

October 21, 2005

Thompson-Langford Corporation
Engineers and Land Surveyors
529 25 ½ Road
Grand Junction, CO 81505

Re: Design Exception #DE23-05 – Redlands Mesa Filing 7 - Alternate Street Standard

Dear Mr. Langford:

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: Laura Lamberty, Development Engineer (256-4155)

DESIGN EXCEPTION #DE 23-05

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

Cc: Kathy Portner, Planning Manager

Date: October 12, 2005

RE: Redlands Mesa Filing 7 – Alternate Street Standard

DESCRIPTION OF THE SITUATION

The applicant is requesting an alternate street standard per the TEDS Manual; section 15.2 – Alternate Residential Street Standard. The specific request is to eliminate the sidewalk on one side of the road section for Redlands Mesa Drive, a non continuous residential street serving a maximum of 25 single family lots.

Site Description:

The site is located within the Redlands Mesa Subdivision and the proposed road includes areas of cut and fill. Eliminating sidewalk on one side of the road will reduce the cuts and fills along the slope which will reduce the visual scars, improve lot access and decrease soil erosion.

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
The proposed use of the alternate street standard to eliminate sidewalk on this cul-de-sac should not compromise safety. The roadway pavement width and curb & gutter will meet the current standards
- 2. Have other alternatives been considered that would meet the standard?**
The other alternative would be to construct the standard residential street with sidewalk on both sides of the roadway.
- 3. Has the proposed design been used in other areas?**
There are other locations within the Ridges area that sidewalk or a trail on one side of the road. The alternative seems reasonable in areas of similar terrain.

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 believes this Exception is the best solution for the site, and recommends approval.

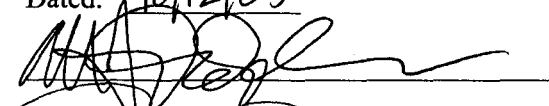
Recommended by: _____

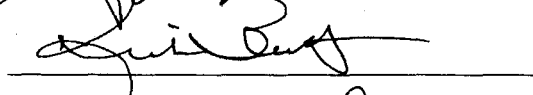
Approved as Requested:

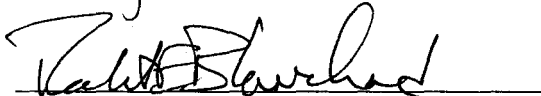
Approved as Modified:

Denied

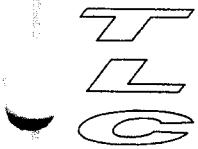
Dated: 10/12/05







VE#23-05 Redlands Mesa Filing 7 – Alternate Street Standard



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

OCT 06 2005

**COMMUNITY DEVELOPMENT
DEPT.**

To: Eric Hahn, City Development Engineer
From: Doug Thies, Thompson Langford
Subject: Redlands Mesa Filing 7 – Alternative Road Section Application
Date: October 6, 2005

In accordance with Section 15.2 *Alternate Residential Street Standards* of the TEDS manual the following criteria have been addressed:

- a. *A specific request for alteration of the standard, detailing elements of the standard that are altered and the proposed alternative.*

This request addresses a specific street standard, as allowed per the TED's Manual, Section 15.2, *Alternate Residential Street Standards*. Specific detailing of the elements requested for alteration are provided in this report and it's accompanying plan and sections. The specific request is as follows:

- o Elimination of the sidewalk on one side of the road section for Redlands Mesa Drive, a non-continuous residential street serving a maximum of 25 single family lots;

- b. *A narrative explaining the reasons for requesting the alteration and proposed benefits.*

The primary reason for this requested alteration is to minimize grading impacts to the site. The applicant is proposing to narrow a specific road section which consists of removing the sidewalk on one side of the long cul-de-sac. The intent is to reduce the cuts and fills associated with building a road 'platform' within steep and rocky terrain. The benefits, as a result of the reduced cuts and fills, include decreased soil erosion, reduced visual scars, and improved lot access.

Addressing specific requests:

- o The elimination of the sidewalk along the northwest side of Redlands Mesa Drive (28' asphalt mat). The standard drive over curb and gutter section will remain, as will the standard 6.5 ft curb, gutter and sidewalk section on the opposite side of the road. The sidewalk will connect to the pedestrian trail which continues down the hill to Mariposa Drive.

c. *A narrative addressing design elements above.*

The proposed section for Redlands Mesa Drive, if approved, will consist of a 28 ft asphalt mat, mountable (drive over) curb, gutter and sidewalk on one side and mountable curb and gutter only on the other side. This roadway services a total of 25 lots, with no possibility of future development or road connections. In addition, the right of way will be decreased in width by 3.5 ft resulting a total "road platform" width of 41.5 ft. This will also effectively bring the "dry" utilities (electric, gas, phone and cable) in closer to the road. The 28 ft asphalt width will not be altered, therefore allowing for bike traffic as well as on-street parking. There will be a continuous pedestrian connection from West Ridges Boulevard, along Redlands Mesa Drive to Mariposa Drive. The reduced overall width will again significantly reduce the cuts and fills associated with this roadway which is very steep in some sections (see previously submitted road profiles).

d. *A site plan showing limits and extents of proposed alterations.*

Attached with this submittal.

e. *A site plan indicating proposed density, approximate lot size and frontage, access locations, street network, and other pertinent elements. Approximate horizontal and vertical geometry may be required, dependent on topography or other site constraints.*

Attached with this submittal, or previously provided (plan and profiles).

Please let us know if there is any additional information we can provide to aid you in approving these requests.

Sincerely,



Doug Thies
Thompson – Langford Corporation

Xc: Redlands Mesa, LLC
Craig Roberts

Review Comments

Redlands Mesa, Filing 7 – Alt. Street Standard

Date: October 6, 2005

PP-2005-167

Page 1 of 1

Eric's Comments:

1. The primary points of concern regarding the proposed Alternate Residential Street Section (ARSS) are as follows:
 - a. The requested street section appears to be a very reasonable alternative to the standard, when considering the nature of the subdivision and the challenges associated with street construction in this terrain.
 - b. The capacity to convey vehicular traffic and emergency access will not be adversely impacted, since the road surface width is unchanged.
 - c. The limited amount of pedestrian traffic expected on this cul-de-sac should be adequately accommodated by the single sidewalk on only one side of the street.
 - d. The utility easements are not proposed to change.
 - e. The standard residential curb and gutter will remain. Street drainage capacity should remain relatively unchanged.

Kathy's Comments:

2. Looks good. The primary reason for this modified section should be to reduce the amount of cut and fill.

Hank's Comments (by phone):

3. Should be no problem.

Jody's Comments:

4. (Jody is not available for comment, she is on vacation.)