



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. Steven Sharpe, P.E.
Sharper Engineering Services, Inc.
1950 Hwy. 6 & 50
Fruita, CO 81521

RE: TEDS Exception No. 36-03, to Access Spacing at 3134 D ½ Road

Dear Mr. Sharpe;

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

C: Rick Dorris, Development Engineer (256-4034)
Pat Cecil, Development Services Supervisor

DE#36-03 3134 D.5Rd09-24



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 #DE36-03

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 11, 2003

RE: Exception from Access Spacing for 3134 D ½ Road (Summit Meadows West)

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a 43 lot single family residential subdivision on about 10.5 acres at this location. They are proposing a single street intersection on to D ½ Road. Their proposed intersection location meets all TEDS requirement in relation to all of the other existing streets in the area. However, it does conflict with two private driveways along the south side of D ½ Road. The driveway at 3139 D ½ Road is 135 feet east of the proposed access point. The driveway at 3137 D ½ Road is about 25 feet west of the proposed entrance.

The proposed location could also limit the development options for the tract on the south side (3137 D ½ Road). This tract will have to either take all of its access from Clear Creek Drive (through the property to the east) or remove the two dwelling units that currently exist directly in the path of any extension of the Summit Meadows West access.

The applicant requests exception from Section 4.1.2, *Offsets* as it relates to the two private home driveways on the south side of D ½ Road.

NOTE: (This TEDS conflict was discovered by staff at the second round of comments for the Final Plat for Summit Meadows West. Revising the location of this access will require, at a minimum, re-circulating the new plan to all review agencies.)

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This portion of D ½ Road is classified as an Urban (Major) Collector. Traffic on this street will continue to grow as development and re-development occur in the area.

The location of this access has some concerns regarding future development that could be considered speculative. The project could be redesigned to move this access opposite the driveway at 3137 D ½ Road and fully comply with TEDS. I would have to say that the proposed plan will to some degree compromise of safety over what could have been done.

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

The applicant considered alternatives opposite each of the southerly driveways. Aligning with the easterly drive would place it too close to Clear Creek Drive. Aligning with the westerly driveway would “create a lot for the parent parcel owners that was larger than they preferred...” By switching the detention area to the east side of the proposed street the size of the “parent parcel” could be controlled while at the same time providing a buffer between the existing home and the new street.

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

84 Lumber (TEDS Exception No. 31-03) was allowed to offset their driveway from an existing single family driveway by about the same amount as is being requested here. Similar to the 84 Lumber situation, neither of these private drives should be allowed to remain with any re-development.

4. Will the exception require CDOT or FHWA coordination?

No.

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

If this request is approved based on the same logic as Exception No. 31-03, then we should consider revising TEDS to reconsider single family driveways as conflicts for access offsets.

Staff Recommendation

Based on the purpose of the TEDS requirements, I recommend denial of the requested Design Exception to Section 4.1.2, *Offsets*, to allow a reduced spacing between the proposed intersection and the existing driveways at the above location. However, I understand that the timing of this discovery might suggest that the Committee may wish to grant this exception for this specific situation.

Recommended by: *Michael D. McElduff*

Approved as Requested: ✓

Denied:

Dated: 9/24/03

[Signature]

Kathleen Portman

R. Budy



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: Design Exception #DE36-03, Access Spacing for 3134 D ½ Rd (Summit Meadows West)


Please make your comments regarding the above design exception no later than September 19, 2003.

Darlene

MEMORANDUM

CITY OF GRAND JUNCTION ENGINEERING DEPARTMENT

TO: Mike McDill

FROM: Rick Dorris 

DATE: September 4, 2003

SUBJECT: Summit Meadows West TEDS exception

A TEDS exception is enclosed for the access spacing on D ½ Road for this project. This is responding to one of George's comments. The project is late in the process and needs this TEDS exception to be a project. I personally don't agree with George's interpretation of the TEDS manual here. He is comparing existing single family access to the new intersection for the subdivision and saying it must meet the 150' spacing. TEDS is actually confusing on this. Sections 4.1.1 and 4.1.2 cover it. 4.1.1 is for spacing on the same side of the street and says "For all types of access, other than single family residential, the access spacing shall be 150' or greater...vehicles." 4.1.2 says "Where...the center of accesses and intersections not in alignment shall be offset 150 feet or greater...arterials." I think that 4.1.2 should also exclude single family. I can see how the opposite side situation is different due to opposing left turns but still think residential should be excluded.

The properties on the south side are likely to redevelop. A GIS print of the area is attached.

SHARPER

Engineering Services, Inc.

1950 Hwy 6 & 50 - Fruita, CO 81521
Ph (970) 858-9671 - Fax (970) 858-0221

September 3, 2003

Mr. George Miller, Transportation Engineer
CITY OF GRAND JUNCTION
250 N. 5th Street
Grand Junction, CO 81501

**RE: TEDS Exception Application
Summit Meadows West**

Dear George:

In response to your Development Review Comments dated 8/25/03 for Summit Meadows West Subdivision, this letter shall serve as an Application for a TEDS Exception. This Application shall cover the following topics relevant to the proposed Final Design Drawings submittal currently in the development review process with the City of Grand Junction:

- Proposed Exception
- Alternatives Considered
- Proposed Design
- Impacts of Change

Proposed Exception

Per City Transportation Engineering Division General Meeting comments dated 9/16/02, D.5 Road is classified as an Urban Collector. Per TEDS, Section 4.1.2, "the center of accesses and intersections not in alignment shall be offset 150 feet or greater on all collector and commercial streets and 300 feet on all arterials." From a standpoint of offset from existing intersecting streets, Larry's Meadow Drive complies with the 150 offset from Countryside Lane (approximately 380 feet) and Clear Creek Drive (approximately 220 feet). Per TEDS, Section 4.0, "Access is defined as any driveway or other point of ingress/egress such as a street, road, highway or driveway that connects to the public street system."

Two single-family driveway accesses exist south of the proposed Summit Meadows West subdivision (south side of D.5 Road). The easternmost driveway (3139 D.5 Road) is offset from Larry's Meadow Drive by approximately 135 feet. The west driveway (3137 D.5 Road) is offset from Larry's Meadow Drive by approximately 25 feet. The TEDS exception proposed is to waive the offset distance requirement for the west driveway (25 feet offset).

With the likelihood that parcels south of Summit Meadows West will be purchased and developed in the future, the permanent access streets can be designed to align with Larry's Meadow Drive. The location of Larry's Meadow Drive, relative to D.5 Road, results from the purchase negotiation of the parent parcel (proposed Summit Meadows West). A

condition of sale of the parcel was that approximately one acre of land be platted for the Lawrence Family (previous land owner of the Summit Meadows West property). Due to the location of existing structures to remain within the one-acre lot, the north boundary and consequently the alignment of Larry's Meadow Drive, was established.

Alternatives Considered

No alternative exists for aligning Larry's Meadow Drive with the easternmost driveway south of D.5 Road. That alternative creates an offset with Clear Creek Drive of about 80 feet. The alternative of aligning Larry's Meadow Drive with the west driveway south of D.5 Road provided lots on the west that were adequate in depth but created a lot for the parent parcel owners that was larger than they preferred, hence the alignment was shifted some 25 feet east to satisfy the sale of the property and the layout of proposed Summit Meadows West subdivision.

Proposed Design / Impacts of Change

Although the proposed design does not meet TEDS for offset distances from intersecting accesses, it does reduce the existing two north driveways onto D.5 Road with one public street. The large single-family parcels that lie on the south side of D.5 Road will eventually combine (or sell singly) to create development of their own. If both parcels are combined, the access can align with Larry's Meadow Drive and comply with the offset standards to adjacent intersections as outlined in TEDS. If the parcels develop individually, the west parcel can align with Larry's Meadow Drive and be in compliance with TEDS. The southeast parcel, if developed, cannot comply with TEDS no matter where Larry's Meadow Drive is positioned now. Hence, the two parcels south of Summit Meadows West need to be combined upon development in the future to comply with the TEDS standards. On an individual basis, if the alignment of Larry's Meadow Drive were directly opposite of the southwest existing driveway, the parcel to the southeast would still fail to comply with the access standards as outlined in TEDS.

Impacts of Change

It can be argued that this will be an isolated exception (and a unique exception at that) because the alignment of Larry's Meadow Drive basically dictates that both parcels to the south be combined, upon future development, to comply with TEDS access standards. Aligning Larry's Meadow Drive with the southwest driveway meets TEDS access requirements now, but also dictates the access point of future development to the south should either or both parcels propose improvements.

Please consider this Application for a TEDS Exception and contact me directly if further clarification or discussion is requested at 858-9671. Thank you for your cooperation.














Respectfully,



Steven E. Sharpe, P.E.
Project Engineer

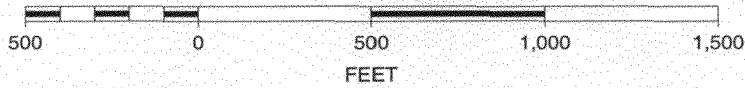
Cc: Mansel Zeck, Casa Tiara Development

City of Grand Junction GIS Sewer Map ©

-  PUMP STATIONS
-  SANITARY MANHOLES
-  PRIVATE MANHOLES
-  COMBINED SANITARY MANHOLES
-  FORCED MAIN MANHOLES
-  STORM MANHOLES
-  CATCH BASINS
-  IRRIGATION GATES
-  CATCH BASIN LATERALS
-  ABANDONED SEWER
-  FORCE MAINS
-  FORCE MAINS-NOT SURVEYED
-  COMBINED SEWER



SCALE 1 : 6,650



N





DUFFY DR

D 1/2 RD

D 1/2 RD

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D 1/2 RD

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CLEAR CREEK DR

CLEAR CREEK DR

CASCADE CREEK CT

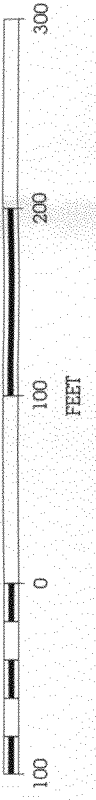
COUNTRYSIDE LN

ROB REN DR

COUNTRYSIDE LN C

MO

SCALE 1 : 1,200



C-W 1/16 CORNER SECTION 15

GRAND JUNCTION, CO 81504
2943-153-68-000
RSF-R

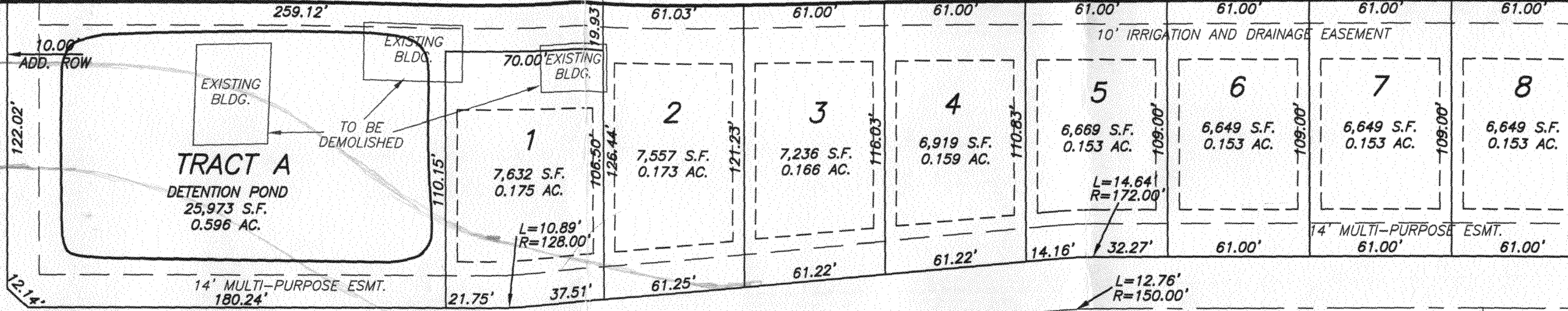
GERTRUDE E. CARPENTER
3137 D 1/2 RD.
GRAND JUNCTION, CO 81504
2943-153-00-154
RSF-R

3139 D 1/2 RD.
GRAND JUNCTION, CO 81504
2943-153-00-062
RSF-R

D 1/2 ROAD

EXISTING PAVEMENT

EXISTING ROW



JESSE D. & KAYLA L. MOORE
3132 D 1/2 RD.
GRAND JUNCTION, CO 81504
2943-152-00-021
RSF-R
SINGLE-FAMILY RESIDENCE

MATTHEW JOHN MULLIN
PENNY L. LUELLIN
458 MEADOW RD.
GRAND JUNCTION, CO 81504
2943-152-13-004
RSF-R
SINGLE-FAMILY RESIDENCE

VERNON L. PATTY D. HEROLD
460 MEADOW RD.
GRAND JUNCTION, CO 81504
2943-152-13-005
RSF-R
SINGLE-FAMILY RESIDENCE

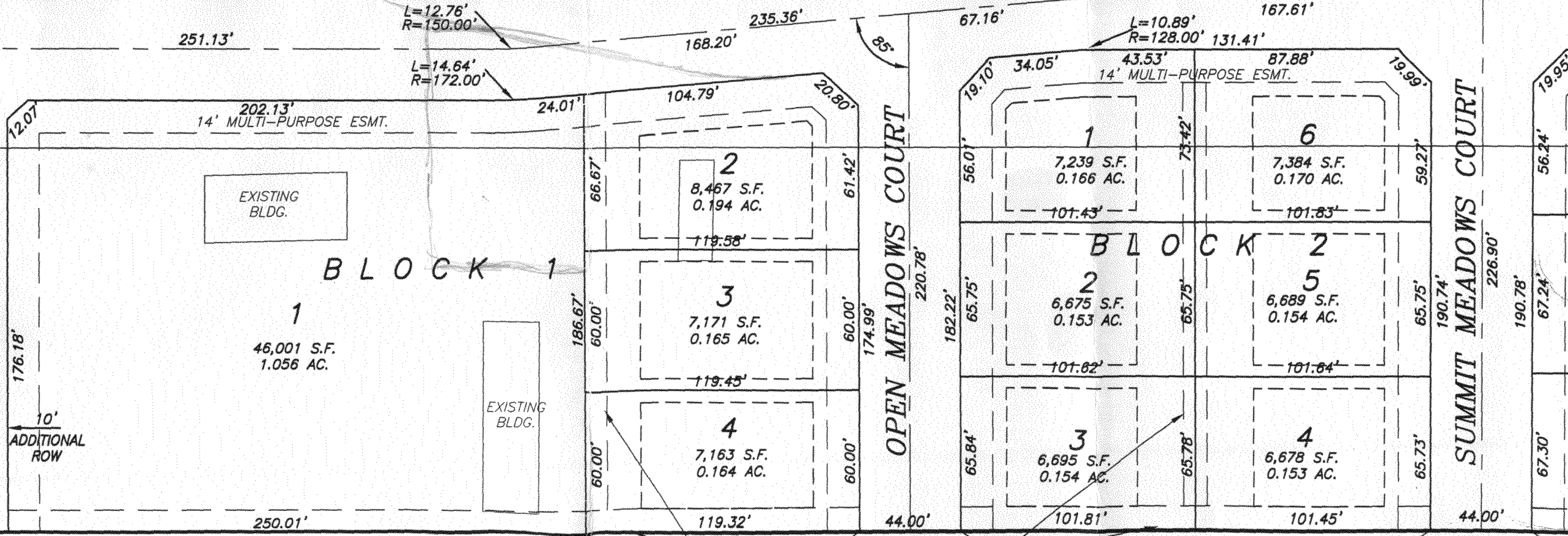
WILLIAM D. & KIMBERLY D. PETERS
462 MEADOW RD.
GRAND JUNCTION, CO 81504
2943-152-13-006
RSF-R
SINGLE-FAMILY RESIDENCE

GEORGE A. & BRENDA S. ROSEN
464 MEADOW RD.
GRAND JUNCTION, CO 81504
2943-152-13-007
RSF-R
SINGLE-FAMILY RES

N89°54'13"W

38.05'

30'



OPEN MEADOWS COURT

SUMMIT MEADOWS COURT

LEAR CREEK DRIVE

EXISTING HOUSE

EXISTING BLDG.

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

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

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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

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

9/24/03
BOB AGREED w/
ME TO GRANT THE
EXCEPTION BASED
UPON THE TIMING
MJP