

PUBLIC WORKS
& UTILITIES

January 29, 2004

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

RE: TEDS Exception No. 01-04 Access Offset Spacing

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, Eric Hahn or me at (970) 244-1557.

Sincerely,



Tim Moore.
Public Works Manager

C: Eric Hahn, Development Engineer (244-1443)
Pat Cecil, Development Services Supervisor

PUBLIC WORKS
& UTILITIES

DESIGN EXCEPTION #DE01-04

To: Mark Relph, Director of Public Works & Utilities
Rick Beaty, Fire Chief
Bob Blanchard, Community Development Director

Copy to: Eric Hahn, Development Engineer
Pat Cecil, Development Services Supervisor

From: Tim Moore, Public Works Manager

Date: January 26, 2004

RE: Request to Reduce Access Spacing for Summit View Estates

DESCRIPTION OF THE SITUATION

The applicant is planning to provide access to the proposed Summit View Estates subdivision via Joan Way onto 29.5 Road. The continuation of Joan Way east to 29.5 Road will not meet the minimum spacing requirement defined in the TEDS manual. Section 4.1.2 of the TEDS manual states "the center of accesses and intersections not in alignment shall be offset 150 feet or greater on all collector streets". Per the Grand Valley Circulation Plan, Functional Classification Map, 29.5 Road is classified as an Urban Collector.

As currently proposed, Joan Way would align 62 feet south of the driveway to the Valley Bible Church and 128 feet north of a single family residence.

The applicant has aligned Joan Way consistent with direction received from the Development Engineer and requests exception from Section 4.1.2, *Spacing*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Although the proposed design submitted does not meet TEDS for offset distances, it does provide the opportunity for the vacant property to the east (east side of 29.5 Road) to develop and align its access with Joan Way. Staff believes this access location represents the best long term alternative for the development of the 29.5 Road corridor.

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

A second alternative was considered that aligned Joan Way with the southern boundary of the subdivision, however, this alternative still required a TEDS exception for spacing with a single family residence on the east side of 29.5 Road. This alternative conflicted with the Grand Junction Drainage District's Marchune Drain and seemed less likely to ultimately result in a favorable alignment with future development to the east.

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

There are other locations where less than the full 150-foot access spacing exists and have been permitted within the developed areas of the City.

4. Will the exception require CDOT or FHWA coordination?

No.

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

In rural areas this situation will probably continue to arise wherever there is a presence of large single-family parcels in proximity to development along major corridors. Staff will continue to monitor the number of similar requests and evaluate this issue each year.

Staff Recommendation

I recommend approval of the requested Design Exception to Section 4.1.2 and allow the extension of Joan Way to 29.5 Road as submitted.

Recommended by: *Tami Moan*

Approved as Recommended: X

Denied: _____

Date: 1/29/04

[Signature]

Robert Blawie

Jim Best

SHARPER

Engineering Services, Inc.

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

P.O. Box 550

Fruita, 81521
CO

December 12, 2003

Mr. Eric Hahn, Development Engineer
CITY OF GRAND JUNCTION
250 N. 5th Street
Grand Junction, CO 81501

**RE: TEDS Exception Application
Summit View Estates**

Dear Eric:

In response to information obtained at the General Meeting on 11/01/03 for Summit View Estates Subdivision, this letter shall serve as an Application for a TEDS Exception. This Application shall cover the following topics relevant to the proposed Preliminary Plan 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 the Grand Valley Circulation Plan, Functional Classification Map, TEDS Chapter 1, 29.5 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 streets." The continuation of Joan Way from Forrest Estates, east to 29.5 Road, creates a unique situation. The north right-of-way line for Joan Way aligns with the north property line of a vacant parcel with tax identification number 2943-054-30-004, which due to its proximity to the adjacent properties to the north and south would probably be addressed as 645 29.5 Road (no address is supplied on the City website maps). This property would qualify to be subdivided in the future; hence the alignment of Joan Way is set such that an entrance road accessing this parcel would exactly align with Joan Way.

Providing this alignment for future access to the east adjacent vacant parcel leaves two driveways that do not comply with the TEDS offset criteria of 150 feet or greater. The driveway to the south (single-family access) is 128 feet from Joan Way, as measured from centerline of driveway to centerline of Joan Way. The driveway to the north (Church property) is approximately 62 feet from Joan Way, again as measured from centerline of Church entrance to centerline of Joan Way. The TEDS Exception proposed is to waive the offset distance requirement for both the north driveway (62 feet offset) and the south driveway (128 feet offset).

- 1) Larger map of area showing proposed subd.
- 2) # of lots accessing

There are two reasons why the alignment of Joan Way is located as proposed. First, the alignment of Joan Way provides the east adjacent parcel the opportunity to develop and exactly offset its entrance road in compliance with TEDS offset criteria. Second, the location of the proposed Joan Way was recommended by City Development staff at the projects General Meeting on October 6, 2003.

In reference to the south driveway (644 29.5 Road), it should be noted that this residence utilizes a "horseshoe" shaped driveway for ingress and egress. The north leg of the "horseshoe" is the 128 feet mentioned above. The south leg of the "horseshoe" is located approximately 80 feet further south or 208 feet from the centerline of Joan Way. Referencing the north driveway (646 29.5 Road), the entrance used by Valley Bible Church is approximately 50 feet in width and the south edge of the entrance is approximately 10 feet north of its south property line. This south property line represents the north property line of the vacant parcel that Joan Way aligns with.

Alternatives Considered

One alternative considered positioned Joan Way (at 29.5 Road) such that the south right-of-way of Joan Way aligned with the south property line of the vacant parcel to the east or the north property line of 644 29.5 Road. This alternative layout also generated two accesses that are not in compliance with TEDS minimum offset criteria. The driveway at 644 29.5 Road would be offset by 46 feet and Joan Way would be offset from another interior subdivision street (T-intersection situation) by approximately 106 feet.

A second alternative considered was to start with Joan Way (stubbed street on west side of this project) and lower it to the south (as it proceeds eastward toward 29.5 Road) with reverse horizontal curves to align the south right-of-way line of Joan Way with the north property line of 644 29.5 Road. This alternative still generated a compliance issue with minimum offsets for the driveway at 644 29.5 Road. In addition, and a more serious impact, it creates a challenge of relocating the Marchun Drain (GJDD), providing access to the interior lots in Block Two, creates compliance issues with Longs Peak Drive tying into Joan Way in a T-intersection situation (approach tangent distances) and due to the Joan Way roadway curvature, nets a loss of up to two lots in the subdivision total.

Proposed Design

Although the proposed design submitted does not meet TEDS for offset distances from intersecting accesses, it does provide the opportunity for the east adjacent vacant parcel (east side of 29.5 Road) the opportunity to develop and align its access with Joan Way. As mentioned above in the "Proposed Exception" section, the driveway at 644 29.5 Road is a horseshoe driveway with only the north ingress/egress not in compliance with TEDS minimum offset criteria. It could probably be argued that two accesses for a single residence is not allowed (certainly on a collector street) and the north access could be abandoned. An option the homeowner of 644 29.5 Road could exercise is to loop his driveway with itself, within the property, and only utilize the south driveway access.

Regarding the TEDS offset issue with the north access to the Church (approximately 62 feet); this offset admittedly presents a challenge. Until the vacant parcel on the east side of 29.5 Road develops, an argument could be made that the vast majority of traffic exiting Joan Way will be traveling south towards F Road. This right turn, southbound movement from Joan Way will not adversely affect the traffic entering or exiting the Church property. Once the east vacant parcel develops, an option could be exercised to suggest that the Church patrons access their property from the new created road opposite Joan Way.

Impacts of Change

It can be argued that this will be an isolated exception, although in rural areas this situation will probably continue to arise wherever there is a presence of large single-family parcels in proximity to development along major access roads. Should the Church property ever change land use and develop, a road will already be in place along their south property line to provide access to the possible development and eliminate the need for yet another access along 29.5 Road. The proposed alignment of Joan Way attempts to provide a shared access between two large parcels, the Church property and the east vacant parcel. As is usually the case, until all land is finally developed, less than ideal circumstances are apt to exist. In this case it is the non-compliance offset issue with Joan Way and the current Church property access. Again, the intent of the proposed Summit View Estates layout is to reduce accesses along 29.5 Road in the future.

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 consideration.

Respectfully,



Steven E. Sharpe, P.E.
Project Engineer

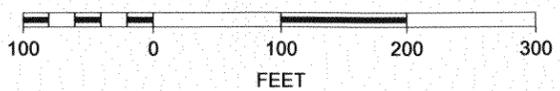
Cc: Mansel Zeck, Casa Tiara Development

City of Grand Junction GIS City Map ©

Air Photos
2002 Photos
Highways
Streets 2



SCALE 1 : 1,690

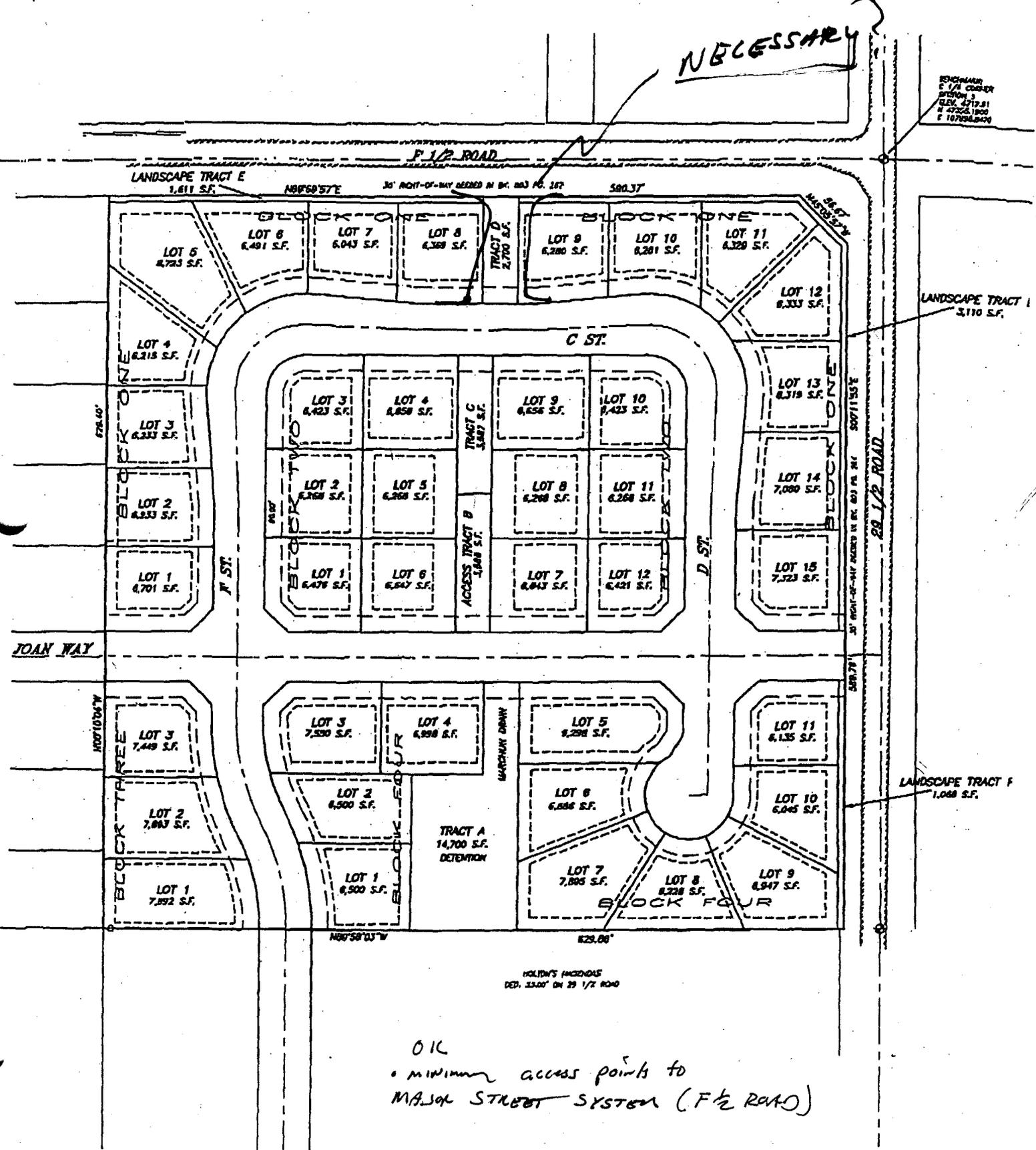


SUMMIT VIEW ESTATES

9.11 ACRES

NECESSARY

RECHMAN
C 1/4 CORNER
SECTION 17
R1EX 4712.81
N 4722.1800
E 18798.8470



OIC
• MINIMUM access points to
MAJOR STREET SYSTEM (F 1/2 ROAD)

City of Grand Junction GIS City Map ©

Air Photos

-  2002 Photos
-  Highways
-  Streets 2



SCALE 1 : 6,193

