

PUBLIC WORKS
& UTILITIES

September 8, 2005

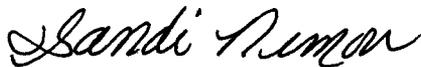
Mark Austin
ACG
Austin Civil Group, Inc.
336 Main Street, Suite 203
Grand Junction, CO 81501

DE15-05 – Design Exception – 2048 N. 12th Street (Fairmont Village)

Dear Mark:

Please find attached the committee's decision to deny the above request.
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
Public Works Administration
City of Grand Junction

xc: Laura Lamberty, Development Engineer (256-4155)

DESIGN EXCEPTION #DE 15-05

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: July 27, 2005

RE: Access Location and Offsets – 2048 N. 12th Street (Fairmont Village)

DESCRIPTION OF THE SITUATION

This project located at the northwest corner of 12th Street and Walnut proposes to combine the two existing parcels into one 2.68 acre site and construct seven buildings for 64 apartment units. This density will require the site to provide two access points, per the Fire code.

Section 4.1.1 Spacing requires 150-ft. of separation for an access location from the flow line of a Minor Arterial Street. 12th Street is classified as a Minor Arterial Street. Additionally, Section 4.1.2 Offsets, requires access locations to be aligned on opposite sides of the street or offset by a minimum of 50 feet. The applicant requests an exception for both sections of the TEDS manual.

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
Staff believes the stacking provided with the corner clearance, as proposed, will be sufficient to handle the queue length on Walnut.
- 2. Have other alternatives been considered that would meet the standard?**
THE applicant considered aligning the west access point with the existing driveway on the opposite side of the street to meet the Offset standard. This option moves the access point closer to 12th Street and would not provide adequate stacking on Walnut.
- 3. Has the proposed design been used in other areas?**
The condition exists in many other areas of the community.
- 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

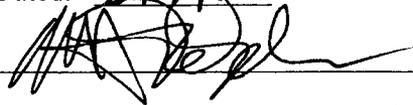
PW & Fire Staff recommends approval of the TEDS Exception as proposed.

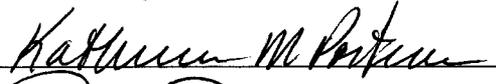
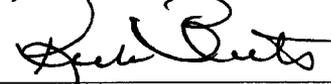
Recommended by: _____

Approved as Requested: _____

Approved as Modified: _____

Denied

Dated: 9/7/05



Kathleen M. Portman

Paul Berts

\\DE#15-05 Access Location and Offsets 2048 N. 12th St. (Fairmont Village)

A · C · G

Austin Civil Group, Inc.

June 28, 2005

Land Planning · Civil Engineering · Development Services

Mrs. Laura Lamberty
City of Grand Junction Community Development
250 North 5th Street
Grand Junction, CO 81501

**Re: Request for TEDS Exemption for Minimum Corner Clearance
Fairmont Village - 2048 North 12th Street**

Dear Mrs. Lamberty:

The purpose of this letter is to request an exemption from *City of Grand Junction's Transportation Engineering Design Standards (TEDS) Section 4.1.1 Access Locations* and *Section 4.1.2 Offsets* for a 2.68 property located on the northeast corner of 12th Street and Walnut Street.

Existing Site Conditions:

According to the Grand Valley Circulation Plan, 12th Street is classified as a Minor Arterial and Walnut Street is classified as a local street. The 2.68-acre project site consists of two parcels located at the northwest corner of 12th Street and Walnut Street. Both parcels have frontage onto 12th Street and Walnut Street. The 2048 North 12th Street parcel (0.78-acres) currently has one single-family home on the property that is accessed from Walnut Street. The 1.90-acre parcel is currently vacant land and has frontage access onto 12th Street, Walnut Street, and a 20-ft wide flag access onto 13th Street.

The south side of Walnut Street, along the 2.68-acre site's frontage, has four existing curb cuts. The first curb cut is for the Western Orthopedics & Sports Medicine building and is located 96 feet from the 12th Street flowline. The remaining curb cuts are for single family homes and are located 285-ft, 345-ft and 470-ft from the 12th Street flowline.

The only existing curb cut on the north side of Walnut Street is 170-ft from the 12th Street flowline and provides access to the 2048 North 12th Street property.

Proposed Site Improvements:

This project proposes to combine the two existing parcels into one 2.68-acre and construct seven buildings for 64 apartment units. The density required by this development requires two access points to meet fire code standards. The project is proposing to construct two accesses along Walnut Street. The western most access point is proposed to be 129-ft from the 12th Street flowline and is not aligned with the Western Slope Orthopedic & Sports Medicine access, which does not comply with the TEDS requirements.

TEDS Requirements

12th Street is classified as a Minor Arterial Street. TEDS Section 4.1.1 Spacing requires 150-ft feet of separation for an access location from the flowline of a Minor Arterial Street.

TEDS Section 4.1.2, Offsets, requires access locations to be aligned on opposite sides of the street or offset a minimum of 50-ft. This provision cannot be made because it would require the western most access on Walnut Street to be moved to align with the existing Western Slope Orthopedics and Sports Medicine access which is only 96-ft from the 12th Street flowline, which violates Section 4.1.1 of TEDS.

Ms. Laura Lamberty
June 27 2005
Page 2 of 2

Alternative Access Options:

The density required for this property requires two access points in order to provide proper fire protection. Because access is available on the lower order street, access onto 12th Street is has not been considered as part of the alternatives analysis.

One option would be to align the western most access with the existing Western Orthopedics & Sports Medicine access. This alternative would provide only 96 feet of corner clearance with 12th Street and would make an existing non-conforming access even worse.

A second option would be to provide an access using the 20-ft flag lot portion of the property that fronts onto 13th Street. This option does not function because a minimum 20-ft access would take up the entire 20-ft flag lot and would not allow enough room to grade or construct the improvements. This option would also cause the most disruption to the surrounding single family homes by routing more traffic by existing homes.

A third option would be to not install the western most access but provide grass-crete pavers and drive-over curb so a fire truck could use the access if needed. This option does not function as well because it creates a long dead-end parking isle and is not visible when emergency crews are responding to an emergency at the site.

The final alternative is to construct the access 129-ft from the 12th Street flowline. This access location optimizes the site traffic flow patterns on the 2.68-acre site and allows the second access location to align with an existing residential driveway curb cut. If vehicles stacking at the intersection of 12th and Walnut cause a que that blocks the western access, the second access would still be visible by a driver wanting to access the apartment complex.

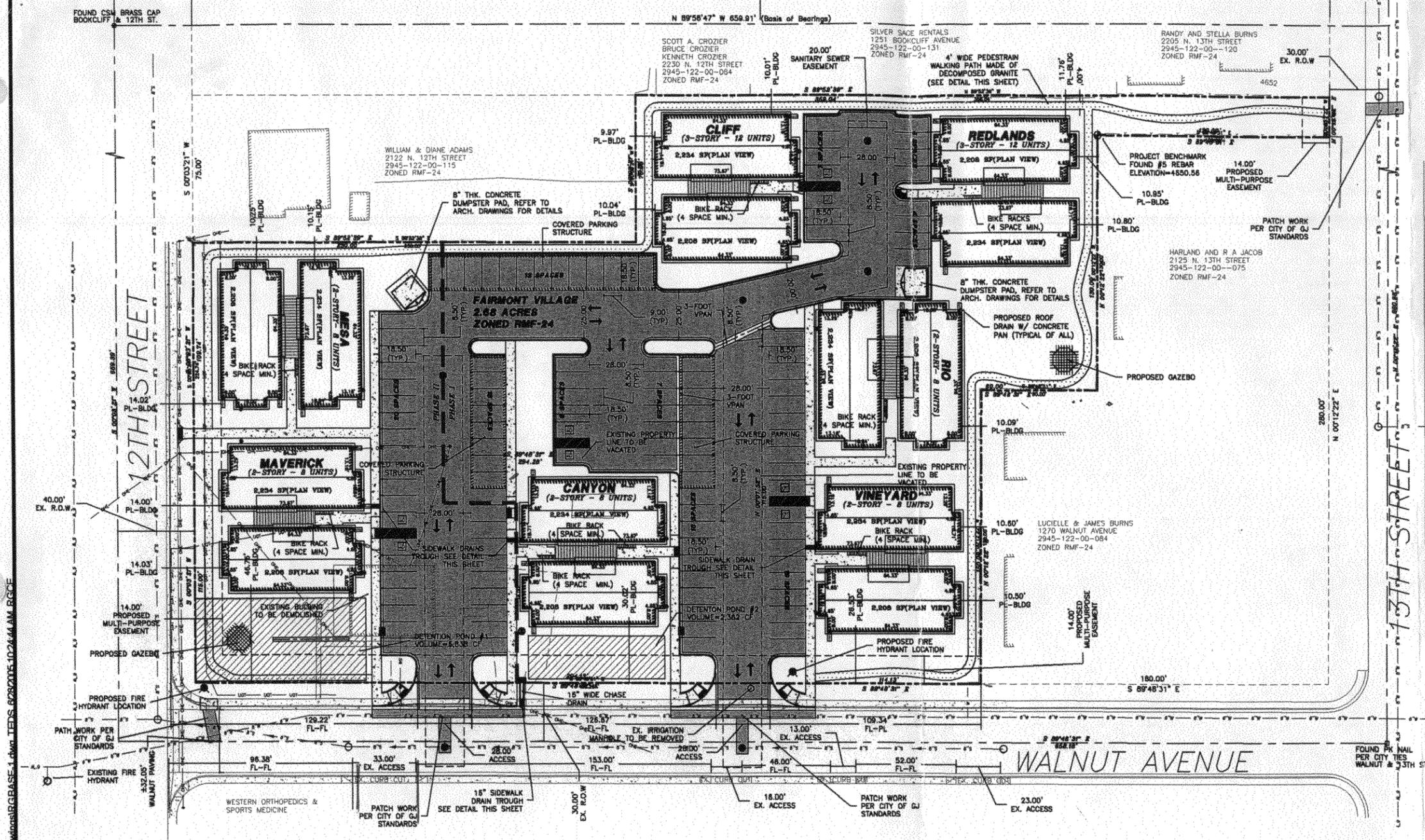
I have included an exhibit depicting the proposed site and access spacing for the proposed and existing accesses from 12th Street. If you have any additional questions or concerns, please give me a call at 242-7540.

Sincerely,

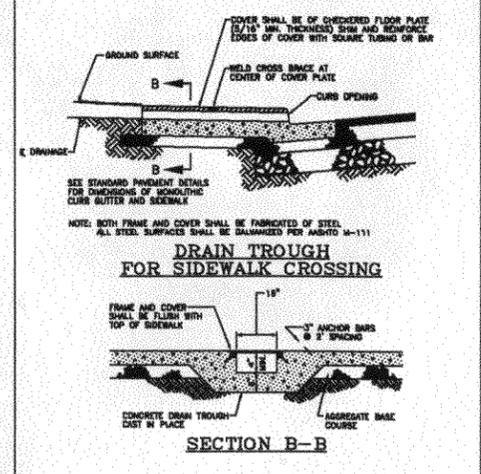

Austin Civil Group, Inc.

Mark Austin, P.E.
President

Attachments: As Stated.



- GENERAL NOTES:**
- All dimensions and grades are to flowline unless otherwise noted.
 - All surveying provided by High Desert Surveying, LLC. Project benchmark found #5 Rebar, Set Alum. Cap, PLS 27279 with an elevation of 4650.56 located as depicted by plan view.
 - The bearings hereon are grid bearings of the Mesa County SIMS LCS determined by GPS observations on a City Survey Monument at 12th and Bookcliff and a City Survey Monument at 13th and Bookcliff.
 - Contractor must contact City of Grand Junction Traffic Operations Supervisor prior to construction or placement of traffic control devices/features (striping, signals, medians, etc.)
 - All overhead utilities that lie within the subject's property shall be removed.
 - Abandon all existing sanitary sewer and water services.
 - All improvements (curb, gutter, sidewalk, asphalt, curb ramps and pathwork) shall be completed in accordance with the City of Grand Junction's Standard Contract Documents for Capital Improvements Construction.
 - All site concrete flatwork shall be 6-inches thick w/#4 @ 1'-6" O.C., unless noted. All concrete shall include a minimum of 6" Class VI ABC.
 - All new pavement sections shall be 3" Asphaltic Concrete over B" Class VI placed on 12" of recompacted subgrade soils.
 - All storm sewer lines, manholes & inlets shall conform to the City of Grand Junction Standard Contract Documents for Capital Improvements Construction.
 - Concrete trash pad shall be 8-inch thick w/#4 @ 16" O.C., Class VI ABC.
 - When sewer line is above and within 10 feet horizontally of the water line, the sewer line shall be installed through a steel or ductile iron casing pipe or encased in reinforced concrete as shown on the City Standard Drawings.



CITY OF GRAND JUNCTION ENGINEERING
 APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE.
 BY: _____ DATE: _____
 ACCEPTED AS CONSTRUCTED
 BY: _____ DATE: _____

"All details, construction, inspections, and testing shall conform to the City of Grand Junction Standard Contract Documents for Capital Improvements Construction. Contractor shall have a copy of the accepted plans and current City of Grand Junction Standard Documents for Capital Improvements Construction on site and available at all times."

CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT
 APPROVED FOR CONSTRUCTION:
 BY: _____ DATE: _____

LEGEND

EXISTING ASPHALT	PROPOSED METER/BACKFLOW VAULT
PROPOSED ASPHALT	PROPOSED FENCE
EXISTING CONCRETE	EXISTING SEWER MAIN
PROPOSED CONCRETE	PROPOSED SEWER SERVICE
PROPOSED DECOMPOSED GRANITE	EXISTING SEWER MANHOLE
PROPOSED DETENTION POND	PROPOSED TRAFFIC FLOW
EXISTING CURB/GUTTER	SURFACE DRAINAGE DIRECTION
PROPOSED CURB/GUTTER	EXISTING STORM SEWER
PROPOSED SPILL CURB/GUTTER	EXISTING STORM SEWER DRAIN
EXISTING RETAINING WALL	EXISTING STORM SEWER
PROPERTY LINE	EXISTING STORM SEWER DRAIN
EXISTING EASEMENT	EXISTING BUILDING
PHASE LINE	PROPOSED BUILDING
EXISTING 8" WATER MAIN	COVERED PARKING STRUCTURE
PROPOSED WATER SERVICE LINE	EXISTING PARKING LOT LIGHT
PROPOSED 2" WATER SERVICE LINE	PROPOSED PARKING LOT LIGHT
PROPOSED 4" WATER SERVICE LINE	TC TOP OF CURB
EXISTING FIRE HYDRANT	TOC TOP OF CONCRETE
PROPOSED WATER METER	FL FLOWLINE
PROPOSED FIRE HYDRANT	
PROPOSED SANITARY MANHOLE	
PROPOSED CLEANOUT	

UTILITIES AND AGENCIES

CITY OF GRAND JUNCTION PUBLIC WORKS	244-1554
GRAND VALLEY IRRIGATION CO.	242-2762
GRAND JUNCTION DRAINAGE DISTRICT	242-4343
XCEL ENERGY	244-2781
QWEST	244-4333
BRESNAN CABLE	245-8750

PARKING REQUIREMENTS
 RESIDENTIAL MULTI-FAMILY
 ~ 1.8 SPACES PER UNIT
 ~ 64 UNITS X 1.8 SPACES = 116 SPACES
 TOTAL SPACES REQUIRED = 116 SPACES
 PROVIDED SPACES = 116 SPACES, INCLUDING 8 HANDICAP
 BICYCLES SPACES PROVIDED=32

LAND USE SUMMARY		
	ACRES	PERCENT
BUILDINGS(PLAN VIEW)	0.54	20%
PARKING LOT/IMPREV.	1.26	47%
OPEN SPACE	0.29	11%
LANDSCAPING	0.59	22%
TOTAL	2.68	100%
OPEN SPACE REQUIRED:	200 SF PER UNIT	
64 UNITS =	0.29 ACRES	

A.C.C.G.
AUSTIN CIVIL GROUP, INC.
 Land Planning- Civil Engineering- Development Services
 336 Main Street, Suite 209, Grand Junction, Colorado 81501
 (970) 242-7540

FAIRMONT VILLAGE
 SITE PLAN
 2048 NORTH 12TH STREET
 GRAND JUNCTION, COLORADO

Prepared by:
JUERGEN DENK

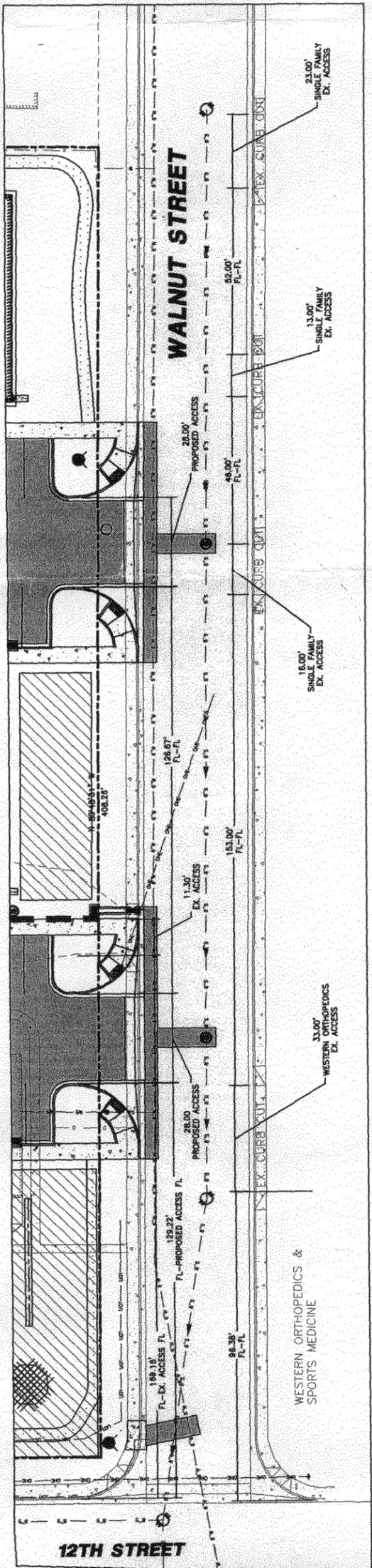
DATE: 6/20/05
 SCALE: 1"=30'
 SHEET NO: S-1

COLORED REGISTERED PROFESSIONAL ENGINEER
 29778

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GENERAL NOTES:

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LEGEND

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	PROPOSED ASPHALT		PROPOSED SEWER MAIN
	EXISTING CONCRETE		EXISTING SEWER MANHOLE
	PROPOSED CONCRETE		PROPOSED SEWER SERVICE
	PROPOSED DECOMPOSED GRANITE		PROPOSED TRAFFIC FLOW
	PROPOSED DETENTION POND		SURFACE DRAINAGE DIRECTION
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	PROPOSED CURB/GUTTER		EXISTING STORM SEWER DRAIN
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	PROPERTY LINE		COVERED PARKING STRUCTURE
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	PHASE LINE		PROPOSED PARKING LOT LIGHT
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	PROPOSED 4" WATER SERVICE LINE		
	EXISTING FIRE HYDRANT		
	PROPOSED WATER METER		
	PROPOSED FIRE HYDRANT		
	PROPOSED SANITARY MANHOLE		
	PROPOSED CLEANOUT		



FAIRMONT VILLAGE
WALNUT STREET SPACING
2018 NORTH 12TH STREET
GRAND JUNCTION, COLORADO

DESIGNED BY: SJS
 CHECKED BY: MRA
 APPROVED BY: MRA

JUERGEN DENK
 Projected by

DATE: 6/28/05
 SCALE: 1" = 20'
 SHEET NO.: 1

A.C.G.
AUSTIN CIVIL GROUP, INC.
 Land Planning & Civil Engineering Development Services
 336 Main Street, Suite 208 Grand Junction, Colorado 81501
 (970) 242-7260

NO.	DATE	DESCRIPTION

SCALE VERIFICATION
 BAR IS ONE INCH ON ORIGINAL DRAWING
 BUT IS NOT ONE INCH ON THIS SHEET
 IF NOT ONE INCH ON THIS SHEET
 ADJUST SCALES ACCORDINGLY
 CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU SEE PAGE OR
 EXAMINE FOR THE METHOD OF REVISIONS AND REVISIONS
 1-800-822-1927
 CALL DURING HOURS OF OPERATION
 CENTER OF COLORADO

**City of Grand
Junction
Public Works**

Memo

To: Tim Moore, Public Works Manager
From: Laura C. Lamberty, PE
CC: Lori Bowers
Date: August 24, 2005
Re: Fairmount Village (12th and Walnut) TEDS Exception

The TEDS Committee reviewed the subject TEDS Exception relating to allowance of a second, westernmost access which does not conform with TEDS for the following:

- a) Corner clearance from a signalized intersection TEDS 4.1.3 (150')
- b) Access offset is less than 50' per TEDS 4.12 "Offsets".

The TEDS Committee requested that the applicant demonstrate why the variance was necessary and show the Committee what one access might produce in terms of site layout. Staff further asked the applicant to clearly explain why one access would not work and what options were explored. Included in the TEDS Exception is the extent of the response.

While I do not believe that variance in this particular circumstance creates a safety issue or a traffic operations issue, there is clearly a way for the site to develop and address necessary vehicle circulation, TEDS access requirements, and fire department access standards.

The alternate site layout does not provide adequate parking per Z&DC and it has not been confirmed if the original or this alternate proposed site plan produces adequate open space per the Z&DC. In either configuration, some loss of number of housing units, and the resulting reduction in number of parking spaces may be required.

There are historic on-street parking issues in the neighborhood and adequate on-site parking is necessary. The alternate design allows for more on-street parking.

I recommend denial of the TEDS Exception.