

February 16, 2005

Jim Langford  
Thompson-Langford Corporation  
529 25 ½ Road  
Grand Junction, CO 81505

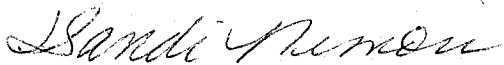
Re: Design Exceptions #DE 5-05 and #DE 6-05 - Redlands Mesa Phase 4 – Street Light Spacing and Cul-de-sac Length

Dear Jim:

Please find attached the committee's decision for the above referenced requests. These design exceptions have been approved as requested. 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: Eric Hahn, Development Engineer (244-1443)

PUBLIC WORKS  
& UTILITIES

## DESIGN EXCEPTION #DE 5-05

To: Mark Relph, Director of Public Works & Utilities  
Bob Blanchard, Director of Community Development  
Jim Bright, Grand Junction Fire Department

From: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer

Date: February 9, 2005

RE: Street Light Spacing – Redlands Mesa Phase 4 (Chapter 8.1)

### DESCRIPTION OF THE SITUATION

The applicant proposes to light the intersections to avoid nighttime light pollution. The TEDS manual requires lights at each intersection, at or near the throat of each cul-de-sac, and at a maximum spacing of 250 feet measured along the centerline of local roadways.

A similar exception has been granted for previous filings of Redlands Mesa.

### EXCEPTION CONSIDERATIONS

The applicant is concerned about the creation of "light pollution" that could result with compliance to the TEDS manual. Impacts to the adjacent neighborhoods and the visibility of this lighting from across the City have been listed as concerns.

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

The installation of lights at all intersections is consistent with other filings within this subdivision and has not compromised the safety of vehicles or pedestrians.

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

The applicant considered but rejected the spacing requirements outlined in TEDS.

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

Similar exceptions have been granted for previous filings of Redlands Mesa and Spy Glass Ridge. The exception is also made in other areas of the City that may be considered sensitive to light pollution, including near the airport and at the base of the Colorado National Monument.

**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 supports the applicants request to reduce the number of street lights within phase 4 of Redlands Mesa and concurs with the applicants request to place street lights only at intersections.

Recommended by: Tom Moore

Approved as Requested:

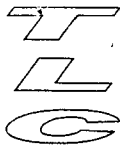
Approved as Modified:

Dated: 2/9/05  
[Signature]

Kathleen Blawie

[Signature]

\\DE#5-05 Redlands Mesa Lighting 2-9-05



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

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529 25 1/2 Rd, Grand Junction, CO 81505

**TRANSMITTAL**

**RECEIVED**

JAN 28 2005

COMMUNITY DEVELOPMENT  
DEPT.

**To:** Kathy Portner  
**From:** Doug Thies, Thompson-Langford Corp.  
**Subject:** Redlands Mesa Phase 4 – Request for Design Exceptions  
**Date:** January 28, 2005

The following is a proposed exception to the Transportation Engineering Design Standards (TEDS) for the Redlands Mesa – Phase 4 Preliminary Plan.

**Street Lighting** — *Consistent w/ other phase*

Proposed Exception: Street light spacing and frequency of occurrence.

Alternatives considered: The TEDS manual requires street lights at each intersection, at or near the throat of each cul-de-sac, and at a maximum spacing of 250 feet measured along the centerline of roadway (local streets).

Proposed design: Street lights are to be installed at all intersections consistent with previously approved Redlands Mesa Filings.

Impacts of change: The reduction in the number of street lights will significantly reduce the “light pollution” resulting from a proliferation of street lights. Standard lighting at intersections will not compromise safety in areas of increased vehicle/pedestrian movements. This exception has been granted and applied successfully on other development projects.

**Cul-de-Sac Length**

Proposed Exception: Cul-de-sac lengths in excess of 750 lf have resulted from the attempt to most efficiently utilize the developable area with respect to topography. This occurs on East Redlands Mesa Drive (approximately 1400 ft).

Alternatives considered: The alternative would be to connect this street to Mariposa through an existing Right of Way between lots in Ridges Filing 3. This Right of

Way has been utilized as a driveway by existing residences. In addition this connection would force a very steep road in excess of 12 percent grade, significant grading and a resulting intersection with Mariposa at an angle of approximately 25 degrees from perpendicular.

Proposed design: A standard residential street section.

Impacts of change: The extended cul-de-sac length, for a limited number of lots (25), is a much more desirable configuration considering the safety and construction issues associated with the alternative.

It is the Petitioner's position that the aforementioned exceptions to the standards do not result in conditions that compromise safety or function of the roadways.

*Alternatives would result in conditions that may be in conflict with other City standards and policies, specifically those associated with road grades, intersection design and steep slopes..*

Your timely consideration of this request is appreciated.



Doug Thies, Project Representative  
Thompson – Langford Corporation

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**MEMORANDUM**

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**TO:** TIM MOORE  
**FROM:** ERIC HAHN  
**SUBJECT:** TEDS EXCEPTION REQUEST FOR REDLANDS MESA (PHASE 4) – DATED 1/28/05  
**DATE:** 2/2/2005  
**CC:** NONE

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TIM:

The Redlands Mesa developer is requesting two separate TEDS Exceptions; a reduction of the number of required street lights, and an allowance to build a cul-de-sac in excess of the 750' maximum length. The street light request has been granted on all other phases of this project, and I see no reason why we would change our stance to allow their proposed lighting plans. So I will just assume we will grant that request, and will not provide any review of the request. Therefore, the following review is limited to the request to allow a cul-de-sac in excess of 750':

- If granted, will the exception compromise safety?
  - o Probably not. The Fire Dept has repeatedly indicated that the number of lots on a dead-end street is much more important to them than the distance of the dead-end street. This street will have only 25 lots. Also, interconnectivity would probably not be greatly enhanced if we forced the developer to provide a second connection.
- Have other alternatives been considered that would meet current standards?
  - o Yes. The developer points out that a second connection to the cul-de-sac that meets maximum grading restraints may not be possible.
- Has the proposed design been used in other areas?
  - o Yes. Redlands Mesa already has other cul-de-sacs that exceed the 750' length limit.
- Will the exception require CDOT or FHWA coordination?
  - o No.
- Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?
  - o Yes. The exception is directly related to the challenging topography on the site.
- If not a one-time exception, is manual revision needed?
  - o No.

