

August 26, 2004

Pat O'Connor  
910 Crown Ct.  
Fruita, CO 81521

Re: Design Exception #DE 14-04 – Design Exception for Access Spacing for Belhaven Subdivision, 2889 Patterson Road (Chapter 6.2.8.1).

Dear Pat:

Please find attached the committee's decision for the above referenced request. You may use this decision to proceed through the development review process for this exception.

If you have any questions concerning this decision, please feel free to contact the Development Engineer in charge of your project or me at (970) 244-1557.

Sincerely,



Tim Moore, Public Works Manager  
City of Grand Junction

Xc: Eric Hahn, Development Engineer (256-4034)  
Pat Cecil, Development Services Supervisor

## DESIGN EXCEPTION #DE 14-04

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

From: Tim Moore, Public Works Manager

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

Date: August 18, 2004

RE: Access Spacing – Belhaven Subdivision, 2889 Patterson Rd. (Chapter 6.2.8.1)

### DESCRIPTION OF THE SITUATION

The proposed Belhaven Subdivision is requesting approval for construction of a T-intersection onto the south side of Patterson Road near the northeast corner of the project. As indicated on the attached drawing, the proposed access point to Belhaven is approximately 400' east of a 4-way intersection with West Indian Creek Drive and approximately 265' west of a 2-way intersection with East Indian Creek Dr. TEDS requires a minimum spacing of 600' between T-intersections.

#### Site Description:

The proposed development consists of approximately 66 residential units on a 9.5 acre parcel located south of Patterson Rd and west of 29 Rd. The site location in relation to existing access points on Patterson Road precludes any access point that would meet the minimum TEDS spacing. Cascade Ave. provides a cross connection to the adjacent Peppertree Subdivision. However, West Indian Creek Drive through Peppertree Subdivision is only 20 feet wide and has limited capacity. This street is also frequently encumbered with parked vehicles due to the inadequate amount of off-street parking provided for the peppertree town homes and condos. As a result, West Indian Creek Drive cannot serve as the primary access to adjacent developments.

### EXCEPTION CONSIDERATIONS

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

The proposed intersection location is on the east property line of the Belhaven Subdivision maximizes the spacing from West Indian Creek Drive and would create an opportunity to combine access with the existing church to east.

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

The surrounding access points on Patterson Road are spaced such that a direct access onto Patterson Road at any location from the Belhaven development cannot meet the

minimum spacing requirements of TEDS. As discussed above, the capacity of the street system in the adjacent subdivision is inadequate to accommodate Belhaven traffic. .

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

There are currently a number of locations along Patterson Road where the minimum spacing requirements of TEDS are not met.

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

No.

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

This exception request seems to occur from time to time. At this point, staff is not recommending a change to the manual.

**Staff Recommendation**

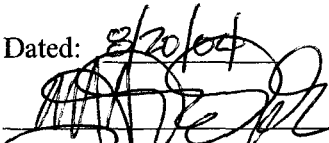
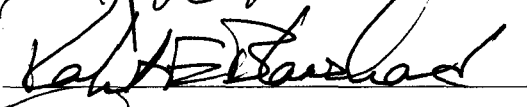

Staff supports this request understanding that the developers' options are limited on this site. Additionally, as the adjacent properties develop with interconnectivity between developments and a connection to 29 Road is complete, the impacts to Patterson Road will be reduced over time.

Recommended by: \_\_\_\_\_

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

Approved as Modified: \_\_\_\_\_

Dated: 2/20/04

  
\_\_\_\_\_  
  
\_\_\_\_\_  
  
\_\_\_\_\_

VE#14-04 Belhaven Subd.

# TEDS Exception Request Review

## Belhaven Sub.

PP-2004-083

By: Eric W. Hahn, P.E. - Development Engineer

Date: August 10, 2004

Page 1 of 1

---

1. If granted, will the exception compromise safety?
  - The proposed intersection would create an offset condition which may cause an occasional left-turn stacking conflict between East Indian Creek Drive and Belhaven street. However, the proposed street location would provide an opportunity to remove at least two of the three church accesses on F Road that are much too close to the F Rd/29 Rd intersection, and provide the church's primary access onto the proposed local street. In addition, if the access is not allowed onto F Road, all access to the proposed subdivision and nearby future development, totaling more than 100 units and over 1000 ADT, will be forced through Peppertree Sub. Such traffic volumes require a street with the equivalent capacity of a Residential Collector. The street (West Indian Creek Drive) through Peppertree is not adequate to perform as a Residential Collector. In fact, it doesn't even meet the standards of a Local Residential street. The street is too narrow, and is frequently encumbered with parked vehicles due to the inadequate amount of off-street parking provided for the Peppertree townhomes/condos.
2. Have other alternatives been considered that would meet current standards?
  - Due to the issues included in the discussion above, it is not possible to meet current intersection spacing standards and meet street capacity standards concurrently. One or the other must be compromised.
3. Has the proposed design been used in other areas - locally, state or national? Have example, including data, been provided?
  - Similar intersection spacing configurations are used in many locations locally, some probably more successful than others.
4. Will the exception require CDOT or FHWA coordination?
  - No.
5. Is this a one-time exception based upon unique circumstances - location, topography, traffic flow, etc?
  - Yes.
6. If not a one-time exception, is manual revision needed?
  - N/A

# **REQUEST FOR T.E.D.S. EXCEPTION**

Construction of T-intersection / Belhaven Subdivision / 2889 F Road

August 9, 2004

## **Proposed Exception:**

Proposed Belhaven Subdivision is requesting approval for construction of a T-intersection onto the south side of F Road, a Principal Arterial, near the northeast corner of the project (see enclosed drawing). Given the existence of the 4-way intersection of West Indian Creek Drive approximately 85' west of the project and the north-side tee intersection of East Indian Creek Drive approximately 250' east of the project, an intersection in this area would create centerline spacings of approximately 400' from West Indian Creek Drive and approximately 265' from East Indian Creek Drive. Neither would meet the current requirement for 600' spacing as dictated by Section 6.2.8.1 of the TEDS Manual. This intersection would, however, provide an independent access to F Road for the proposed subdivision and for the vicinity in general (along the south side of the roadway).

## **Alternatives Considered:**

1. Do not create a new intersection and utilize the existing F Road access (West Indian Creek Drive) through the adjacent development to the west (Pepper Tree Subdivision). This is currently the only developed adjoining parcel. A church exists to the east and property to the south is undeveloped. Property west of Pepper Tree is also undeveloped at this time, but is beginning to proceed eastward from developments east of 28 1/4 Road.

Negative Impacts: This alternative would produce large traffic volumes from the proposed development (60 additional units, approximately) onto an existing residential street constructed many years ago which does not meet current geometric standards for an Urban Residential section. Pepper Tree subdivision currently consists of approximately 45 units on a single roadway access off of F Road. There are currently no other interconnecting roadways from Pepper Tree to other neighborhoods given that there are currently no adjacent developments. All traffic (from over 100 units) would be funneled through this inadequate street. There was significant opposition to this alternative during the neighborhood meeting (letters available from Community Development records).

2. Extend an access street onto F Road from the center of the project.

Negative Impacts: This alternative, or any proposed street west of the suggested extension along the eastern boundary, will be closer to the existing 4-way intersection of West Indian Creek Drive (centerline intersection with F Road approximately 85' west of the western Belhaven boundary).

Extending the roadway along the eastern border of Belhaven will maximize the spacing from West Indian Creek Drive.

3. Provide access to F Road from a roadway inside the Church property along the common property line, possibly replacing the existing westernmost driveway to the Church (1 of 3 existing drives onto F Road).

Negative Impacts: This idea was proposed to the administrative board of the Church who discussed it and eventually decided that they were not interested in participation at this time.

**Proposed Design:**


The location for the proposed street alignment is approximately 400' east of existing West Indian Creek Drive and 265 feet west of existing East Indian Creek Drive (center to center). This is intended to push the street as far to the east as practical and maximize the south-side intersection separation while staying within the boundaries of the property. This option would obviously require redesign for the internal lot geometries in the northern section of the Belhaven project.


**Impacts of Change:**


The proposed design will maximize the spacing from West Indian Creek Drive, an existing 4-way intersection, for any extension from Belhaven to F Road and will hopefully provide improvement for future access to the existing Church parking lot. It will provide an access to F Road for a relatively large area of undeveloped property currently owned by the Church, and others to the south and west of Belhaven, which has a high potential for future development.

# Belhaven Sub. vicinity

**Air Photos**

 2002 Photos

 Highways

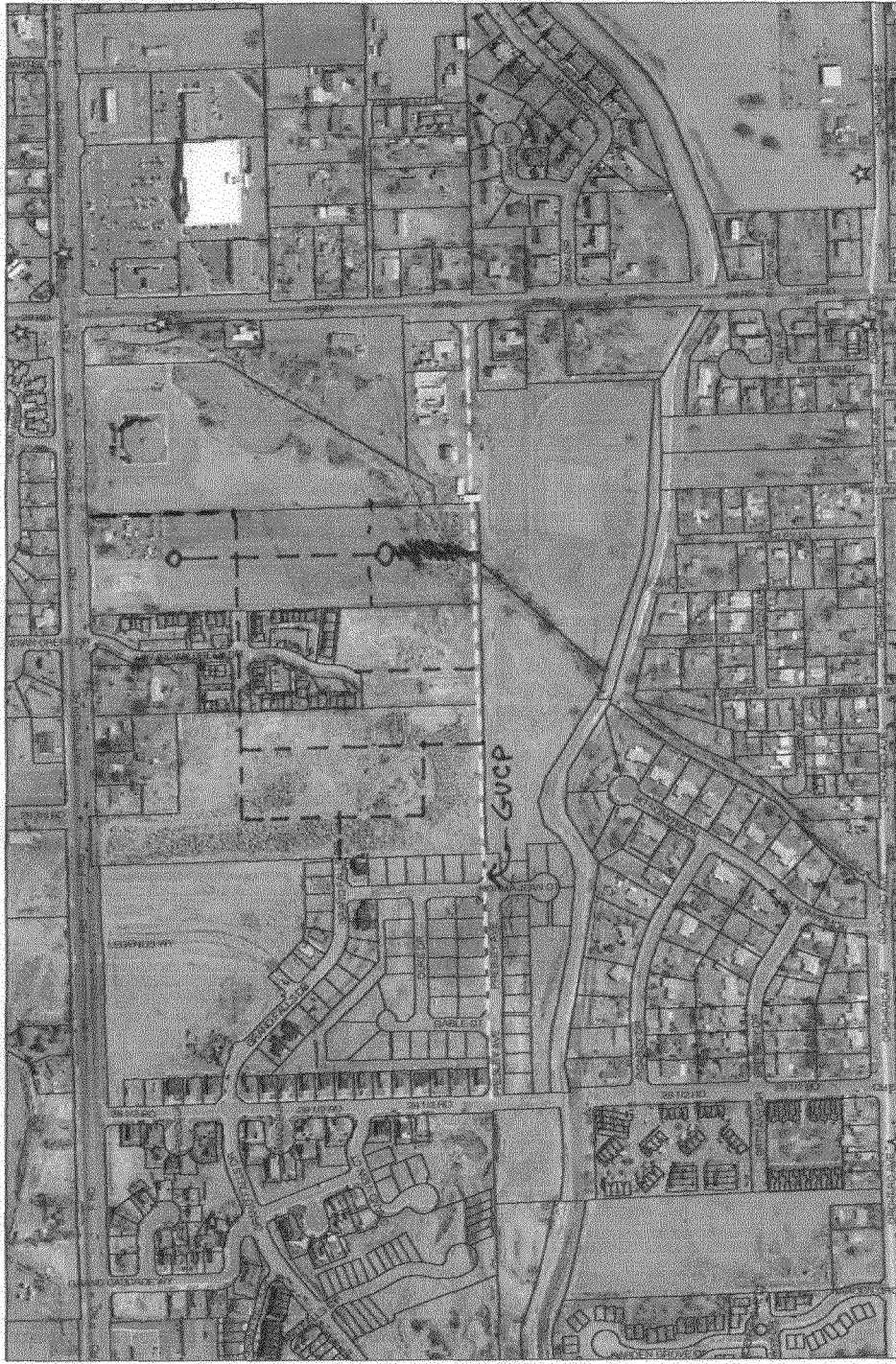
 Streets 2



SCALE 1 : 2,400



# Regional street concept



☆	Air Photos
—	2002 Photos
—	Highways
—	School Buildings
—	Streets 2
☆	Traffic Counts
—	Street Classifications
—	I-70
—	I-70 proposed
—	Principal Arterial
—	Principal Arterial P1
—	Major Arterial
—	Major Arterial Prop
—	Major Collector
—	Major Collector Prc
—	Minor Collector
—	Minor Collector Prc

SCALE 1 : 7,200

