

August 24, 2005

Mr. Rick Rieger
Gateway Construction Corp.
P.O. Box 2735
Grand Junction, CO 81502

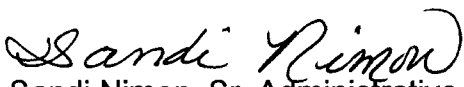
Re: Design Exception #DE 19-05 – Site Access for 1215 N. 1st Street

Dear Mr. Rieger:

Please find attached the committee's decision for the above referenced request. This design exception has 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)

DESIGN EXCEPTION #DE 19-05

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: Eric Hahn, Development Engineer

Date: August 10, 2005

RE: Site Access for 1215 N. 1st Street

DESCRIPTION OF THE SITUATION

The applicant has remodeled the site to accommodate new office space. The request is for a total of four separate TEDS exceptions related with proposed access to the site. The proposed exceptions are as follows:

1. The access location does not meet the minimum spacing distances from adjacent accesses and intersections on the same side of 1st Street, including Franklin Ave and the access to the small strip mall to the south. For Minor Arterial streets, the minimum distance is 300'. The current site plan provides a distance of 220' to the northern intersection at Franklin and provides a distance of 160' to the southern driveway at the strip mall.
2. The access location does not meet the minimum offset distance from opposing accesses and intersections. The minimum distance in TEDS is 300' for opposing driveways. The current site plan provides a distance of 60' to West Sherwood Dr. and a distance of 180' to the convenience store to the south.
3. The access width does not meet the minimum access width for a commercial use. TEDS requires a minimum width of 28'. The current site plan provides a 24' driveway width.
4. The access throat length does not provide the minimum vehicle storage length. For this use, the minimum length is 25'. The existing throat length is approximately 20'.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Staff has concerns that future increases in traffic on First Street will necessitate the need to installation center medians to control turning movements. At present traffic levels, staff believes the design exceptions would not compromise safety.

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

The existing conditions have limited alternatives associated with all four exception requests.

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

The offset access spacing, throat length and driveway width shown on this site plan exist 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 recommends approval of the TEDS Exceptions as proposed.

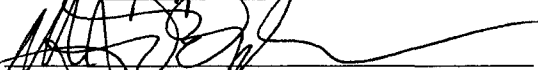
Recommended by: _____

Approved as Requested:

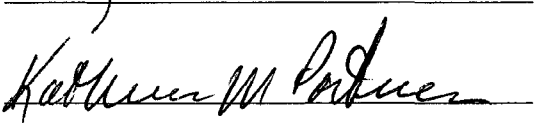
Approved as Modified:

Denied

Dated: 8/24/05







\DE#19-05 Access 1215 N. 1st St.



Helping you build exceptional projects

Eric Hahn, PE
City Development Engineer
Public Works & Utilities Dept
City of Grand Junction

Ref: Site Work 1215 North 1st Street, Grand Junction

Dear Mr. Eric Hahn:

The purpose of this letter is to request exceptions to "TEDS" requirements. This letter is in response to your e-mail dated August 8, 2005.

ITEM 1:

Proposed Exceptions: Request exception to the minimum spacing distance from adjacent accesses and intersections of 300' feet and that if within 300 feet hard improvements will be required. We are requesting an exception to this policy and will provide access and exit signage and one way exit only.

Various Alternatives: Consideration of access through the adjacent property to the south was considered but found to be even less practical due to disparity with lot elevations, right of way issues and the fact the property was even closer to the intersection in question (1st and North).

Hard improvements on 1st street were considered but due to the physical location of the office building on the property this was not workable. Specifically the office and proposed parking area are almost dead center on the lot from an east/west center line. The east side of the office bldg is too far east and close to the sidewalk and 1st street. If a right turn in and right turn out hard improvement were constructed traffic would exit 1st street with a right turn and run into the east side of the office building. The exiting problem would be very similar. The physical dimensions of this lot and the location of the bldg to the street access makes right turn in and right turn out construction improvements impractical and unworkable.

Proposed Design: We can & will comply with a right in and right out only restriction. But this will be accomplished with adequate signage as shown on the drawings that have been submitted for approval.

Traffic Impact: Due to the nature of this business and limited visitors to this location the impact to traffic should be minimal.

RECEIVED

AUG 09 2005

COMMUNITY DEVELOPMENT
DEPT.

ITEM 2:

Proposed Exceptions: Request exception to the minimum offset distance from the opposing accesses and intersection (300').

Various Alternatives: Moving the street and or the bldg were cost prohibitive and impractical. Alternative access was impractical or unavailable and previously addressed in Item 1 above.

Proposed Design: Utilize bldg and site in its current layout and as plans have been submitted for approval.

Traffic Impact: There should be no measurable traffic impact due to this exception due to the nature of the business and minimal traffic flow in and out of the business.

ITEM 3:

Proposed Exceptions: Request exception to the minimum access width requirements for commercial use (28") feet.

Various Alternatives: Due to the narrowness of the site and physical placement of the bldg and parking lot, the most appropriate approach is to continue to allow access through the current driveway.

Proposed Design: With the utilization of the current driveway plus approximately 8' of driveway access north of the "right of way for egress line" and by setting back the ribbon curbing by an addition 4' the 28' minimum access width requirement can be achieved.

Traffic Impact: Due to the nature of this business and limited visitors to this location the impact to traffic should be minimal with or without the 28' foot driveway width.

ITEM 4:

Engineer's Comments: The access throat length does not provide the minimum vehicle storage length. For this use, the minimum throat length is 25', measured from the gutter flow line in 1st street.

Response: The required vehicle storage stack up requirement has been met if you include the north/south corridor next to the parking lot. The site plan provides parking for four regular and one handicap parking spaces. The entire throat length including the north/south corridor provides space for five vehicles also.

Proposed Exceptions: N/A

Various Alternatives: N/A

Proposed Design: The design should be adequate based on site plan submitted for approval.

Traffic Impact: Due to the nature of this business and limited visitors to this location the impact to traffic should be minimal.

In addition as previously stated in the Dec 15, 2004 letter traffic flow will be established in a counter clockwise flow.

Thank you for your assistance



Rick Rieger

Gateway Construction Corp.

MEMORANDUM

TO: TIM MOORE
FROM: ERIC HAHN
SUBJECT: TEDS EXCEPTION REQUEST FOR 1215 N. 1ST ST. – DATED 8/9/05
DATE: 8/9/2005
CC: NONE

TIM:

This is a request for a total of four separate exceptions associated with the proposed access to this site. The proposed exceptions are as follows:

1. The access location does not meet the minimum spacing distance from adjacent accesses and intersections on the same side of 1st Street, such as Franklin Ave and the access to the small strip mall south of the site. For Minor Arterials such as 1st Street, this minimum distance is 300'. If the spacing is allowed to be less than 300', the City Transportation Engineer may require that the access be restricted to right-in, right-out only. Such restrictions would need to be enforced with hard improvements, like a splitter island at the entrance, and cannot be enforced with signs only. (TEDS Section 4.1.1)
2. The access location does not meet the minimum offset distance from opposing accesses and intersections. For Minor Arterials such as 1st Street, this minimum distance is 300'. (TEDS Section 4.1.2)
3. The access width does not meet the minimum access width for a commercial use. Minimum width is 28'. (TEDS Section 4.2.4)
4. The access throat length does not provide the minimum vehicle storage length. For this use, the minimum throat length is 25', measured from the gutter flowline in 1st Street. (TEDS Section 4.2.5)

The following summarizes my review of these TEDS Exception requests:

- If granted, will the exception(s) compromise safety?
 - o Perhaps, but I believe the only real concern is the applicant's proposal to eliminate left turns in/out of the site with signage only. This issue is related to request #1 (and perhaps #2) above. The other requests don't appear too problematic.
- Have other alternatives been considered that would meet current standards?
 - o There is no way to have direct access to this site that would meet all TEDS requirements, and access through adjacent sites would be very difficult because of existing restrictions like significant grading elevation differences. And in any case, the access point on the adjacent properties would not meet TEDS either.
- Has the proposed design been used in other areas?

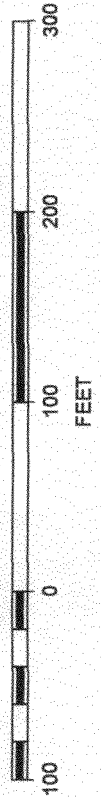
- Yes.
- Will the exception require CDOT or FHWA coordination?
 - No.
- Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?
 - Yes.
- If not a one-time exception, is manual revision needed?
 - N/A

The exceptions appear justified. Again, I believe the main concern is management of the left-turns in/out of the site. I have asked Jody for her input regarding the left turns. She said she would go by the site and get back to me. I haven't heard from her yet.

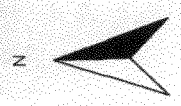
1215 N 1st



SCALE 1 : 1,200




- MINOR ART. → 300' OFFSET
- ACCESS ≥ 28'
- STACKING ≥ 25'





City of Grand Junction GIS City Map ©

Parcels


 **Address Label**


Air Photos


 **2002 Photos**


 **Highways**

City Limits

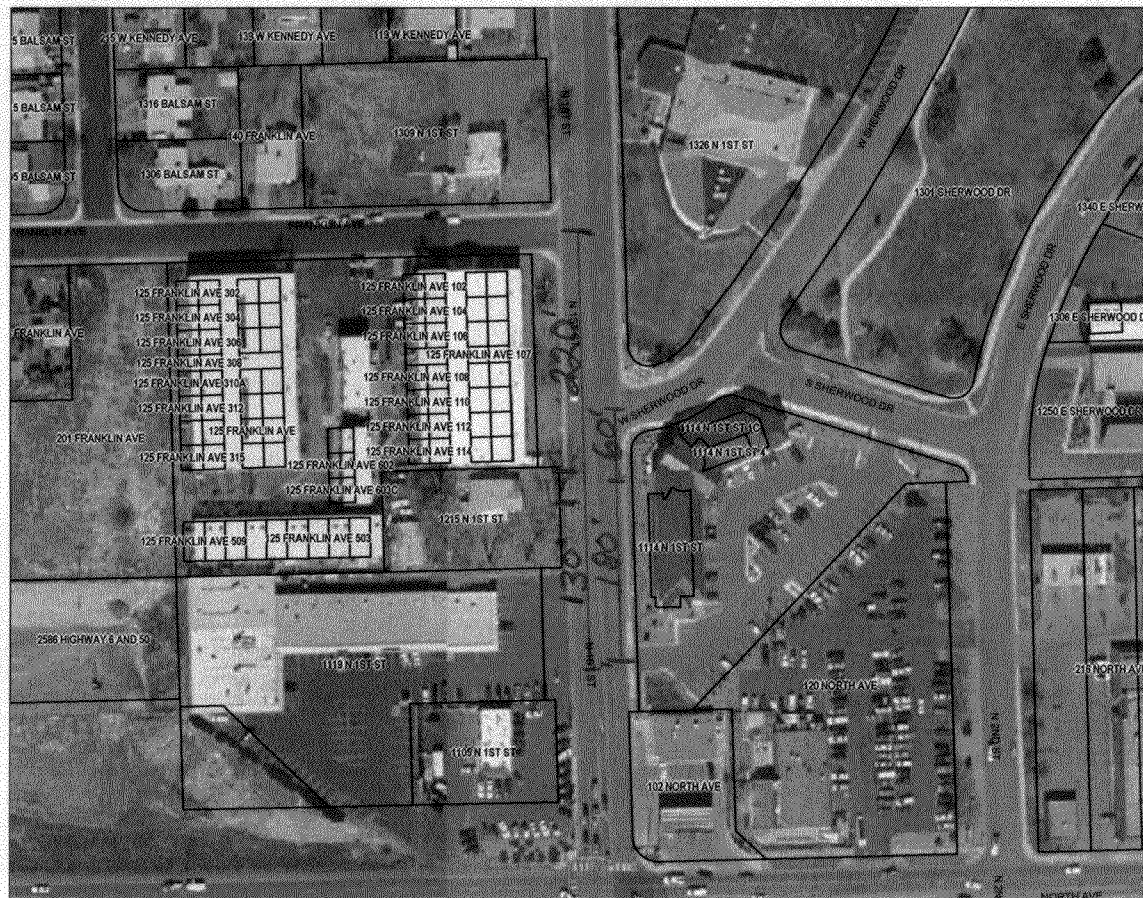
 **Grand Junction**

 **Fruita**

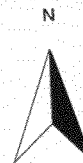
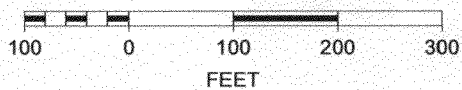
 **Palisade**

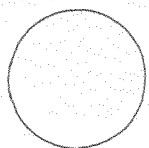
 **Mesa County**

Street Labels



SCALE 1 : 2,218

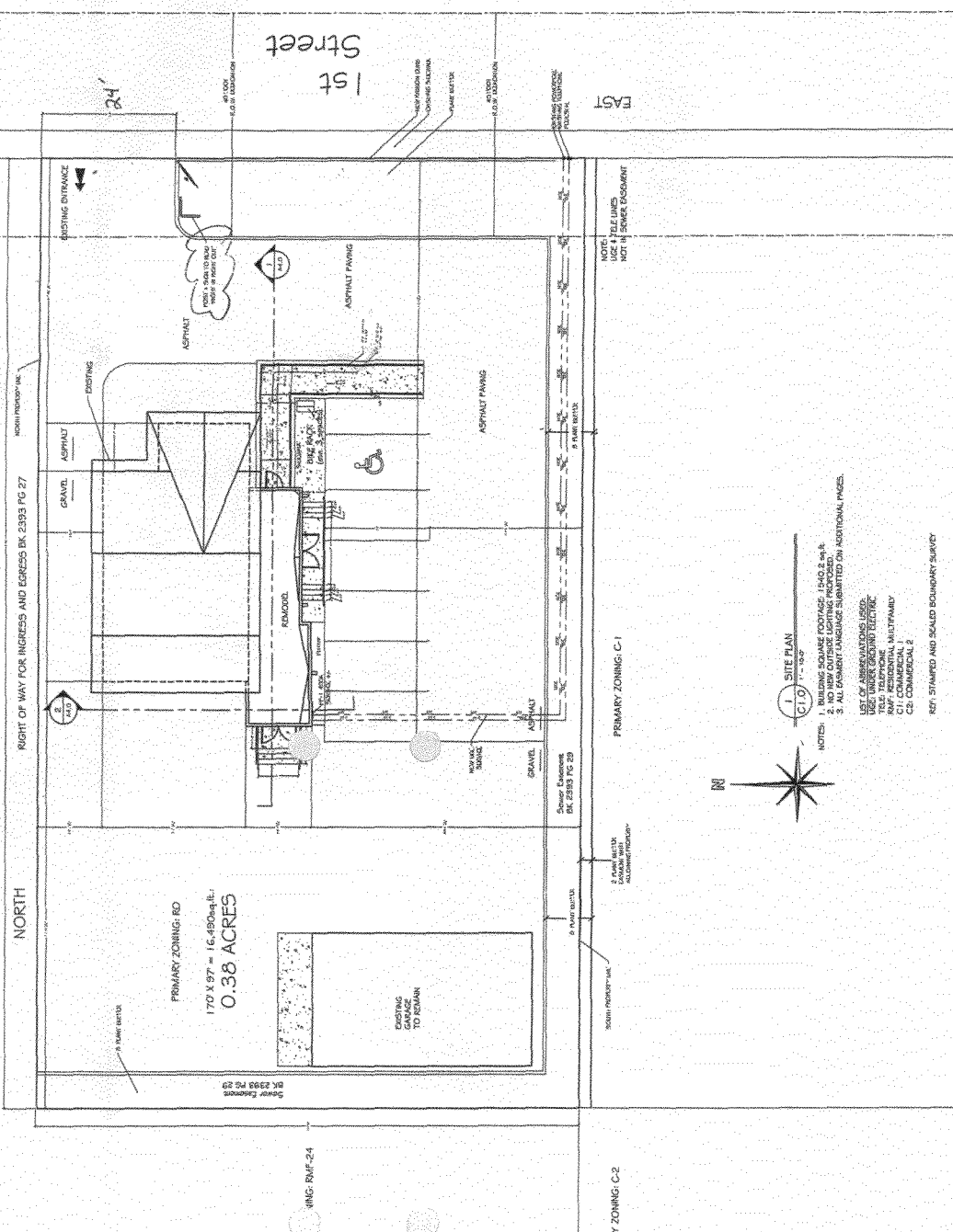




Project #: 321
 Phase: E
 Site: E
 BK Date: April 28, 2005
 Previous Set:
 A APRIL 6, 2004
 B NOV 18, 2004
 C DEC 20, 2004
 D FEB 5, 2005

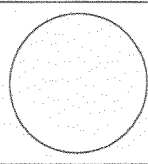
Sheet: **C1.0**
 Site Plan
 Drawn by: K. Kautzen

CITY OF GRAND JUNCTION ENGINEERING
 APPROVED BY: _____ DATE: _____
 TITLE: _____ SIGNATURE: _____
 CITY COMMUNITY DEVELOPMENT
 APPROVED BY: _____ DATE: _____
 TITLE: _____ SIGNATURE: _____



- NOTES:**
1. BUILDING SQUARE FOOTAGE: 140,244 sq. ft.
 2. TOTAL SQUARE FOOTAGE: 140,244 sq. ft.
 3. ALL DIMENSIONS UNLESS OTHERWISE NOTED.
- USE OF INFORMATION:**
 THIS INFORMATION IS FOR THE EXCLUSIVE USE OF THE CLIENT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.
- NOT STAMPED AND SEALED BOUNDARY SURVEY

CITY OF GRAND JUNCTION ENGINEERING
 APPROVED BY: _____ DATE: _____
 TITLE: _____ SIGNATURE: _____
 CITY COMMUNITY DEVELOPMENT
 APPROVED BY: _____ DATE: _____
 TITLE: _____ SIGNATURE: _____



Project #: 321
 Phase: E
 Set Date: April 28, 2005
 Previous Sets:
 A: APRIL 6, 2005
 B: NOV 18, 2004
 C: DEC 20, 2004
 D: FEB. 5, 2005

Sheet: **L1.0**
 Landscape Plan

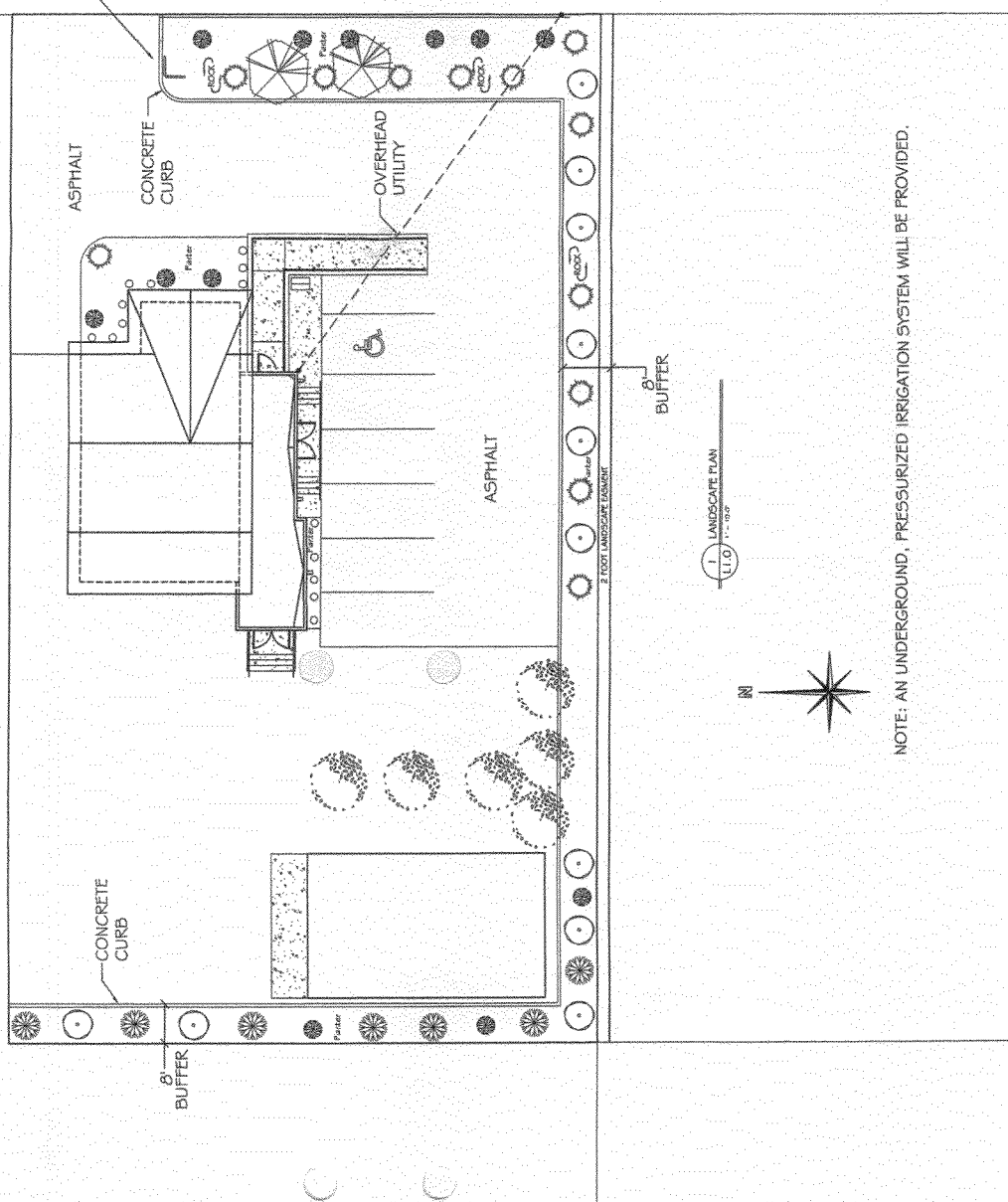
Drawn By: K. Klanten

CITY OF GRAND JUNCTION ENGINEERING
 APPROVED BY: _____ DATE: _____
 TITLE: _____
 SIGNATURE: _____
 CITY COMMUNITY DEVELOPMENT
 APPROVED BY: _____ DATE: _____
 TITLE: _____
 SIGNATURE: _____

RIGHT-IN
 RIGHT-OUT
 ONLY SIGN
 1ST STREET

THE CITY CODE FOR THIS SIZE PROPERTY (170' x 97' = 16,490 sq ft) REQUIRES A TOTAL OF 7 TREES AND 55 SHRUBS. ALL NEW TREES TO BE PLANTED AS 2" CALIPER AND ALL NEW SHRUBS PLANTED AS 5 GALLON.

QTY.	TYPE
6	EXISTING ELM (ULMUS) 25' H
2	ELM (ULMUS) 25' H
7	DWARF RED FLUMB (PRUNUS CISTENA) 10' H, 6' W
11	BUTTERFLY BUSH (BUDDLEIA DAVIDII) 3'-4' H, 5' W
12	LIME MOUND SPIREA (SPIREA BUMALDA) 3' H, 4' W
12	CRIMSON PYGMY BARBERRY (BERBERIS THUNDERGII) 3' H, 3' W
14	CHINESE LILAC (SYRINGA CHINENSIS) 10'-12' H, 4'-5' W



NOTE: AN UNDERGROUND, PRESSURIZED IRRIGATION SYSTEM WILL BE PROVIDED.

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