



**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. & Mrs. Iles  
P.O. Box 1342  
Grand Junction, CO 81502

RE: TEDS Exception No. 35-03, for Reduced Corner Clearance along Bass Street

Dear Mr. & Mrs. Iles;

Please find attached the committee's decision on the above request. The committee determined that the driver safety at this intersection had to be a higher priority than the unsafe parking situation at this location.

If you have any question concerning this decision, please feel free to contact the Project Engineer in charge of this work or me at (970) 256-4047.

Sincerely,

Michael G. McDill, P.E.  
City Engineer

C: Kent Harbert, Project Engineer (244-1445)



# CITY OF GRAND JUNCTION

## INTER-OFFICE MEMORANDUM

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

**FROM:** Darlene Wilkinson, Public Works & Utilities

**DATE:** September 10, 2003

**SUBJECT:** DE35-03, Request to Reduce Corner Clearance Along Bass Street at 730  
Independent for Bass Street Drainage Project.

Please make your comments regarding the above design exception no later than  
Wednesday, September 17.

Darlene



**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 #DE35-03

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Kent Harbert, Project Engineer

From: Mike McDill, City Engineer

Date: September 10, 2003

RE: Request to Reduce Corner Clearance along Bass Street at 730 Independent for Bass Street Drainage Project

### ***DESCRIPTION OF THE SITUATION***

The City is designing drainage improvements in the neighborhood of Bass Street and Independent Avenue. To allow these improvements to function best curb & gutter will be extended north from Independent. Prior to the improvements along Independent, the property at 730 Independent had head-in parking along both Independent and Bass and used the right-of-way for maneuvering into and out of these spaces. The Independent Avenue curb and gutter eliminated their parking along that street. The owners hope to preserve as much parking as possible along Bass Street.

The plans for Bass Street show an inlet almost exactly 50 feet north of the flow line along Independent Avenue with vertical curb south of the inlet and drive-over curb north of it. The twenty-three feet of vertical curb between the end of the curb return and the inlet will eliminate two or three head-in parking spaces along Bass Street for this business location.

The request is for an exception to Section 4.1.3, *Corner Clearance*, to allow drive-over curb to start at the end of the curb return and maintain the head-in parking spaces at the corner.

## **EXCEPTION CONSIDERATIONS**

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

Because the proposed exception would allow vehicles to back into the right-of-way, and in some cases into the intersection, it will cause a significant compromise of safety for any unsuspecting drivers turning north on to Bass Street from either east or west bound Independent Avenue.

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

Options available are either vertical or drive-over curb or gutter, unless we want to consider leaving it as it is with no curb and gutter. Vertical curb is the standard for commercial developments. This portion of Bass Street is a mix of commercial and residential.

Another option is to completely eliminate the head-in parking along this portion of Bass Street with vertical curb and require this property to move all of its parking to the vacant lot, under the same ownership, to the north. Any future development of this or the lot to the north could require this property owner to remove our drive-over curb and replace it with vertical curb specifically to remove this head-in parking. Our proposed construction of drive-over curb along this portion of Bass Street could be construed by a future developer as the City's approval of this head-in parking. In fact, because this is only a drainage project along Bass Street, we are trying not to change the status quo for any adjacent property owners.

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

Yes. Vertical curb is the standard for all commercial areas. It is the drive-over curb north of the inlet that might be considered non-standard.

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


No.

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

This should be considered a one-time exception due to the unique circumstances of the project.

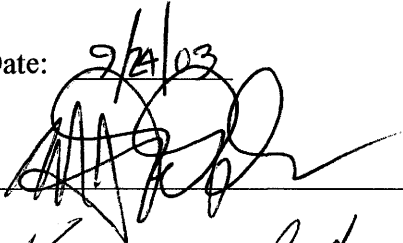
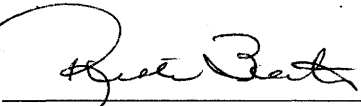
**Staff Recommendation**

I recommend denial of the requested Design Exceptions to Section 4.1.3, *Corner Clearance* to allow drive-over curb between the curb return on Independent Avenue and the inlet twenty-three feet north along Bass Street to preserve head-in parking at that location.

Recommended by: 

Approved as Requested: \_\_\_\_\_

Denied:  \_\_\_\_\_

Date: 2/21/03  
  
Kathleen Portman  


August 29, 2003

City of Grand Junction  
Engineering Division  
Department of Public Works  
250 North 5<sup>th</sup> Street  
Grand Junction, Co 81501

Attention: Mike McDill, P.E.  
City Engineer

Dear Mr. McDill:

Thank you for your time in the office this morning explaining City's position on construction of the curb on Bass Street. You suggested we write a letter stating our objection and the justification for it.

We own the building located on the corner of Independent and Bass Street. The street improvements on Independent Avenue limited our parking in the front of the building to two spaces. The only other parking available is on the side of the building off of Bass Street. If a curb is constructed it will eliminate the parking along that side of the building. It is necessary to have parking for employees and customers to the business located in the building. Universal Corporation has been in this location for 34 years and utilized both the front and west side of the building for parking. I am sure you will agree with us that the parking area is a necessity and critical to business. To our knowledge there has never been an accident on the corner of Bass and Independent Ave.

We appreciate your evaluation of this valid objection and trust you will revise the construction plans to allow a drive over curb from the existing corner at Bass and Independent north on Bass Street.

Sincerely,



Dave & Eileen Iles  
P.O. Box 1342  
Grand Junction, CO 81502  
Phone - 242-2101

**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

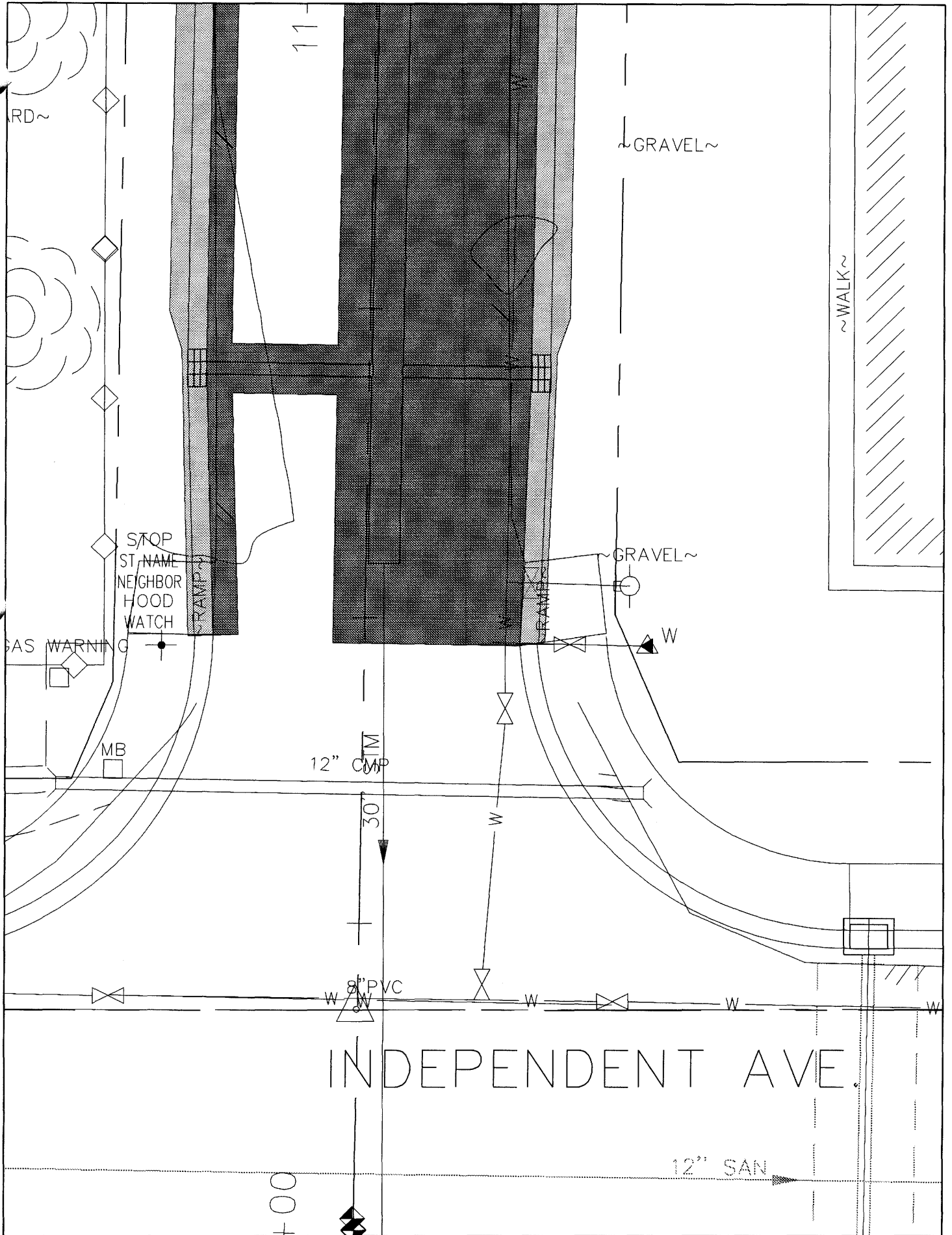
DE33-03, DE34-03, DE35-03 and DE37-03 -- I concur with Mike's recommendation on these three projects.

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

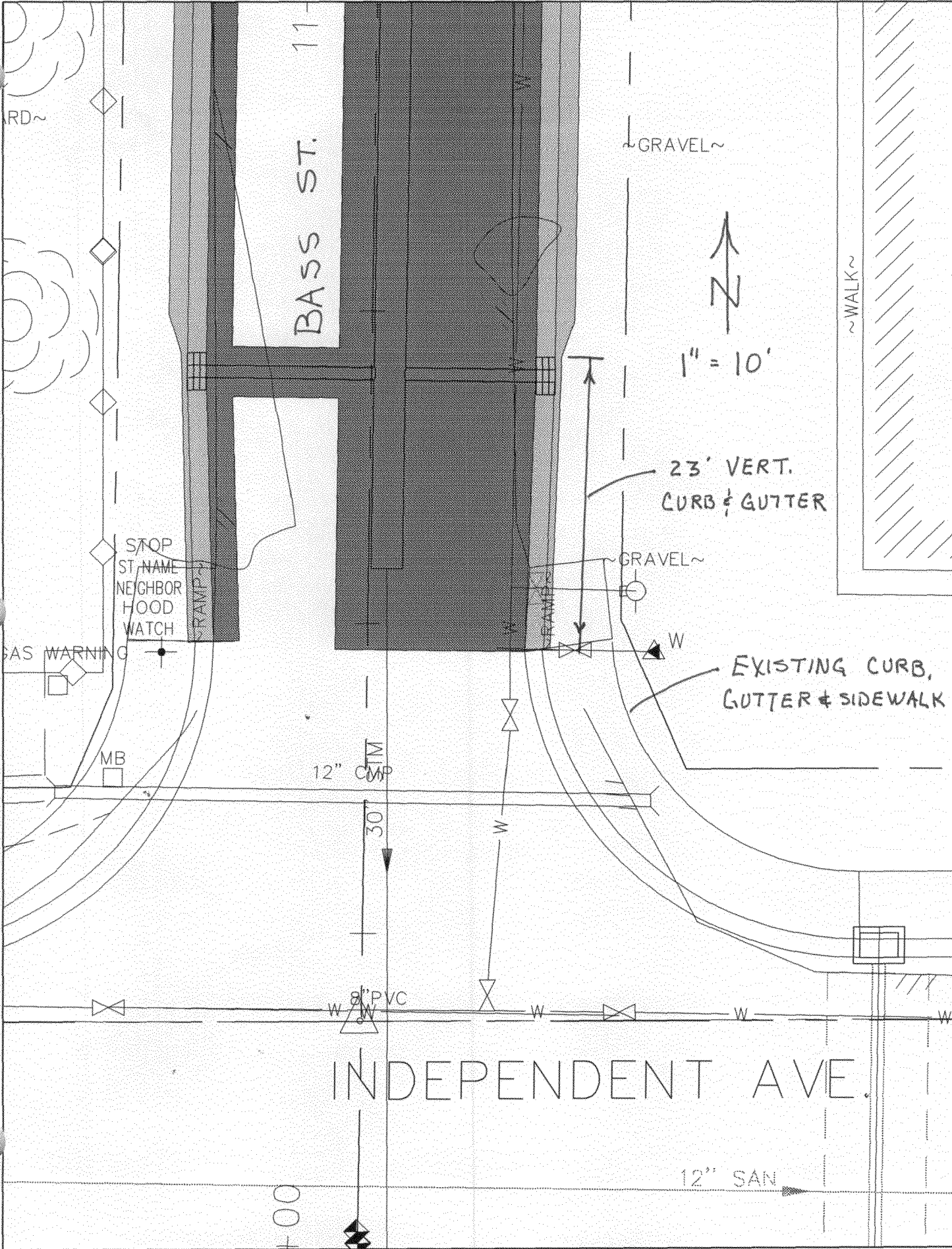






SCALE 1 : 600





BASS ST. 11-

GRAVEL~



1" = 10'

23' VERT. CURB & GUTTER

GRAVEL~

EXISTING CURB, GUTTER & SIDEWALK

STOP  
ST NAME  
NEIGHBOR  
HOOD  
WATCH

GAS WARNING

MB

12" CMP

30'

8" PVC

INDEPENDENT AVE.

12" SAN