



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

September 24, 2003

Mr. Wade Wiggins
517 Melody Lane
Grand Junction, CO 81501

RE: TEDS Exception No. 32-03, to Cul-de-Sac Turnaround Requirement at 517 Melody Lane

Dear Mr. Wiggins;

Please find attached the committee's decision on the above request. As per the discussion in the "Staff Recommendation" section, the proper design, dedication and construction of the portion of the needed turnaround on your property would be sufficient improvement to allow the proposed accessory dwelling. 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: Rick Dorris, Development Engineer (256-4034)
Pat Cecil, Development Services Supervisor

VE#32-03 517Melody09-24



City of Grand Junction
Department of Public Works and Utilities
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250 North Fifth Street
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DESIGN EXCEPTION #DE32-03

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: September 8, 2003

RE: Request for Exception to Cul-de-Sac Turnaround Requirement

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new accessory dwelling unit at the back of his property. The lot presently accesses on to the north end of Melody Lane. At this point Melody Lane consists of a 25-foot wide asphalt roadway on ten feet of right-of-way which comes to an abrupt end at the north line of this property. More than half of the pavement is on the lots along the east side of the Street. Of the 600-foot length of Melody Lane, only the first 150 feet are fully improved. The only options for turning around at the north end of Melody Lane are to back into the driveway to the last house on the east side of the street or pull into the applicant's driveway, past the sign that says "Private Drive – No Turnaround."

Applicant is requesting exception from the requirement to provide a cul-de-sac turnaround at the terminus of this dead end street.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

The configuration of Melody Lane already puts all of the residents at more risk than any normal residential area in the City. Until there is adequate provision for the public to turn around at the north end of this street, there should be no further development. Adding even a little more traffic to this situation without some mitigation would be irresponsible.

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

None are proposed.

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

There are many streets in the City that dead-end without any provision turnaround. No new development has been approved without some way to provide either through movement or vehicle turn around.

4. Will the exception require CDOT or FHWA coordination?

No.

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

Any exception approved here should be considered a one-time exception.

Staff Recommendation

I recommend denial of the requested Design Exceptions to Section 5.1.4.2 to allow the proposed termination of Melody Lane without some at least partial provision for a proper turnaround. I could recommend approval of this request if this property owner designed, dedicated the right-of-way for, and constructed his portion of a cul-de-sac turn around, sufficient provision would be made to allow this one additional living unit. The four other affected neighbors would also need to be advised they would be held responsible for their respective portions of this turnaround as a condition of any future planning clearance for those properties.

Recommended by: *Mrs. Carol G. Wedell*

Approved as Requested: _____

Approved as Recommended:

Denied: _____

Date: 9/24/03
[Signature]
Katherine M. Portman
[Signature]

MEMORANDUM

COPY



Date: September 9, 2003

*To: Kathy Portner, Community Development
Jim Bright, Fire Department*

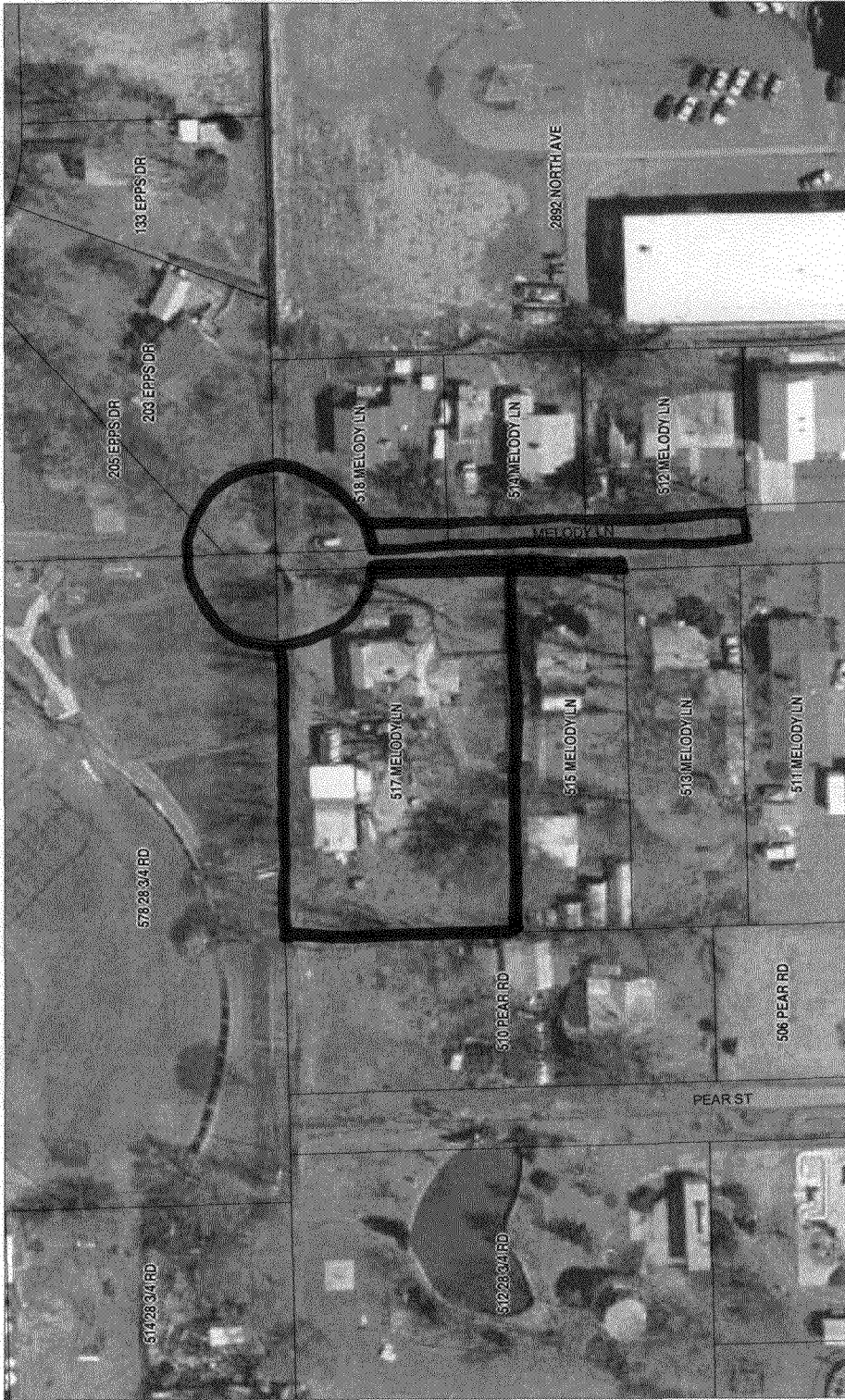
From: Sandi Nimon, Sr. Administrative Assistant

Sandi

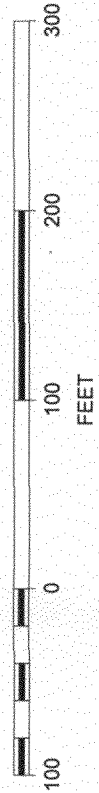
*Subj: DE32-03 Exception for Cul-de-Sac
Turnaround Requirement*

*Please make your comments on the above design
exception no later Friday, September 12, 2003.
I would appreciate it!*

Sn



SCALE 1 : 1,200



PROPOSED EXCEPTION TO TEDS 8/14/03

To Whomever It May Concern,

I truly believe that Chapter 14, Design Exceptions clearly relates to our situation. With the attached photos and the lot layout, hopefully we can show you that by adding this addition to our property, will not result in a dangerous condition or situation.

By moving my mother and father-in-law into an addition to our house will not cause any dangerous situation to anybody. Only my father-in-law drives and that is only one more vehicle on our street. As you can see from the lot layout, he will pull into our driveway forward. He parks out back in his own garage, and will be able to turn around before entering the street.

As you can see from the photos, our driveway is almost to the end of the street. We have two ditches that intersect and feed Fun Junction, Melody Lane and Grand Mesa Little League ball fields. There is a fire hydrant on the east side of the street. There really isn't room for a complete turnaround. There is a dead end sign on Melody Lane.

With the way that our driveway is positioned, anyone pulling out of our driveway is not pulling out into traffic. Very rarely is there two vehicles moving on our street at the same time. It is a quiet street and the traffic is very minimum. Everyone on the block parks on their driveway so there is not a problem with the width of the street.

Once again, we are only trying to help our parents out, to take care of them when they need it most. There is not a parking problem, or a problem of pulling out onto Melody Lane, or any concern of jeopardizing the safety of anyone. We have never intended to use this addition as a rental when they are deceased. Please consider our situation and please grant us a one-time exception. I believe we have a situation that really relates to the TEDS Exception rule.

Sincerely,

Wade Wiggins

Wade Wiggins

243-5380

244-8216 DAY

General Meeting Notes – 517 Melody

7-23-2003

Add an accessory unit for in-laws.

Planner: Faye G.

Engineer: Rick Dorris

Mike McMill

Water: Existing
Sewer: Existing
Drainage:
Flood plain: None
Wetlands: None
Access: Existing
Site circulation: Existing
TCP: applies
CDOT permit: No
Street class: Local Residential
Street improvements: See below
Construction Activity Permit: No
Underground Power Utilities: No
Other:

RECEIVED

AUG 06 2003

COMMUNITY DEVELOPMENT

Miscellaneous:

- The TCP for accessory dwelling unit is \$500.
- The Zoning and Development Code requires street improvements, i.e. curb, gutter, and sidewalk; for any development. We have however recently passed an administrative regulation that could allow you to simply pay the money (equal to the construction cost) in lieu of installing the improvements.
- Right of way will most likely need to be dedicated on Melody. Provide a legal description for the right of way and the City will prepare the conveyance documents.
- A 14' multi-purpose easement will be needed along Melody. Provide a legal description for the easement and the City will prepare the conveyance documents.
- There is no existing legal turn around at the end of Melody. A cul de sac needs to be constructed to provide a proper turn around.
- A small one time drainage fee will be required for any new building. This will likely be less than \$500.

8-5-03

Requesting TEDS Rule Exception,

ATTENTION Rick Dorris & Mike McDill,

I, Wade Wiggins completely understand the zoning and development code for new construction areas. The majority of the homes on Melody Lane were built in the 1930's and 1940's. The street is narrow but has been chip sealed in the last month. The front yards are fairly shallow, especially on the east side of the road. There is an irrigation ditch that runs down the west side of the street, as well as a ditch on the north end of the street that runs east and west and supplies water to Grand Mesa Little League and Fun Junction. There is also a fire hydrant on the end of the street. The road is not wide enough to create a turnaround.

There are only eight homes on our street, so the narrow road does not create any problems. The road is marked as a dead end street which keeps the traffic to a minimum. We are doing this addition to our house only to help our mother and father-in-law because of health reasons. This is not intended to ever be a rental unit, it is only for family. My mother-in-law does not drive and my father-in-law has

only a few years of driving left. They don't have a lot of money, nor do I to have to put into all these improvements. We just want them closed so that we can take care of them.

I would certainly be willing to meet you at our house and show you my concerns. Please be open minded and let's take a look at the situation and consider a variance to allow us to build this addition without creating a turnaround.

Sincerely Yours,

Wade Wiggins

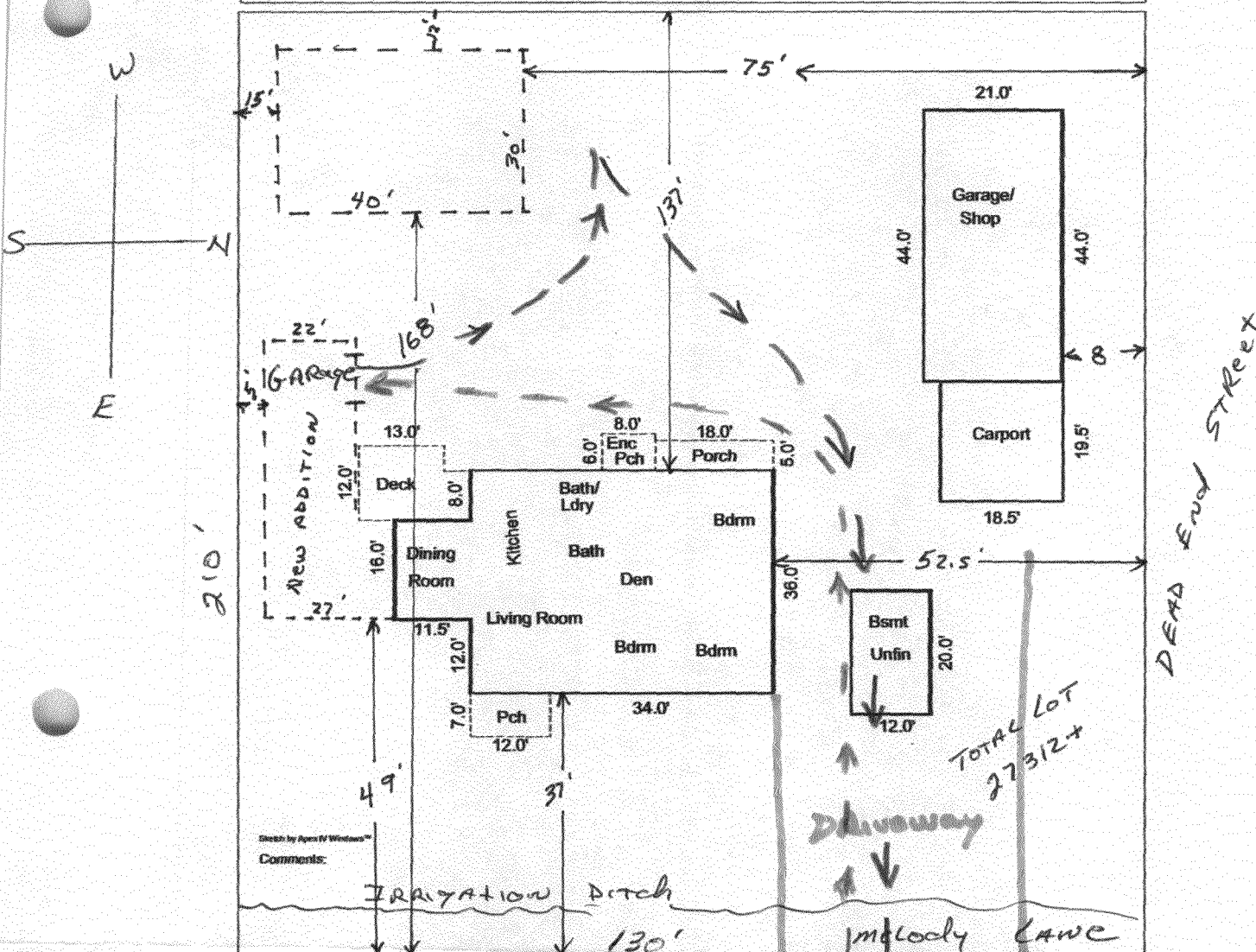
Wade Wiggins

244-8216

SKETCH

File No. 030707-002

Borrower/Client Wiggins, Wade A. & Donna J.
 Address 517 Melody Lane
 City Grand Junction County Mesa State CO Zip Code 81501
 Lender/Client Main Street Investment & Loan



AREA CALCULATIONS SUMMARY				LIVING AREA BREAKDOWN	
Code	Description	Size	Net Totals	Breakdown	Subtotals
GLA1	First Floor	1840.00	1840.00	First Floor	
BGMT	Basement	240.00	240.00	11.5 x 16.0	184.00
F/P	Porch	94.00		36.0 x 46.0	1656.00
	Porch	90.00			
	Exc Pch	48.00			
	Deck	188.00	410.00		
GAR	Garage/Shop	924.00	924.00		
OTB	Carport	360.75	360.75		
TOTAL LIVABLE (rounded)			1840	2 Calculations Total (rounded)	1840

Designed by United Systems Software Company (800) 969-8727

- TRAVEL FROM Melody Lane to their GARAGE

- BACKING OUT of their garage, turning Around and entering Melody Lane going Forward.

LOT LAYOUT of 517 Melody Lane

Note that my mother and father-in-law will only be pulling onto Melody Lane in a Forward motion. There is no traffic that they will be disrupting.

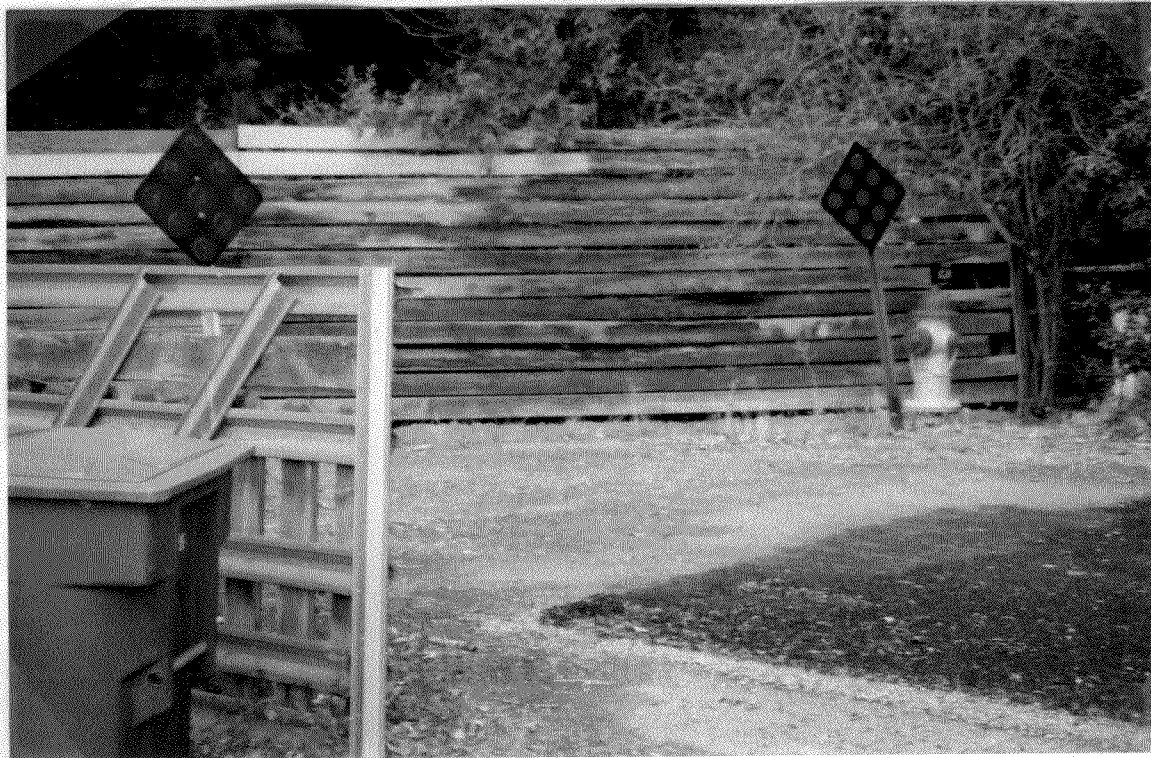


STANDING ON FRONT PORCH





STANDING IN DRIVEWAY





STANDING ON melody Lane Looking NORTH





STANDING IN NEIGHBORS ACROSS STREET DRIVEWAY





STANDING IN STREET Looking down the driveway
LEADING to back of house where the addition
is proposed.



#32

MEMORANDUM

CITY OF GRAND JUNCTION ENGINEERING DEPARTMENT

TO: Mike McDill
FROM: Rick Dorris *Rick*
DATE: August 19, 2003
SUBJECT: 517 Melody TEDS exception

The applicant is requesting to be allowed to construct an accessory dwelling unit. I responded with street improvements including a paved cul de sac. There really is no alternative to construct a cul de sac since the entire area is developed. They are now requesting a TEDS exception. They included their first attempt (on yellow paper) which I rejected and provided the TEDS exception criteria. Their second attempt looks prettier but doesn't address the criteria. I have accepted it for review since I don't think they really understand.

This is a very narrow street (20' to 22' wide with no curb and gutter) that ends in a dead end with no public turn around provisions. As you can see on page 3 of their pictures, they have a sign on their driveway that says "Private Drive No Turnaround." This about sums it up. The only real way to turn around here is to pull into their driveway. I expect the trash trucks and any fire equipment would do the same. My recommendation is that the TEDS exception be denied.

TEDS Exception Melody 517 Emergency Turnaround 8-29-03 Miller

The concern is whether this residence, which is at the end of an underdeveloped, dead end road, will be required to provide turn around improvements for large vehicle turnaround.

The site is bounded by developed property all around it, so is limited in options for developing a turnaround. It would seem this would be an ideal location to allow an exception to allow the development of a hammer head on the applicant's property. This exception would then provide an improved fire truck turnaround for this dead end road.

With respect to ½ street improvements, I believe the applicant should improve his frontage to minimum standards.

From: Rick Beaty
To: James Bright; Kathy Portner; Sandi Nimon
Date: 9/15/03 10:53AM
Subject: Re: DE32-03

I concur with Mike's recommendation of denial on DE-32-03.

Rickb

>>> Kathy Portner 09/11/03 09:12AM >>>
Attached is my recommendation for Bob.

>>> Sandi Nimon 09/09/03 05:40PM >>>
Attached is DE32-03 for your review. Please have your responses back to Mike McDill by Friday, September 12.

Jim and Kathy, I sent this to you because I got messages back from Bob and Rick stating they are gone. Jim, I believe Rick's message is old. It says he will be back on September 4 and we are past that date. If you can review, it would be appreciated.

I will hard copy everything and place in your boxes.

CC: Bob Blanchard; Mark Relph; Mike McDill

From: Kathy Portner
To: Beaty, Rick; Bright, James; Nimon, Sandi
Date: 9/11/03 9:12AM
Subject: Re: DE32-03

Attached is my recommendation for Bob.

>>> Sandi Nimon 09/09/03 05:40PM >>>

Attached is DE32-03 for your review. Please have your responses back to Mike McDill by Friday, September 12.

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I will hard copy everything and place in your boxes.

CC: Blanchard, Bob; McDill, Mike; Relph, Mark

Design Exception #DE32-03

Accessory Dwelling Units require a minor site plan review (section 4.1.G.1.q of the Zoning and Development Code). To receive approval of a minor site plan review, the applicant must demonstrate that the development complies with the adopted major street plan and meets access requirements (section 2.2.D.5 of the Z and D Code). The Code further specifies that plans for required construction, reconstruction or modification of new or existing improvements shall be submitted to the City.

Exception Criteria

I concur with the City Engineer's assessment that the current configuration compromises safety and that any additional traffic only compounds the problem. If approved, there is nothing to prevent the accessory dwelling unit from being a general rental unit that would likely create more traffic than the proposed family use.

The Traffic Engineer's suggestion of a hammer-head turn around as an option seems reasonable.

I concur with Mike McDill recommendation of denial of the design exception.