

PUBLIC WORKS
& UTILITIES

DESIGN EXCEPTION #DE 2-05

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

Date: January 26, 2005

RE: Access Spacing 2472 Patterson Road

DESCRIPTION OF THE SITUATION

2472 Patterson Road is one of a number of long narrow lots along the corridor that are under redevelopment from agriculture to commercial/retail. Section 4.1.1 and 4.1.2 of TEDS specifies that “. . . on arterial streets where no other access to lower order streets is available, commercial driveways may be allowed where spaced a minimum of 300 feet or greater . . .”

Site Description:

This exception request proposes that an access for a commercial use at 2472 Patterson Road be allowed that would be spaced approximately 280 feet from an existing access and the intersection of Commerce Blvd. to the west, and approximately 255 feet from an existing access to the east. The access will be constructed with a right-turn deceleration lane. The proposed access would also be shared with the adjacent undeveloped property to the east, and would therefore be the last access allowed on the north side of Patterson Road between the two existing accesses.

EXCEPTION CONSIDERATIONS

As redevelopment occurs along the Patterson Road corridor, staff has typically required cross access easements and/or shared driveways with adjacent sites to reduce trips on Patterson Road. This development will incorporate a shared driveway and has executed cross access easements between adjacent sites. Additionally, the City Transportation Engineer will likely require that the common center turn-lane striping of Patterson Road be modified such that a dedicated left-turn lane for commerce Blvd. is created.

1. Will the exception compromise safety?

Staff believes this compromise is the best option to address safety issues along Patterson Road with redeveloping sites.

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

No direct access to this site from Patterson Road ; requiring all access to be taken from adjacent properties via cross access easements.

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

This condition exists on other arterial streets and has been successful.

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 based on the access spacing and offset restraints created by the existing accesses and intersections.

Staff Recommendation

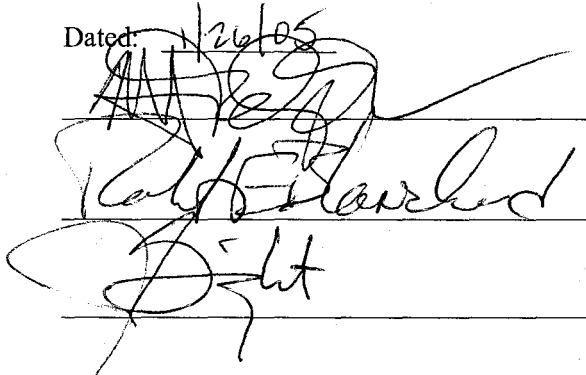
Staff believes that the proposed exception will not unreasonably compromise safety and is the best solution.

Recommended by: _____

Approved as Requested:

Approved as Modified:

Dated: 1/26/05

The block contains three horizontal lines with handwritten signatures and initials written over them. The top line has a signature that appears to be 'AAA' followed by some scribbles. The middle line has a signature that looks like 'C. H. ...'. The bottom line has initials 'D. H.'.

VE#2-05 Monument Plaza Patterson Rd Access

TEDS Exception Request

MONUMENT PLAZA (SPR-2004-255)

PROPOSED EXCEPTION & DESIGN

Sections 4.1.1 and 4.1.2 of TEDS specifies that, in part "...on arterial streets where no other access to lower order streets is available, commercial driveways may be allowed where spaced a minimum of 300 feet..." and "...the center of accesses and intersections not in alignment shall be offset... 300 feet or greater on all arterial streets..." This exception request proposes that an access for a commercial use at 2472 F Road be allowed that would be spaced approximately 280 feet from an existing access and the intersection of Commerce Blvd to the west, and approximately 255 feet from an existing access to the east. The access will be constructed with a right-turn deceleration lane. The proposed access would also be shared with the adjacent undeveloped property to the east, and would therefore be the last access allowed on the north side of F Road between the two existing accesses. In conjunction with the construction of this access, the City Transportation Engineer will likely require that the common center turn-lane striping of F Road be modified such that a dedicated left-turn lane for Commerce Blvd is created.

ALTERNATIVES CONSIDERED

Other alternatives considered include the following:

- Locate the access 300 feet from the existing access to the east of the site, and mitigate the resulting unacceptably close spacing from the existing access to the west by constructing a narrow, double-curb type median in the F Road turn lane that would provide back-to-back left turn lanes into the subject site and Commerce Blvd. The defined left-turn lanes would meet TEDS geometric requirements provided in Section 6.2.5.3. See the attached diagram.
- Provide no direct access to the subject site, 2472 F Road; requiring all access to be taken through adjacent properties via cross-access easements and connectivity between similar commercial parcels.

IMPACTS OF PROPOSED CHANGE

The impacts of the proposed exception will be minimal. The only point of possible left-turn storage conflict will be between this proposed access and Commerce Blvd, with no possibility of additional accesses on the south side of F Road to create any other such conflicts. The City Transportation Engineer has indicated that she would prefer to have such potential storage conflict than to have a narrow median strip built in the center lane of F Road.

STAFF SUMMARY

- Staff believes that the proposed exception will not unreasonably compromise safety, and that any such danger relative to the exception is probably less than that of the possible alternatives.
- Even though back-to-back left-turn lanes defined with a narrow median may allow an access that meets TEDS requirements, the City Transportation Engineer believes that such medians create obstructions that have their own safety problems, and should be avoided if possible.
- The proposed design has been used in other locations throughout the valley.
- The proposed exception will not require CDOT or FHWA coordination.
- This would be a one-time exception based on the access spacing and offset restraints created by the existing accesses and intersections, and would not require consideration of a potential TEDS Manual revision.