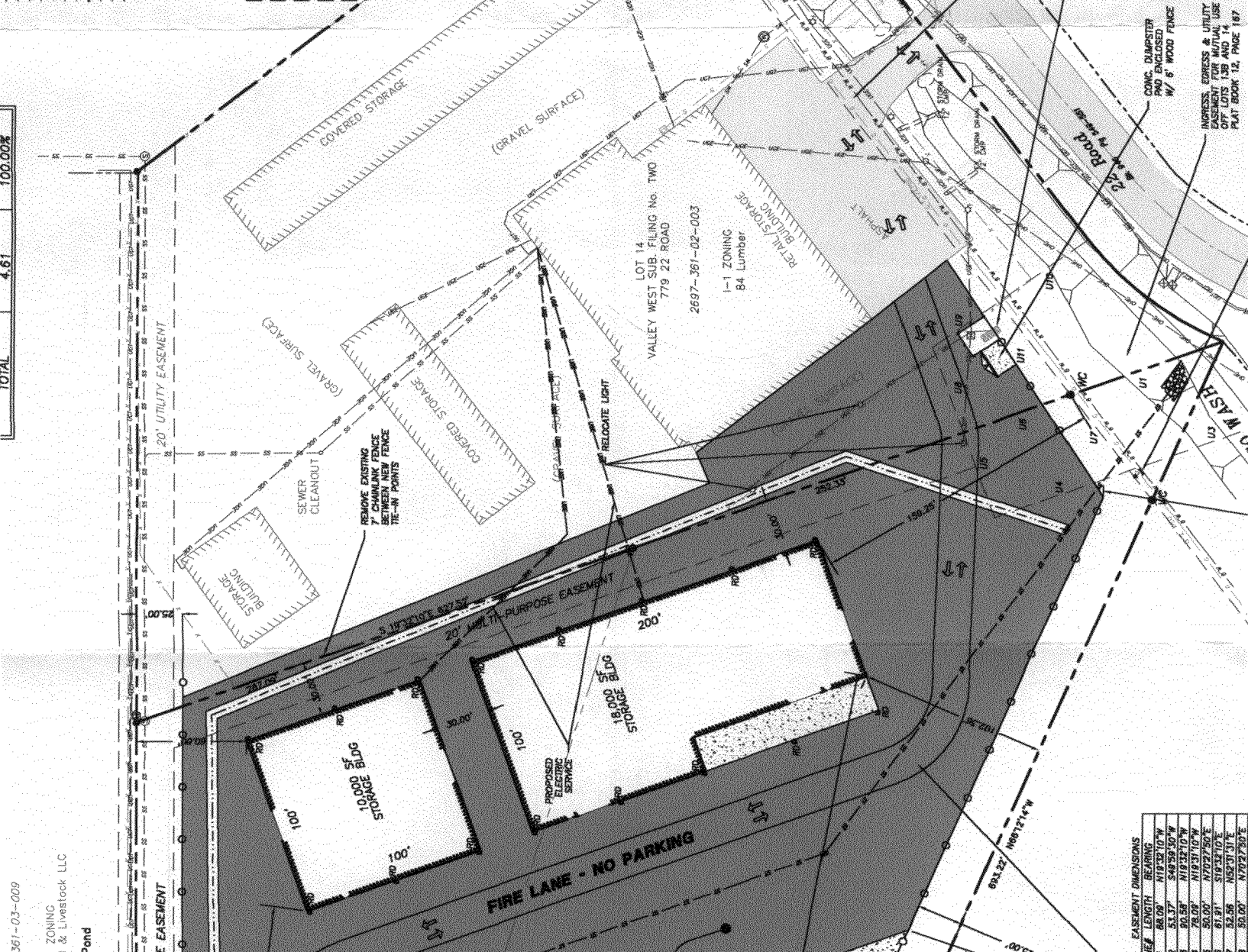
1-1 ZONING  
 Vacant

W.T. Holl & Trustee  
 749 22 Road  
 2697-361-02-004

1-1 ZONING  
 Residential

PROFESSIONAL ENGINEER  
 JAMES L. MATHEWY  
 38175  
 COLORADO REGISTERED ENGINEER  
 8339

CITY OF GRAND JUNCTION ENGINEERING  
 APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE.  
 BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ACCEPTED AS CONSTRUCTED



EASEMENT	LENGTH	BEARING
U1	84.00'	N19°32'10"W
U2	53.37'	S49°59'40"W
U3	90.58'	N19°32'10"W
U4	78.09'	N19°31'10"W
U5	50.00'	N70°27'50"E
U6	61.91'	S19°12'10"E
U7	52.55'	N52°01'31"E
U8	50.00'	N70°27'50"E





22 RD

749 22 RD

779 22 RD

FH

**From:** Kathy Portner  
**To:** Nimon, Sandi  
**Date:** 8/22/03 11:35AM  
**Subject:** Re: Design Exception DE 31-03 779 22 Road

[REDACTED]

If the required widening of the driveway also requires the replacement of the Persigo Wash culvert, I would agree the driveway should be relocated to conform to TEDS. If, however, the existing culvert can accommodate the widening, and future redevelopment of the site across the street could result in that access point being modified, I recommend the exception be granted for 84 Lumber. The offset access point serving the non-conforming single-family home has such low traffic volumes, it is unlikely to create a significant safety issue.

>>> Sandi Nimon 08/22/03 09:01AM >>>

You have design exceptions in your mailboxes and supporting documentation, which were placed there this morning. My intent was to get them down to you yesterday, but it just didn't happen. I have given you until Monday, August 25 the end of the day, but we could extend it to Tuesday, if that is not enough time for you.

Rick, on Design Exception 28-03, I have received comments from Kathy, but not you at this point. It is the one for 2776 Hwy 50. I'll include it as an attachment on this e-mail, so you can review it, if your other copy has been misplaced. I've also attached the exception for 31-03.

Sandi

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