

October 20, 2004

James E. Langford, PE&LS  
Thompson-Langford Corporation  
Engineers and Land Surveyors  
529 25 ½ Road  
Grand Junction, CO 81505

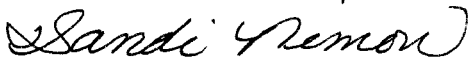
Re: Design Exception #DE 17-04 – Design Exception – Mesa Estates Number of Lots  
Entering a Shared Drive

Dear Jim:

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 Tim Moore at (970) 244-1557.

Sincerely,



Sandi Nimon, Sr. Administrative Assistant  
To Tim Moore, Public Works Manager  
City of Grand Junction

Xc: Laura C. Lamberty, Development Engineer (256-4155)  
Pat Cecil, Development Services Supervisor

## DESIGN EXCEPTION #DE 17-04

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: Laura Lamberty, Development Engineer  
Pat Cecil, Development Services Supervisor

Date: October 19, 2004

RE: Number of Lots Entering a Shared Drive

### DESCRIPTION OF THE SITUATION

Mesa Estates, located at 28 ½ Road and Highway 50 on Orchard Mesa, is a single-family attached project with 54 duplex housing units (108 residences) proposed in the RMF-8 zone. As a result of the higher density, the frequency of driveways entering the adjacent streets is much greater than would be the case in lower density areas. The Preliminary Plan had several conflicts with TEDS related to driveway locations and spacing. The current plan has all but one of those conflicts resolved. Section 13.2.1(2) of TEDS requires lots adjacent to a Shared Driveway to use the Driveway for access and limits the number of units taking access from the Shared Driveway to four (4) units.

The specific request is to allow five (5) units to access the proposed Shared Driveway.

### EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**  
Staff does not believe safety would be compromised as a result of approving this request. The proposal is to allow one additional lot to access the Shared Driveway which eliminates one direct access point onto the local street system.
- 2. Have other alternatives been considered that would meet the standard?**  
The applicant did evaluate a very short cul-de-sac in this location and developed a lot configuration that allowed lot 10 to access the street directly. Neither alternative seems to work as well as the current proposal.
- 3. Has the proposed design been used in other areas?**  
This design currently exists, in limited number, in other 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?**

This would be a one-time exception.

**Staff Recommendation**

Staff believes this Shared Driveway alignment is the best possible solution given the constrictions of the site and recommends approval of the Exception.

Recommended by:

Tom Noe

Approved as Requested:

Denied:

Dated:

10/20/04

[Signature]

Robert E. Blanchard

Rebecca Berts

DE#16-04 Mesa Estates. 10-04



September 13, 2004

To: Tim Moore, Public Works Manager

From: Laura C. Lamberty, Development Engineer

A handwritten signature in black ink, appearing to read "Laura".

RE: Request For TEDS Exception: Mesa Estates  
Number of Driveways Entering Shared Drive

Attached please find a request for TEDS Exception to permit 5 single family driveways to enter a Shared Drive in violation of TEDS 13.2.1 (2) permitting a maximum of four units accessing a shared drive.

The applicant and his engineer have resolved the great majority of instances in the original plan which would have resulted in violations of TEDS requirements for driveway placement. I would recommend approval of this TEDS Exception.



**THOMPSON - LANGFORD CORPORATION**  
**ENGINEERS AND LAND SURVEYORS**

tlc@tlcwest.com  
Facsimile (970) 241-2845  
Telephone: (970) 243-6067  
529 25 1/2 Rd, Grand Junction, CO 81505

September 2, 2004

Laura C. Lamberty, PE  
City of Grand Junction  
Department of Public Works  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501  
E-mail [laural@ci.grandjct.co.us](mailto:laural@ci.grandjct.co.us)  
Ph. (970) 256-4155  
FAX (970) 244-1599

Re: Mesa Estates  
REQUEST FOR TEDS EXCEPTION  
Driveway and Street Concessions

Laura:

Per your request, I am submitting herewith our request for a single TEDS exception for the situation where we had five lots instead of four entering onto a private drive. In your review comments, you identified two sections in the TEDS manual with which we were not in compliance. The first dealt with Section 31.2.1 (2) and (7) as they relate to the two private drives on Tracts E and F, and the second dealt with Section 4.1.1 as it relates to setbacks for driveways from all intersections. We believe we have been able to satisfy all your concerns with the exception of this one.

Background:

Mesa Estates is a single-family attached project in an RMF-8 zone district. We are proposing 54 duplex housing units for a total of 108 residences. The zoning is appropriate and the duplex units are acceptable, but by going with this less dense product, the frequency of driveways entering the adjacent streets is much greater than would be the case if higher density apartments had been proposed. The developer is familiar with the duplex product, has five different models that he will scatter throughout the project and feels this product has much more market appeal than would apartments.

The Preliminary Plan that we submitted for review had several conflicts with TEDS criteria as identified above. All the driveways at intersections, were less than the required 50 feet from the adjacent flowlines, which was in violation of TEDS Section 4.1.1. Tract E had an adjacent parcel that was not accessing onto the private drive, which was in violation of TEDS Section 13.2.1 (7) and Tract F had more than 4 units accessing the private drive which was in violation of TEDS Section 13.2.1 (2).

Before proposing an exception, I would first like to address our efforts to correct the outstanding issues.

The lot adjacent to Tract E has been rotated 90 degrees and moved away from the intersection, taking care of two issues. The driveway is no longer within 50 feet of the intersection and the adjoining parcel now enters the private drive.

We compressed all the perimeter lots to gain the additional space we needed to meet the 50-foot setbacks from Tenderfoot Drive (north and south).

The lots at the intersection of Monitor Mesa Court and Kelso Mesa Drive were rotated 90 degrees to enter the less used roadway and thus were able to meet the 50-foot setbacks for the driveways.

This leaves only the lots accessing Tract F as a concern.

Proposed Exception:

We are asking for an exception for the number of lots entering the private drive on Tract F.

Alternatives Considered:

We originally had a normal cul-de-sac where we now have a private Drive. No restrictions on driveways exist for standard street sections. The cul-de-sac was very short and required nearly twice the right-of-way and the bulb ran up to the south property line. We suggested a private drive to Eric Hahn and he agreed with us that it seemed the better solution. We did not take note of the fact that we had too many driveways entering the private drive.

We considered compressing the lots in Block 3 to pull lot 10 north to the standard street section, but this would have put the driveway immediately adjacent to the private drive at best.

The only other option we could think of was deleting a duplex lot or two units and that seemed overly drastic.

Proposed Design:

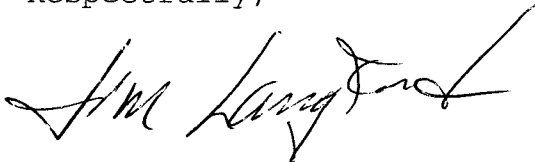
We feel that leaving the extra driveway entering on the private drive is a better solution than compressing the lots, making them less desirable and still only moving the driveway a short distance north to technically remove it from the private drive.

Impacts of change:

We feel that leaving the driveway where originally shown is less of an impact on the adjoining lots than the compression of all the adjoining lots would be just to get the space to move the driveway.

We are requesting that the City acknowledge and approve this request to allow us in this instance only to have five driveways on the private drive versus the four that are allowed per code.

Respectfully,



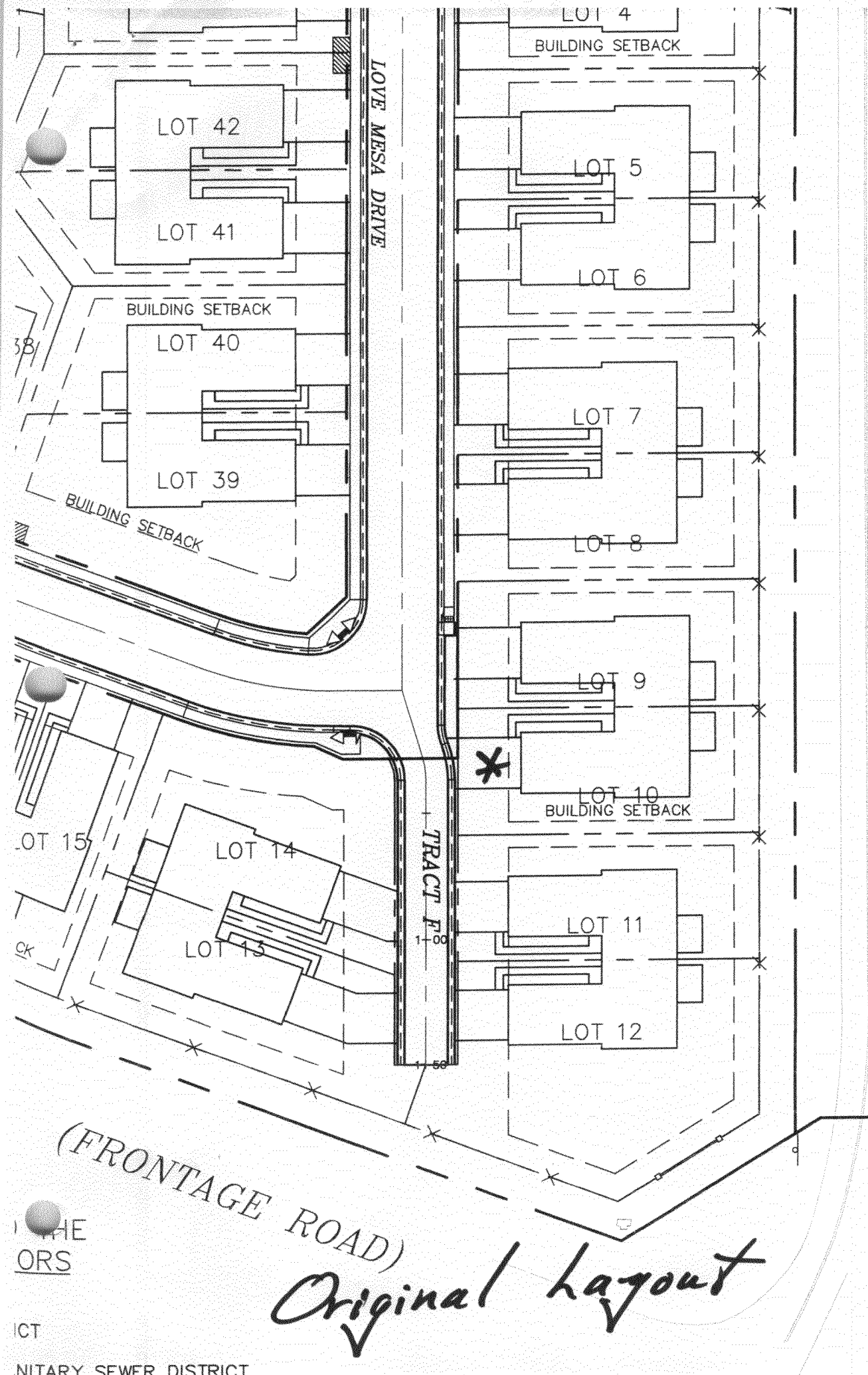
James E. Langford, PE & LS

JEL/iml

28-1/2

EX. MH  
RM 4671.69

ROAD

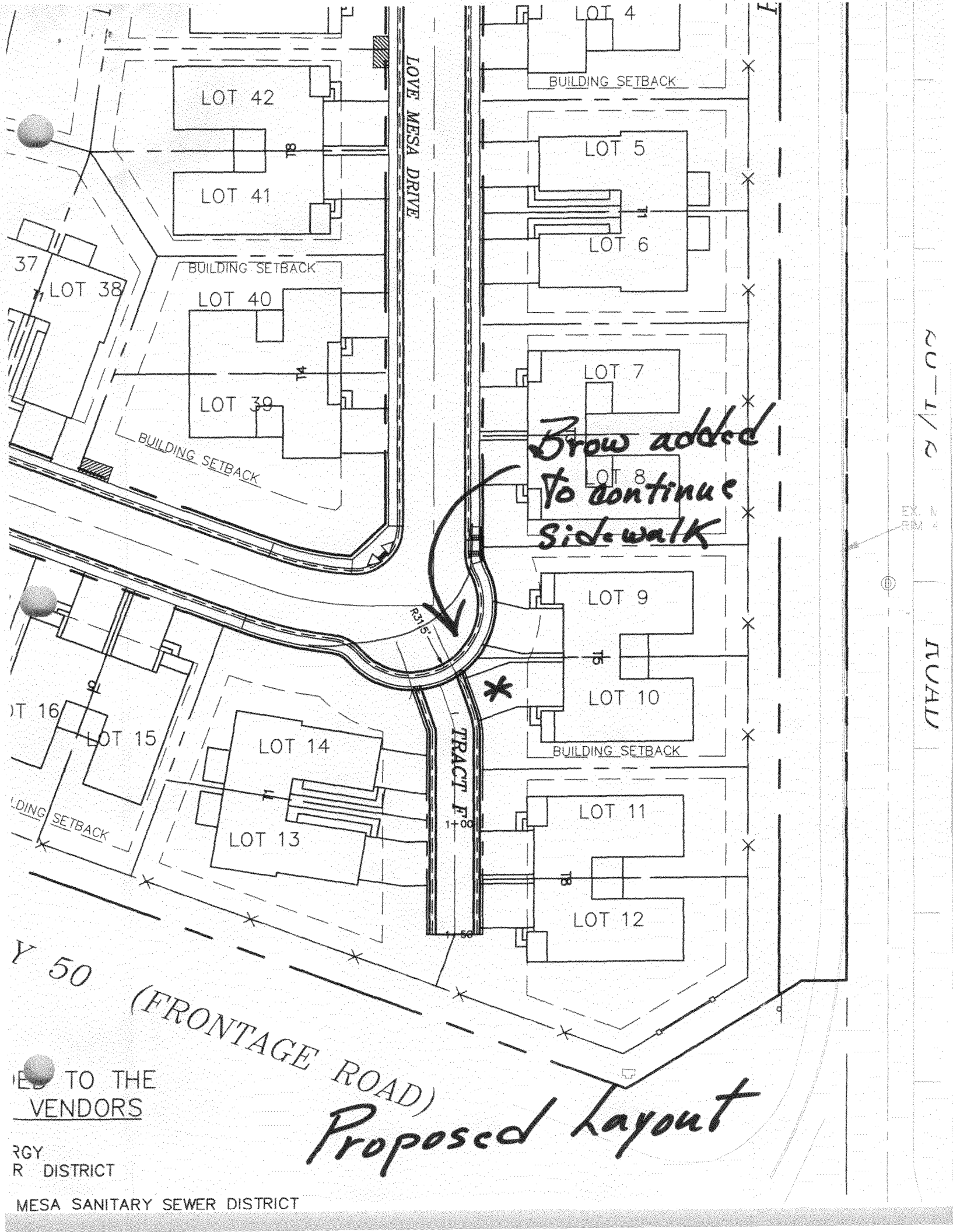


*Original layout*

THE  
ORS

ICT  
NITARY SEWER DISTRICT





LOVE MESA DRIVE

ROUTE

ROAD

LOT 37  
LOT 38

LOT 16  
LOT 15

TO THE VENDORS

RGY  
R DISTRICT

MESA SANITARY SEWER DISTRICT

LOT 42

LOT 41

LOT 40

LOT 39

LOT 14

LOT 13

BUILDING SETBACK

BUILDING SETBACK

BUILDING SETBACK

BUILDING SETBACK

LOT 4

LOT 5

LOT 6

LOT 7

LOT 8

LOT 9

LOT 10

LOT 11

LOT 12

*Brow added  
to continue  
sidewalk*

TRACT F

(FRONTAGE ROAD)

*Proposed layout*

R31.5

11.00

11.50

10