

CITY OF  
**Grand Junction**  
COLORADO

PUBLIC WORKS  
& UTILITIES

October 31, 2005

Paul Shoukas  
PCS Group, Inc.  
850 Santa Fe Drive  
Denver, CO 80204

Re: Design Exception #DE25-05 – Shadow Run at the Ridges – Path Width

Dear Mr. Shoukas:

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: Eric Hahn, Development Engineer (244-1444)

## DESIGN EXCEPTION #DE 25-05

To: Mike McDill for 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

Cc: Kristen Ashbeck

Date: October 26, 2005

RE: Shadow Run at the Ridges – Path Width

### DESCRIPTION OF THE SITUATION

The applicant is proposing to develop Shadow Run at the Ridges. This proposed development is approximately 4 acres within the Ridges Subdivision at the intersection of West Ridges Blvd. and East Lakeridge Drive. The developer proposes a private streets system which meets the requirements of TEDS for roadway design, but is proposing to include a 5' wide detached walkway on the outside perimeter of Cliff View Drive.

Chapter 13 of TEDS states;

A pedestrian trail system may be substituted for an attached sidewalk of adjacent properties could easily access the trail and trail system links to other transportation and recreational trails or facilities within and outside of the immediate development. Trail width shall be no less than equal to the standard for a two-way off street bicycle path and shall be designed to the City Standard Details.

### Site Description:

The proposed walk is not included in the Urban Trails Master Plan and would not be part of a regional trail system. The proposed street system and 5' walk would be privately maintained by the Home Owners Association. Site constraints include steep slopes (9%) along the east boundary of the proposed subdivision.

### EXCEPTION CONSIDERATIONS

#### 1. Will the exception compromise safety?

Staff does not believe the detached 5' walk will compromise pedestrian safety.

2. **Have other alternatives been considered that would meet the standard?**  
The applicant could attach the walk to the private roadway and meet TEDS for private streets. It is also possible to widen the detached walk to 10' in width as required by TEDS.
3. **Has the proposed design been used in other areas?**  
Yes, detached 5' walks are common in other areas of the City including the downtown residential section.
4. **Will the exception require CDOT or FHWA coordination?**  
No
5. **Is this a one-time exception or a manual revision?**  
Staff is recommending a review of the TEDS Manual and possible modifications to the "Private Streets" section as a result of this Exception request.

**Staff Recommendation**

Staff recommends approval of the exceptions as proposed.

Recommended by: *Tim Mor*

Approved as Requested:

Approved as Modified:

Denied

Dated: *10/26/05*

*David Burt*

*Valerie Borsland*

*for Mark R. Ruppel* *Mark Ruppel*

VE#25-05 Shadow Run @ the Ridges – Path Width

# Design Exception

October 18, 2005

FILE # PP-2005-203

TITLE HEADING:

Shadow Run at the Ridges, Filing #2

LOCATION:

East Lakeridge Road

PETITIONER:

Mike Stubbs - Dynamic Investments

PETITIONER'S ADDRESS/TELEPHONE:

570 Walnut Avenue (257-0532)

PETITIONER'S REPRESENTATIVE:

Paul Shoukas - PCS Group, Inc  
303-531-4905x3

STAFF REPRESENTATIVE:

Kristen Ashbeck

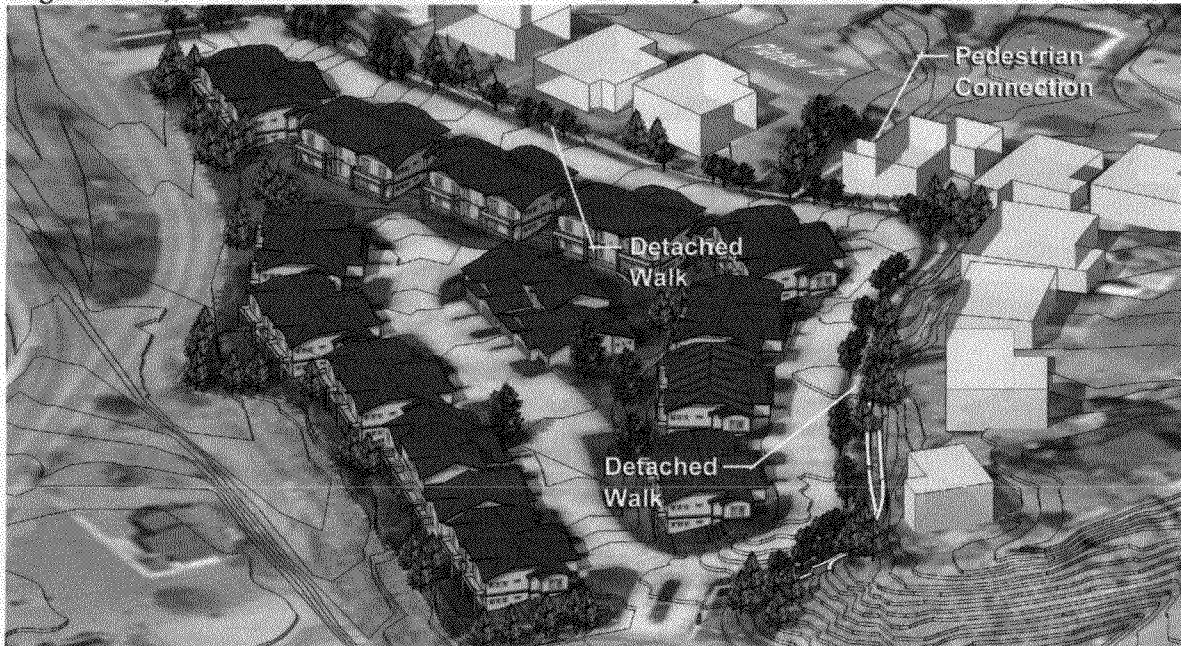
## Proposed Exception:

It is the applicant's vision to include a 5' wide detached walk along the outside perimeter of Cliff View Drive in order to promote pedestrian connectivity between Shadow Run and Plateau Drive. *The proposed streets and walk are private* and meet or exceed all other aspects of TEDS private road standards. The walk is to be constructed by the developer, and privately maintained by Shadow Run's Home Owners Association.

In TEDS manual Chapter 13, Paragraph 13.1.8, Code dictates

- A pedestrian trail system may be substituted for an attached sidewalk if adjacent properties could easily access the trail and the trail system links to other transportation and recreational trails or facilities within and outside of the immediate development. Trail width shall be no less than equal to the standard for a two-way off street bicycle path and shall be designed to the City Standard Details.

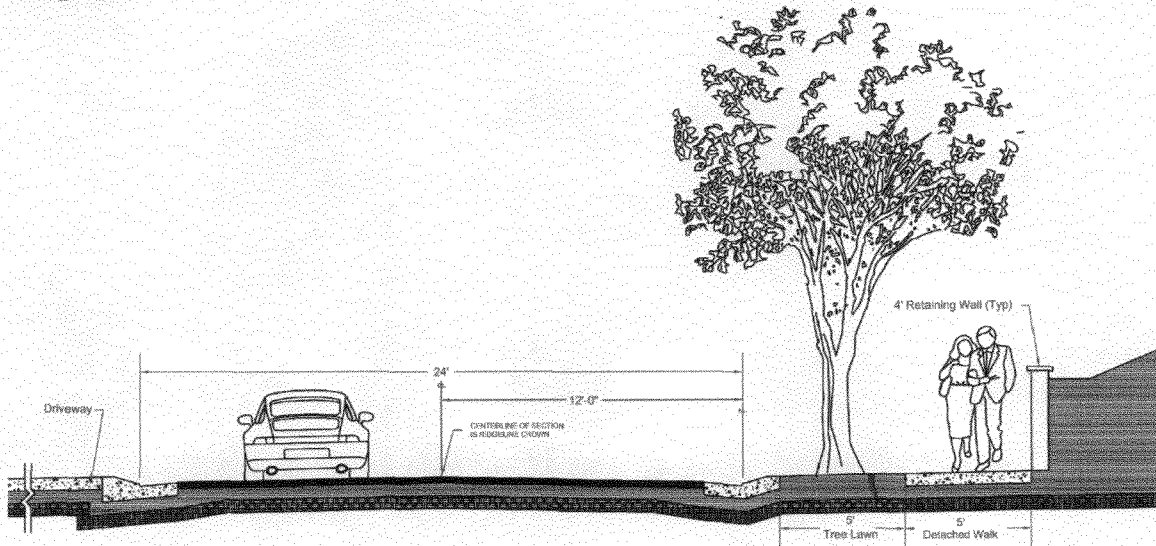
The walk however is not a regional trail and is strictly facilitating pedestrian connectivity between neighborhoods, therefore we feel a conventional 5' width is adequate to meet the intent of TEDS.



Existing site constraints including steep slopes (averaging 9% in grade) along with the shallow depth of the property have dictated filing the above exception.

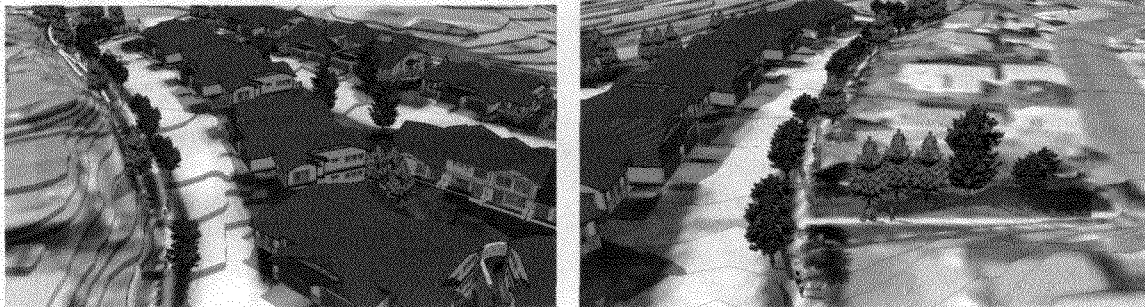
Proposing the detached walk at 5' width will allow less grading on this steep site. It will result in less disturbance and retaining walls during construction which will help preserve the natural integrity of the site.

### Proposed Design:



Proposed Street Section

Utilizing a 5' detached walk, as opposed to an attached side walk provides more separation from the road, and the ability to add a landscaped tree lawn, buffering vehicular from pedestrian use. In this regard, the detached walk is safer, adding distance and separation between cars and walkers. This landscape buffer adds aesthetic value to the streetscape, and the neighborhood.



### **Alternatives Considered**

Two alternatives have been considered to meet code, however, it is our belief these options add less value to the community.

1. Code allows a 5' attached sidewalk. By attaching the sidewalk to the street and eliminating the landscaped tree lawn, there is enough depth to promote pedestrian connectivity between neighborhoods. However, by eliminating the tree lawn and buffer from the street, the walk is less attractive to the streetscape as a whole. Also, it is not as safe because there is no separation from vehicular to pedestrian use.
2. Our first proposal aligned the walk through the middle of the property. However, there is not enough distance between home sites to adequately address the privacy of the residents. Therefore, pedestrians would be able to walk through the back yards of homeowners, compromising the residents' privacy, and raising safety concerns.

### **Impacts of Change:**

We believe there are only positive implications associated with the above exception including:

1. A 5' walk creates less disturbance to the site when grading and constructing;
2. Detaching the walk adds aesthetic value to the streetscape;
3. More separation between vehicular and pedestrian uses encourages safer walks;
4. More defined neighborhood connectivity; and
5. Less hardscape promotes more open space and minimizes water run-off.

## 13.0 PRIVATE STREETS, SHARED DRIVEWAYS AND LOOP LANES

Private Streets may be considered as an alternative to residential public streets without a specific design exception if the standards in this chapter are met. Private streets have historically posed problems over time as they deteriorate and property owners do not realize the burden of maintenance is theirs. Application of the criteria established in this chapter should avoid problems encountered in the past with private streets and provide property owners some protection through a maintenance agreement and funding.

The Shared Driveway (also called an "Autocourt") is a private street. The Loop Lane is intended as an alternative public street.

### 13.1 Private Streets

The developer must conclusively demonstrate that a proposed private street(s):

1. provides flexibility in residential street access due to design or topographic conditions and
2. encourages more creative design including but not necessarily limited to the clustering of units in residential development and
3. provides an immediate and continuing public benefit *e.g.*, by reducing public street maintenance costs and
4. provides a safe residential environment and
5. promotes attractive streetscapes that give neighborhoods character and identity *e.g.*, by allowing alternative street surfaces, finishes and designs

Then private residential streets shall be allowed for residential development under the following conditions:

1. The maximum Annual Average Daily Traffic (AADT) of the proposed private street shall not exceed 250 trips per day as determined by the *ITE – Trip Generation* publication.
2. All traffic, including vehicular and pedestrian, exiting from private streets shall not adversely impact the existing and proposed transportation network. Pedestrian connections accessible by the general public shall be required within the proposed development. Pedestrian facilities shown on the Urban Trails Master Plan shall be provided by the developer.

3. A turnaround (*i.e.* cul-de-sac or other applicable and acceptable improvement) shall be required per the City or County's adopted street standard in effect at the time of the development. A "Y" or "T" turnaround may be acceptable if designed according to Fire Department access requirements.
4. Street cross sections shall conform to the adopted street standards. Streets with a minimum 20-foot wide pavement section may be allowed, if on-street parking is prohibited and adequate off-street parking is provided. Streets with no on-street parking shall be signed in accordance with the MUTCD. The developer shall execute and record an irrevocable covenant running with the land granting the City or County the right and power to enter the street for the purpose of enforcing the parking restriction.
5. If off-street parking is utilized, it shall conform to the following:
  - a. It shall be provided at a rate of one space per two units plus at least four on-site parking spaces per dwelling. Two of these spaces may be in a garage or carport.
  - b. Off-street parking shall be located within 200 feet of any unit the private street serves.
  - c. Off-street parking shall be included within the same tract as the private street and shall be maintained by the homeowner's association.
6. The finished surface of the private street may be composed of variable surfaces such as brick, interlocking pavers, cobblestones or other similar finishes, designed by a Professional Engineer and as approved by the City or County Engineer.
7. Any and all private street(s) shall include concrete curb and gutter constructed to the City Standard Details.
8. A pedestrian trail system may be substituted for an attached sidewalk if adjacent properties could easily access the trail and the trail system links to other transportation and recreational trails or facilities within and outside of the immediate development. Trail width shall be no less than equal to the standard for a two-way off street bicycle path and shall be designed to the City Standard Details.



9. All entrances to garages shall be set back from the private street or pedestrian trail a minimum distance of 20 feet.
10. Utility and/or multipurpose easements may be required for a portion of, or the full width adjacent to the street section when necessary.
11. Private streets shall be platted in a tract dedicated to the homeowner's association.
12. A single Homeowners Association for all phases of the development shall be formed and established with the Secretary of State's Office prior to the recordation of a final plat that contains a private street.
13. The Homeowners Association shall establish an annual maintenance fund for the private street(s) in accordance with the attached document titled "Maintenance Agreement." The agreement shall be recorded by the petitioner, with review and approval by the Public Works Department, prior to the recordation of the final plat.
14. The Homeowners Association shall be responsible to maintain a vegetation-free zone along the private street that is 20 feet in width (10' each side from the center of the street) and 13'-6" in height as measured from the paved surface of the street.
15. Each residential structure accessed from a private street shall have landscaped areas of at least ten (10) feet in width between the street and the structure except for the driveway to the garage.
16. An entrance design feature such as decorative paving, special signage or other conspicuous improvement shall be incorporated into the final design of the private street such that the design clearly distinguishes the private street from the public street.

### **13.2 Shared Driveways and Loop Lanes**

The Shared Driveway or Autocourt is designed to provide access to lots where a full public street is not practical or economical. The number of shared driveways used in a subdivision is limited due to the undesirable lot layouts they often create, potential conflicts over shared common space, and private versus public maintenance cost issues. Shared driveways shall comply with the following standards.

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MEMORANDUM

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TO: TIM MOORE  
FROM: ERIC HAHN  
SUBJECT: TEDS EXCEPTION REQUEST FOR SHADOW RUN AT THE RIDGES  
DATE: 10/21/2005  
CC: NONE

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TIM:

The following summarizes my review of this TEDS Exception request:

- If granted, will the exception compromise safety?
  - o No.
- Have other alternatives been considered that would meet current standards?
  - o Yes. It is possible to attach the walk to the private road, which would meet the apparent requirement in TEDS for private streets. However, there is no additional value in applying the attached walk to this project. The safety, aesthetic, and overall quality would be negatively impacted if the applicant is forced to attach the walk to the street.
  - o It is also possible to widen the walk to 10' wide, as required by TEDS. The 10' concrete two-way bike/ped path is the only "standard" that the City currently has, and is appropriately used as large, regional paths constructed in public parks and along heavily used pedestrian/bike corridors. However, use of this standard width in this project would greatly increase the grading impacts, and seems out of place for a project that will only serve to provide a "shortcut" from an existing neighborhood to an existing public street.
- Has the proposed design been used in other areas?
  - o Yes, detached 5' walks are common in some of the downtown residential areas of Grand Junction, and other communities.
- 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 No.
- If not a one-time exception, is manual revision needed?

- Yes. This exception would establish a good argument to modify TEDS paragraph 13.1.8, and may even motivate a review of the entire “private streets” section. It could be as simple as deleting the last sentence of paragraph 13.1.8, or generating a new, smaller “neighborhood path” standard.

I believe this proposed exception should be granted. Sometimes, the “standard” or “code requirement” doesn’t make sense within the context of a particular site or project, and should be withdrawn in deference to a better idea. This project is such an example. Blindly enforcing the “standard” would not provide a better project.