

February 16, 2005

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

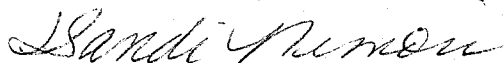
Re: Design Exceptions #DE 5-05 and #DE 6-05 - Redlands Mesa Phase 4 – Street Light Spacing and Cul-de-sac Length

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 6-05

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: Cul-de-sac Length – Redlands Mesa (Chapter 5.1.3)

DESCRIPTION OF THE SITUATION

The applicant requests a TEDS Exception for maximum cul-de-sac length of 750' for East Redlands Mesa Drive (approximately 1400 feet and 25 lots).

Site Description:

The applicant is proposing to develop a residential subdivision with significant topography issues.

EXCEPTION CONSIDERATIONS

Cul-de-sac length in excess of TEDS have resulted from the attempt to most efficiently utilize the developable area with respect to topography.

1. Will the exception compromise safety?

Staff does not believe an unsafe condition will exist if this request is granted. East Redlands Mesa Drive will ultimately have 25 homes which is less than the 30 lot maximum allowed on a dead end street as specified in the Fire Department Access section of the code.

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

A connection to Mariposa was considered. The alternative would require a connection that would result in a very steep slope (12%) and would create significant disturbance of the topography and vegetation. Additionally, the intersection with Mariposa would create an angle of approximately 25 degrees from perpendicular.

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

This design currently exists in other areas of the City including previous phases of Redlands Mesa and Spy Glass Ridge.

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 recognizes the need to vary from the Cul-de-sac standard and recommends approval of this Exception as requested.

Recommended by: Teri Moa

Approved as Requested: X

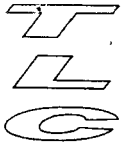
Approved as Modified:

Dated: 2/9/05
[Signature]

Ralph Barclay

[Signature]

VE#6-05- Redlands Mesa cul-de-sac Length 2-9-05



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

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.

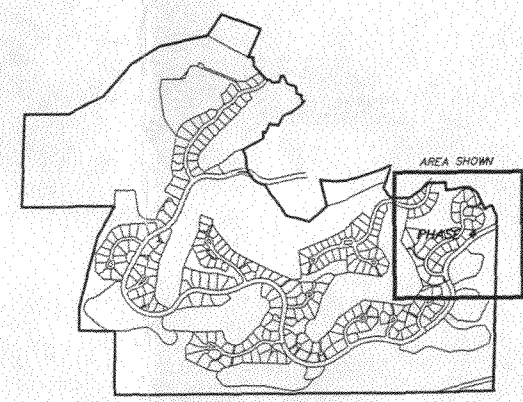
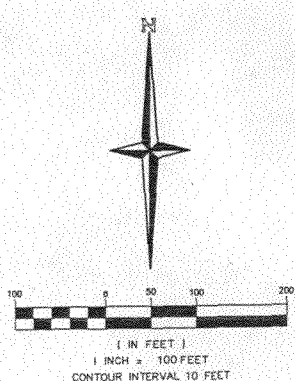
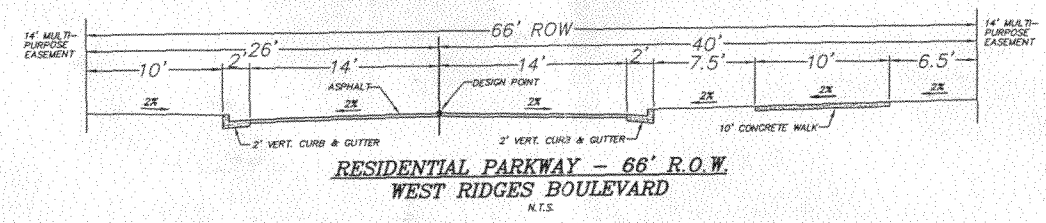
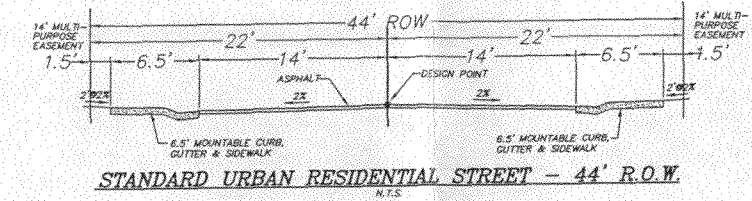
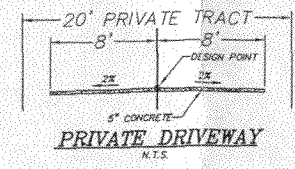
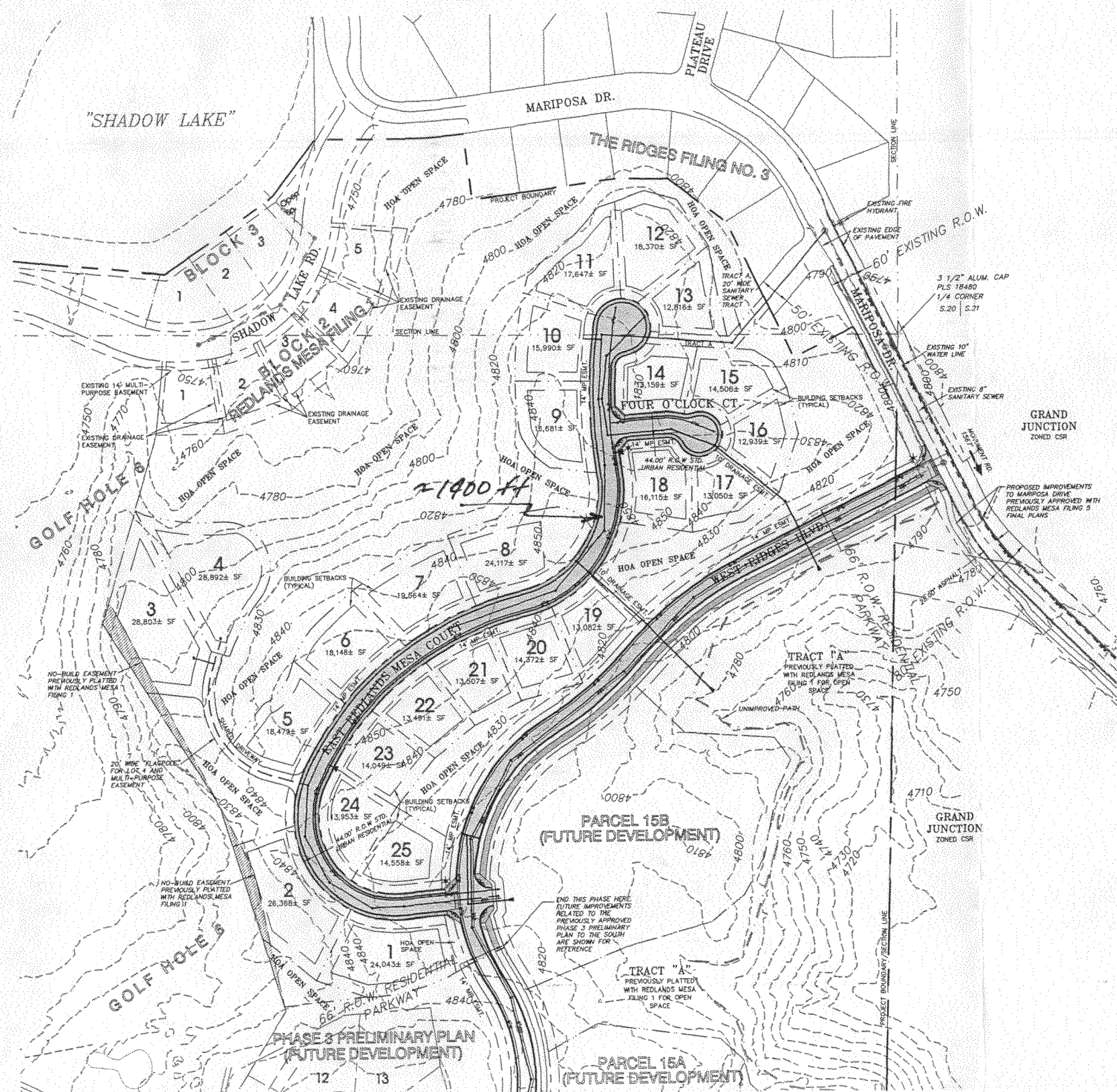
It is the Petitioner's position that the aforementioned exceptions to the standards do not result in conditions that compromise safety or function of the roadways.

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



- LEGEND**
- * PROPOSED STREET LIGHT LOCATION
 - 14' MP ESMT 14' MULTIPURPOSE EASEMENT
 - HOA HOA HOME OWNERS ASSOCIATION
 - SQUARE FEET
 - EXISTING CONTOUR
 - PROJECT BOUNDARY
 - PROPOSED RIGHT OF WAY
 - LOT/TRACT LINES
 - PROPOSED EASEMENTS
 - SINGLE PATH SOFT SURFACE HIKING TRAILS
 - PROPOSED STORM SEWER & MANHOLE
 - PROPOSED SANITARY SEWER & MANHOLE
 - PROPOSED WATER LINE, THRUST BLOCK & VALVE
 - EXISTING SANITARY SEWER & MANHOLE
 - EXISTING WATER LINE & VALVE

UTILITY VENDORS

GAS AND ELECTRIC	XCEL ENERGY
DOMESTIC WATER	UTE WATER
SANITARY SEWER	CITY OF GRAND JUNCTION
IRRIGATION WATER	CITY OF GRAND JUNCTION
TELEPHONE	QWEST
CABLE TELEVISION	BRESNAN COMMUNICATIONS

AREA SUMMARY

RESIDENTIAL LOTS (25)	10.025 ACRES	42.24%
DEDICATED R.O.W.	3.462 ACRES	14.59%
TRACT A FOR SANITARY SEWER	0.104 ACRES	0.44%
TRACT B FOR PRIVATE DRIVEWAY	0.174 ACRES	0.73%
HOA OWNED OPEN SPACE	9.969 ACRES	42.00%
TOTAL FOR PHASE 4	23.734 ACRES	100.00%

NOTE:
1. THE SUBJECT PROPERTY IS NOT AFFECTED BY ANY KNOWN FLOOD PLAIN.
2. FOR APPROXIMATE LOT DIMENSIONS AND AREAS SEE THE PRELIMINARY PLANS INCLUDE IN THIS SET.

DATE:	1/20/05
SCALE:	Horiz: 1" = 100' Vert: N/A
PROJECT NO.:	0356-027
SHEET NO.:	2 OF 7
THOMPSON-LANGFORD CORP. ENGINEERS AND LAND SURVEYORS 529 25 1/2 RD., SUITE 2E10 GRAND JUNCTION, COLORADO PH. (970) 243-8067 FAX (970) 241-2845 tlc@tlwest.com	REDLANDS MESA PHASE 4 PRELIMINARY SITE PLAN

MEMORANDUM

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

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.