



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. Robert Gustafson
WG Architects
1449 Riverside Avenue
Fort Collins, CO 80524

RE: TEDS Exception No. 33-03, for Corner Clearance & Throat Length at 1015 North Avenue

Dear Mr. Gustafson;


Please find attached the committee's decision on the above request. Staff and the committee believe there are options available to make more use of the alley for the 10th Street access. It appears that a wide curb cut at the alley and moving the parking to locations behind the building and along the 10th street frontage, where the access is presently proposed, would allow compliance with TEDS in this regard.

The access along North Avenue should be moved as close to the west property line as possible in preparation for a future joint access with that neighbor. The landscaped barrier along this west property line should also be eliminated at the proper locations to facilitate this joint use.

An access point on North Avenue, under the proper conditions mentioned above, is approved. The exception to the throat length requirements is also approved.

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#33-03 1015North09-24



City of Grand Junction
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DESIGN EXCEPTION #DE33-03

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: September 10, 2003

RE: Exceptions for Corner Clearance & Throat Length at 1015 North Avenue

DESCRIPTION OF THE SITUATION

Applicant is planning to remodel and expand an existing Total Convenience Store at this location. This remodel/expansion does not affect the location or configuration of the fuel islands. They are proposing to close one driveway along North Avenue that is presently only about thirty feet from the intersection. The north 27 feet of the 62-foot driveway along 10th Street is also proposed to be closed.

TEDS requires that the driveway along 10th Street should be at least 150 feet from the signalized intersection (center to center). TEDS requires that the driveway along North Avenue should be at least 200 feet from the intersection. Finally, TEDS requires that there be 50 feet of storage between the face of curb and the first parking space or aisle.

The applicant requests exceptions from Section 4.1.3, *Corner Clearance* and Section 4.2.5.1, *Throat Length*. I believe this development also needs to request an exception to Section 3.2.2, *Provision of Access*, which requires all properties with access on two streets to take all of their access from "the lower order street."

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Capacity is a critical issue along North Avenue and access management is the least expensive and most affective tool to preserve and improve this corridor's capacity. Elimination of the driveway closest to the intersection will significantly improve the situation at this location. Closing the part of the driveway on 10th Street that is closest to the intersection is also an improvement. However, neither solution actually meets TEDS and therefore delivers the expected level of safety. The lack of throat space only adds to a still deficient design. The design provides more safety than the present situation, but still compromises safety compared to a compliant design.

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

The applicant has also considered relocating the North Avenue driveway farther west whenever the property to the west redevelops. He also considered using the alley as the 10th Street access but found it unacceptable for a number of reasons.

There do not appear to be any other options available to deal with the limited throat length. This exception alone would be tolerable if it were not exacerbated by the other two deficiencies.

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

There are many corner gas stations around town with driveways dangerously close to signalized intersections. They are frequent accident locations.

4. Will the exception require CDOT or FHWA coordination?

It is along North Avenue, US Highway 6, so I assume there will have to be some coordination with CDOT.

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


This request would be a one time consideration.

Staff Recommendation

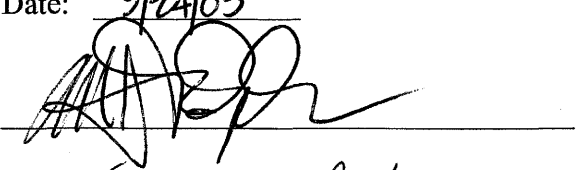

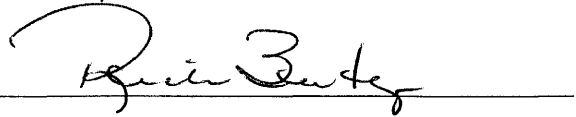
I recommend denial of the requested Design Exceptions to Section 4.1.3, *Corner Clearance*. It appears there are options available that would lead to conformance to TEDS. Laura states in her comments that this project will be required to dedicate joint access easements and agree to construct a shared access farther to the west whenever the neighboring property redevelops. A shared access 200 feet from the intersection would be the best solution. The applicant should be encouraged to pursue this shared drive now rather than construct a "temporary" arrangement now and have to pay to adjust it later. At the very least the driveway should be constructed as far west as possible (even beyond the west property line) to conform as much as possible to the plans for a future shared access. Their plan should also be revised to eliminate the landscaping along the west property line, as this will interfere with any plan for a future shared access.

There seems to be room to expand the alley to accommodate the 10th Street access needs. The applicant should consider moving parking to the east property line and behind the building, off the alley. This should allow vehicular access around the building on both sides to and from the alley. This arrangement should give adequate access to the product tanks and the fuel islands.

I recommend approval of the requested Design Exceptions to Sections 4.2.5.1, *Throat Length*, and Section 3.2.2, *Provision of Access*, to allow less than fifty feet from the face of curb to the first service aisle and to allow a secondary access to North Avenue.

Recommended by: 

ACTION	10 th Street Spacing from Intersection	North Avenue Spacing from Intersection	Throat Length	Access to North Avenue
APPROVED		✓	✓	✓
DENIED	✓			
COMMENT	- LOOK @ OPTIONS TO USE THE ALLEY.	- REMOVE BARRIER FOR JOINT ACCESS		- SAME COMMENT AS SPACING

Date: 9/24/03






CITY OF GRAND JUNCTION

INTER-OFFICE MEMORANDUM

TO: Kathy Portner, Community Development
James Bright, Fire Department

FROM: Darlene Wilkinson, Public Works & Utilities

DATE: September 11, 2003

SUBJECT: DE33-03, Exceptions for Corner Clearance & Throat Length at 1015 North Ave.

Please make your comments regarding the above design exception no later than Wednesday, September 19.

Darlene



ROBERT J. GUSTAFSON
DONALD G. SHIELDS
COREY STINAR

A R C H I T E C T S

1449 RIVERSIDE AVENUE
FORT COLLINS, COLORADO

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(970) 493-2025
FAX (970) 493-2026

August 20, 2003

Ms. Laura Lamberty
City of Grand Junction
City Development Engineer
Community Development Department
250 North 5th Street
Grand Junction, CO 81501

RE: File #SPR-2003-133
Total Petroleum #4116
1015 North Avenue

Dear Ms. Lamberty,

Due to extenuating circumstances particular to this property we are requesting that several exceptions be granted to the TEDS standards with this proposed remodel/re-image. This project consists of keeping the existing fuel island canopy and convenience store building in their current locations and adding 15' to the west and 10' to the south of the existing c-store building. The western most driveway to North Avenue will be closed, the eastern most driveway to North Avenue will remain, and the driveway to 10th Street will be relocated further south than the current driveway. Access from the alley to the property will be eliminated. Following are the requested exceptions and reasons necessary for the exceptions.

Location of driveway to North Avenue: TEDS Section 4.1.3

The existing eastern most driveway is proposed to remain in its existing location which is approximately 129' east of the 10th Street intersection. Because the property frontage along North Avenue is only 150' in length complying with the 200' separation would place the driveway nearly 30' onto the adjacent property to the east.

Insufficient inbound storage to North Avenue driveway: TEDS 4.2.5, 4.2.5.1

Location of existing eastern most driveway to property places the driveway closer to the 10th Street intersection than allowed by code thereby reducing the amount of inbound storage available. Moving driveway east to comply with TEDS would place the driveway 30' onto the adjacent property to the east.

10th Street Access:

The existing fuel island canopy and building are proposed to remain in their existing locations. A small addition is proposed to the west and south of the existing building. Due to the placement of the existing c-store building in the center of the property, combined with the need to accommodate a 60' product transport vehicle, and new landscaping and parking requirements, the ability to access the property from the alley is not feasible. To accommodate the vehicles required to enter the property while maintaining safety on the public streets we are proposing to relocate the existing driveway to 10th Street as far south as practical. The proposed location is 75' south of the intersection with North Avenue which places the entrance side of the drive 92.5 feet south of the intersection. Placing this driveway further south would negatively impact the ability of the transport vehicle to access the property creating additional safety concerns to the 10th Street roadway.

Utilization of the alley for access to the property, especially for the product transport vehicle, is not feasible due to the need to widen the alley to accommodate the increased traffic thereby creating a conflict with entering vehicles and west bound traffic in the alley, reduced efficiency in site circulation which would adversely affect off site traffic, inability to provide the required landscaping and parking facilities, and inability for the transport vehicle to access the product storage tanks for delivery of fuel. Even if it was possible to utilize the alley for access, an exception would be required to allow the alley entrance to be widened to 35' placing it closer than 150' to the intersection.

Three (3) copies of the revised Site Plan have been included for your review. If you should have any questions or additional comments please do not hesitate to call me.

Regards,



Robert Gustafson

cc: Patrick Peppelaar

Valero Energy Corporation

From: George Miller
To: McDill, Mike
Date: 8/29/03 5:01PM
Subject: TEDS Excepton 1015 North

Mike,

As this site is limited in size there is little to be done with access options. The proposed design has made improvements over the existing site by reducing access count and extending driveways as far from the intersection as possible while still being able to accommodate the drive path required for fuel delivery access. By the same token, this delivery path does not seem possible were the 10 St access to be closed and replaced by an alleyway access.

Overall, I feel the proposal design is a considerable improvement over the existing pattern on the site, and a good attempt to address the standards within the confines of the lot's limitations. Furthermore, I think the design limits would impact the site more than the passing traffic.

The only way I could see the site meeting all standards would be if the storage tanks were to remain in their present location, and the fuel unloading was made from the alley. Then, elimination of that on site travel route would allow a little more latitude for access placement and throat length.

CC: Kliska, Jody; Lamberty, Laura

City of Grand Junction - Development Engineering

Date: 8/25/03
To: Mike McDill, City Engineer
Cc:
From: Laura C. Lamberty, Development Engineer
RE: TEDS Exceptions 1015 North Avenue (SPR-2003-133)

Attached please find a request for three Design Exceptions for the remodel/expansion of the Total Petroleum located at 1015 North Avenue. Existing C-store is proposed to be expanded. New underground storage tanks are to be installed in a new location and the fuel islands is proposed to be upgraded, but not replaced.

The applicant proposes closing the North Avenue entrance closest to the intersection and relocates the 10th Street entrance further south. The 10th Street entrance is also too close (less than 50') from the alley. This layout also proposes no access to the alley.

The following exceptions are requested:

- 1) Corner Clearance from a Signalized Intersection on a Minor Arterial: North Avenue (TEDS 4.1.3). Applicant is required to dedicate easements and agree to construct a shared entrance at the property line when the Chinese restaurant to the east redevelops.
- 2) Throat Length and Vehicle Storage (TEDS 4.2.5, 4.2.5.1)
- 3) Corner Clearance from a Signalized Intersection on a Local Street: 10th Street (TEDS 4.1.3) Applicant has adjusted driveway as far to the south as his building layout will allow.

While safety of the station is improved by the changes proposed by the applicant, the TEDS standards are not met. A total site reconstruct may allow more of these standards to be met, but the site is too small to accommodate complete conformance with TEDS. I also feel that access to the alley should be preserved.

Attachments: Letter Wickham/Gustafson Architects
 Site Plan

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 9/15/03 6:33PM
Subject: TEDS Exceptions

DE33-03

I concur with Mike's recommendations

DE34-03

I support Mike's recommendation of approval.

DE35-03

I support Mike's recommendation of denial. There are some questions here tho': do we know if the removal of parking makes them non-conforming with the ZDC and do we care? Is safety the paramount issue here with the potential of parking spaces directly at the corner? If so, this should be stated in the staff report as a another reason for denial.

DE36-03

As a general rule, I would rather find Code inconsistencies on the second or third round of review and have them corrected prior to approval rather than find them during construction and have to deal with them at that time. However, this issue does not appear to be an issue that would create any engineering issues during construction so letting this one go because it was not discovered during either the general meeting or the first round of comments probably would not cause any problems. IF this project is ready to go except for minor details and this TEDS exception then I can support approving it based on the timing of the discovery of the issue. If there are significant design issues that remain to be addressed that imply that a project redesign wouldn't affect the timing of approval, then I would support Mike's recommendation of denial.

Is there any reason to meet on this one?

DE37-03

I support Mike's recommendation of approval.

CC: Mike McDill; Sandi Nimon

From: Rick Beaty
To: Bob Blanchard; Mark Relph; Mike McDill; Sandi Nimon
Date: 9/16/03 9:21AM
Subject: TEDS Round 5000

DE33-03, DE34-03, DE35-03 and DE37-03 -- I concur with Mike's recommendation on these three projects.

DE36-03

I concur with denial of this request. The additional drives increase a public safety risk and will exacerbate the problem with traffic due to the additional drives.

Rickb