

September 8, 2005

Steve Sharpe  
Sharper Engineering Services, Inc.  
1950 Hwy. 6 & 50  
Fruita, CO 81521

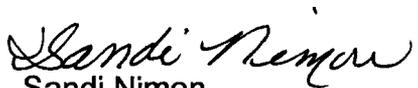
Re: Design Exception #DE20-05 – Cross Access Corridors – Air Tech Park

Dear Steve:

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, Public Works Manager at (970) 244-1557.

Sincerely,

  
Sandi Nimon  
Sr. Administrative Assistant

Xc: Rick Dorris, Development Engineer (256-4034)

## DESIGN EXCEPTION #DE 20-05

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: Rick Dorris, Development Engineer

Date: August 22, 2005

RE: Cross Access Corridors – Air Tech Park

### DESCRIPTION OF THE SITUATION

The applicant is proposing a 5 lot commercial subdivision adjacent to Walker Field Airport. TEDS, Section 3.2.5 Cross Access Corridors requires parcels to be designed to provide common access and circulation between adjacent properties. Air Tech Park proposes to provide access to AI Drive to the west, but is not proposing to provide a connection to Landing View Way to the East.

The applicant indicates the significant issues associated with the connection to Landing View Lane are:

- The vertical difference of 22' between this site to Landing View Lane over a 60' horizontal distance.
- Landing View Lane is a private street and a connection would require Airport approval.
- A connection would block or intersect the existing airport maintenance road.

### EXCEPTION CONSIDERATIONS

1. **Will the exception compromise safety?**  
Staff does not believe the requested exception would compromise safety.
2. **Have other alternatives been considered that would meet the standard?**  
The connection to Landing View Lane was considered.
3. **Has the proposed design been used in other areas?**  
THE exception does exist in 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**

Staff recommends approval of the TEDS Exceptions as proposed.

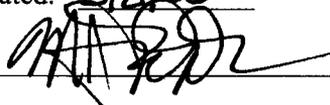
Recommended by: \_\_\_\_\_

Approved as Requested:

Approved as Modified:

Denied

Dated: 9/2/05

  
\_\_\_\_\_

  
\_\_\_\_\_

  
\_\_\_\_\_

VE#20-05 Cross Access - Air Tech Park

**TO:** Tim Moore  
**FROM:** Rick Dorris *Rick Dorris*  
**DATE:** August 17, 2005  
**SUBJECT:** PFP-2005-190, Air Tech Park TEDS Exception Request

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Please find attached the TEDS exception request for this project.

TEDS 3.2.4, 5, and 6 deal with cross-connection between parcels. If this were a normal development next to an undeveloped parcel, the City would require a street stub to the east. The purpose is to provide inter-connectivity between parcels, improve emergency services, and reduce drive distance between neighboring parcels.

The airport recently built Landing View Lane and it is approximately 10' higher than the Air Tech Park site. While it would require some fill to connect the street, this is not really a problem. The street could be connected, meet TEDS, and not require filling much of the property away from the street. See the sketch I created.

As you know, we don't know what the airport will be developing on their property. It is likely that Air Tech Park will be selling lots to an airport related business. It would be a shame for neighboring similar uses to travel over one half mile when they could travel a few hundred feet.

The comments below are from the formal "Pre-Application" for this project.

1. The Street should be connected to Landing View Lane. The airport will be constructing Landing View Lane to the east side of this parcel in the near future. An easement from the Airport may be necessary for public traffic to travel over the private airport streets. This may alleviate, or shorten the length of the cul de sac. After the pre-application meeting, it appears the Airport may have issue with this and that grade may be a problem. Steve Sharpe will obtain airport plans and he and Rick will examine the possibilities. A meeting will then be arranged with the Airport.
2. If the street stub to the east is not obtainable, a TEDS exception will be required because the cul-de-sac length is greater than 750'.

A copy of the 3-D systems Plat is attached. The 1890 proclamation has dedicated 30' of right of way east of the Air Tech parcel on the Airport property. A copy of an easement from the Airport to 3-D is also attached. It doesn't line up with where AI Drive should go but was based on the location of the old Landing View Lane. If the Airport had undergone a normal review process from their Landing View Lane plans, we would have discovered the cross-access easement and require similar. The bottom line here is that precedent was set to connect the Air Tech parcel and Airport property.



The TEDS exception request lists a few objections to connecting but none that are insurmountable. For this reason, I must recommend denial of this TEDS exception.

Call if you have questions.



# **SHARPER**

**Engineering Services, Inc.**

1950 Hwy 6 & 50 - Fruita, CO 81521  
Ph (970) 858-9671 - Fax (970) 858-0221

August 8, 2005

Mr. Rick Dorris, Development Engineer  
CITY OF GRAND JUNCTION  
250 N. 5<sup>th</sup> Street  
Grand Junction, CO 81501

**RE: TEDS Exception Application  
Air Tech Park – 825 Landing View Lane**

Dear Rick:

In response to your Pre-Application Review Comment #1, dated 4/26/05 for the Colorado West Improvements Project (File #PRE-2005-091), this letter shall serve as an Application for a TEDS Exception. This Application shall cover the following topics relevant to the proposed Preliminary/Final Design Drawings for Air Tech Park (formerly Colorado West Improvements Project):

- Proposed Exception
- Alternatives Considered
- Proposed Design
- Impacts of Change

## **Proposed Exception**

Per TEDS, Section 3.2.5 Cross-Access Corridors, "Cross-access corridors shall be designed to provide common access and circulation among parcels, in order to assist in local traffic movement". Walker Field Airport recently re-constructed Landing View Lane near the north and east sides of the Air Tech Park property. Due to Airport Authority and Aviation requirements, Landing View Lane was re-constructed substantially higher in elevation than it originally existed in this vicinity. Landing View Lane was constructed 10 feet higher in elevation than the east property line of Air Tech Park and 22 feet higher than the north property line.

Air Tech Park does have legal access to Landing View Lane via a 60' Access Easement recorded in Book 2279, Page 852 at the Mesa County Clerk & Records Office. The easement touches this site in the northeast corner, as illustrated on the Grading and Drainage Plan that accompanies this letter. Although this access easement exists, use of this easement is doubtful, due to the design of the re-constructed Landing View Lane. As evident from the included drawing, connection of a street from Air Tech Park to Landing View Lane presents the following concerns:

- To stay within the easement, the connecting street would intersect Landing View Lane in the inside middle of a horizontal curve. This produces poor site distance visibility.
- The connecting street would intersect Landing View Lane in the middle of a super-elevated curve, which is not a desirable situation.

Therefore, and as presented in the Preliminary/Final Design Drawings submitted, Air Tech Park does not propose a connection of this subdivision's road system to Landing View Lane. The proposed exception to Transportation Engineering Design Standards (Chapter 3, Section 3.2.5) is for the layout submitted, with no cross-access corridor to the east, be approved by the City of Grand Junction due to design constraints and issues further discussed below.

### **Alternatives Considered**

As proposed, exclusive access to the site will be from AI Drive, which is currently stubbed to this property in the southwest region from North Crest Industrial Park, Filing 2. A secondary access connecting AI Drive to Landing View Lane was considered at the request of the City of Grand Junction to promote inter-connectivity of access roads. Landing View Lane (as reconstructed) lies approximately 10' above this sites east property line. Under this condition and the absence of an easement in this location, the following issues arise:

- Connection of AI Drive to Landing View Lane would require a substantial quantity of fill that would need imported and would affect the lot layout considerably due to fill slopes to the existing ground.
- The road grade of AI Drive (starting near the west property line) would need to rise quickly to soften the vertical transition to Landing View Lane on the east, while maintaining a workable grade through the intersection of Air Tech Court. The raising of AI Drive (compared to the proposed grade) will affect access to Lots 4 & 5 the most, creating a situation where each access would be lower than AI Drive (Lot 4 worse than Lot 5) and each driveway would either be steep or the front of each lot raised with fill material, accordingly, to provide a gentle transition from road to parking lot. The overall effect to all 5 lots would be an access road higher than the adjacent land within each lot.
- The existing power lines that run along the east property line of this site sag in the most extreme condition along this potential alignment. It is estimated that an extension of AI Drive to Landing View Lane would result in a vertical clearance of 10' from the road surface to the sag in the existing power line. This could result in the relocation or modification of power lines in the vicinity.
- An easement from Walker Field Airport would be required to connect AI Drive to Landing View Lane, south of the existing easement. Although Walker Field Airport personnel could not guarantee that an additional easement would be granted, they would certainly entertain the proposal.
- Walker Field Airport personnel also informed that since Landing View Lane is a private road, any connection of a public road to it would result in a shared roadway maintenance agreement for Landing View Lane.

The connection of Air Tech Court to Landing View Lane was briefly visited. Two major constraints prevent this connection from being feasible, including:

- A vertical difference of approximately 22 feet from this site to Landing View Lane over a 60 feet horizontal distance.
- A connection here would block the newly constructed Airport maintenance road.

### **Proposed Design**

Although the proposed design does not technically meet the intentions of TEDS for providing parcel inter-connectivity (where feasible), it does enhance the marketability of commercial/industrial business lots by offering building sites that do not require immediate imported fill to connect the business use to the access road. Commercial/industrial lots are more attractive to potential buyers if they are higher in elevation than the roadway serving them due to visibility. The connection of Al Drive to Landing View Lane would result in Al Drive and Air Tech Court being raised vertically in elevation (relative to the proposed design) and thus, higher than the building sites adjacent to each proposed road.

### **Impacts of Change**

While cross-access between adjacent parcels is desirable, the connection of this subdivision to the access easement provided produces undesirable results at the intersection with Landing View Lane. Approaching traffic would be required to negotiate a super-elevated intersection and acute angles for sight distance visibility. The connection of Al Drive to Landing View Lane (south of the existing access easement) may be an option, however numerous concerns arise relative to construction costs, potential utility relocations, road maintenance issues, marketability of lots and the possibility of an access easement not approved through Walker Field Airport. Therefore, in this case, it would seem that the impact of change (no connection) would be more positive than negative from a safety, cost, maintenance and marketability standpoint. Access to this proposed 5-lot development will easily be accomplished from H Road, via North Crest Drive.

Please consider this Application for a TEDS Exception and contact me directly if further clarification or discussion is requested at 858-9671. Thank you for your cooperation.

Respectfully,



Steven E. Sharpe, P.E.  
Project Civil Engineer

Cc: Rob Bickley, Industrial Development, Inc.







**SHARPER**  
 Engineering Services, Inc.  
 1950 HIGHWAY 6 & 50  
 PRUITA, CO 81521  
 TELEPHONE (970) 858-9671  
 FAX (970) 858-0221

PROJECT NO.:  
 FILE NAME: AIRTECH-grading2  
 DATE: 7-26-2005  
 DRAWN: RLC  
 CHECKED: SES

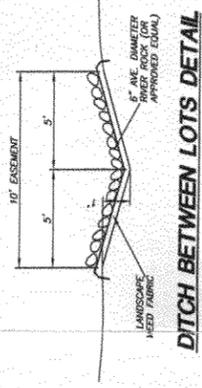
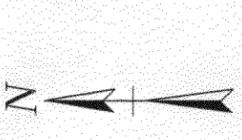
**GRADING, DRAINAGE AND  
 STORMWATER  
 MANAGEMENT PLAN**

**AIR TECH PARK  
 SUBDIVISION,  
 GRAND JUNCTION, COLORADO**

NO.	REVISION	DATE	BY

- CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP'S)**
- Phase One BMP's
- Construct Vehicle Tracking Control Pad at entrance from Al Drive
  - Install Silt Fences along south and west property lines as shown
  - Excavate Detention Pond to subgrade elevation, install erosion logs and silt fence along south and west property lines
  - Excavate drain ditches between lots, install erosion logs
  - Refer to this sheet for detail and specific locations of each BMP
- Phase Two BMP's
- Line drainage ditches (between lots) with fabric and 6" rock
  - Line south-southwest ditch with fabric and 6" rock
  - Line detention pond with fabric and 6" rock
  - Construct 2' curb & gutter in Al Drive and Air Tech Court
  - Construct asphalt roadway in Al Drive and Air Tech Court

REFER TO EROSION CONTROL SHEET (SHEET 10 OF 12) FOR DETAIL ON PROPER INSTALLATION OF SILT FENCE AND EROSION LOGS.



CITY OF GRAND JUNCTION  
 APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE

DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_

INITIAL ACCEPTANCE: \_\_\_\_\_  
 DATE: \_\_\_\_\_

BENCHMARK:  
 SW CORNER LOT 5  
 ALUMINUM CAP  
 N 55074.44  
 E 99442.19  
 ELEVATION=4750.04  
 NAD83 1988



**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

PERMANENT EASEMENT

1778059 1146AM 11/18/96  
MONIKA TODD CLK&REC MESA COUNTY CO  
DOCUMENT FEE \$EXEMPT

KNOW ALL MEN BY THESE PRESENTS, that Walker Field Airport Authority, of Mesa County, State of Colorado, Grantor(s), have given and granted and by these presents do hereby give and grant unto the Grantee(s) 3D Systems, Inc., heirs, successors, and assigns a PERPETUAL EASEMENT on, along, over and across the following described premises, to wit:

BOOK 2279 PAGE 852

A tract of land located in the SW¼ of the SW¼ of Section 30, Township 1 North, Range 1 West, of The Ute Meridian, County of Mesa, State of Colorado, being more particularly described as follows:

The following described easement was created to provide access to Lot 2, 3D Minor Subdivision. Any costs involved in maintenance, upgrading, reconstruction or any other work or changes on the access easement or easement area for the benefit of Lot 2, 3D Minor Subdivision will be born by the owner of Lot 2 and not Walker Field, Colorado, Public Airport Authority, The City of Grand Junction, Colorado or Mesa County.

Beginning at the southwesterly corner of a tract of land whence the southwest corner of Section 30, T. 1 N., R. 1 E., Ute Meridian bears S 01° 57' 20" W, 30.00 feet and considering the west line of the SW¼ of the SW¼ of said Section 30 to bear S 01° 57' 20" E, with all other bearings contained herein relative thereto;

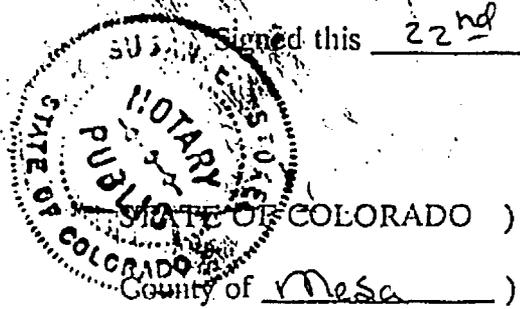
1. Thence N 01° 57' 20" E, 131.30 feet;
2. Thence N 37° 06' 20" E, 872.48 feet;
3. Thence N 52° 51' 55" W, 614.55 feet;
4. Thence N 01° 57' 20" E, 88.65 feet;
5. Thence N 84° 22' 14" E, 62.03 feet;
6. Thence southeasterly 140.15 feet along the arc of circular curve to the left with a radius of 170.00 feet, a delta of 47° 14' 09", and a chord bearing S 29° 14' 51" E, 136.22 feet;
7. Thence S 52° 51' 55" E, 555.24 feet;
8. Thence S 37° 06' 20" W, 859.60 feet;
9. Thence southwesterly 104.29 feet along the arc of a circular curve to the left with a radius of 170.00 feet, a delta of 35° 09' 00" and a chord bearing S 19° 31' 50" W, 102.66 feet;
10. Thence S 01° 57' 20" W, 58.43 feet;
11. Thence N 88° 03' 49" W, 60.00 feet to the point of beginning.

The tract of land described as above contains 2.403 acres more or less.

And the Grantor(s) hereby covenant(s) with the Grantee(s) that they have good title to the aforescribed premises; that they have good and lawful right to grant this Easement; that they will warrant and defend the title and quiet possession thereof against the lawful claims of all persons whomsoever.

Signed this 22<sup>nd</sup> day of October, 1996.

Dale S. Hollingsworth



The foregoing instrument was acknowledged before me this 22<sup>nd</sup> day of October, 1996, by Dale S. Hollingsworth.

My Commission expires **MY COMMISSION EXPIRES 6-30-1999**

Witness my hand and official seal.

Dale S. Hollingsworth  
Notary Public





**SHARPER Engineering Services, Inc.**  
 1950 HIGHWAY 6 & 50  
 FRUITA, CO 81521  
 TELEPHONE (970) 858-9671 FAX (970) 858-0221

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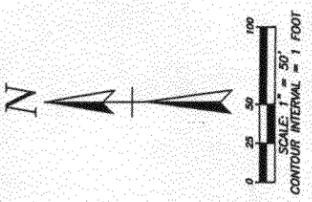
**AIR TECH PARK SUBDIVISION, COLORADO**  
**GRADING, DRAINAGE AND STORMWATER MANAGEMENT PLAN**

NO.	DATE	REVISION

**PRELIMINARY NOT FOR CONSTRUCTION**

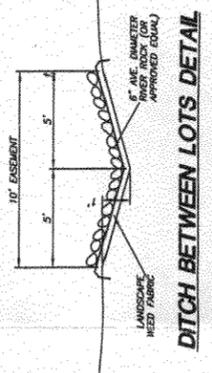
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REFER TO EROSION CONTROL SHEET (SHEET 10 OF 12) FOR DETAIL ON PROPER INSTALLATION OF SILT FENCE AND EROSION LOGS.



**LEGEND**

- HISTORIC FLOW DIRECTION
- PROPOSED DRAINAGE FLOW
- OFF-SITE FLOW DIRECTION



CITY OF GRAND JUNCTION  
 APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE

DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_

WITH ACCEPTANCE

RECORD MARK:  
 SW CORNER LOT 5  
 ALUMINUM CAP  
 L.S. 20632  
 N 58074.44  
 E 17501.19  
 ELEVATION 4750.04  
 NAD83 1988

