

A · C · G

Austin Civil Group, Inc.

Land Planning · Civil Engineering · Development Services

March 27, 2006

Mr. Kent Marsh, P.E.
City of Grand Junction Community Development
250 North 5th Street
Grand Junction, CO 81501

**Re: Request for TEDS Exemptions
1328 Winters Avenue**

Dear Mr. Marsh:

The purpose of this letter is to request exemptions from *City of Grand Junction's Transportation Engineering Design Standards (TEDS)* for CAPCO, Inc., which is located on a 7.72-acre industrial property located at 1328 Winters Avenue. CAPCO is requesting exemptions from *Section 4.3.2.1 Parking Stall and Aisle Design*; and from *Section 4.3.3 Delivery and Service*.

Existing Conditions:

CAPCO Inc, an industrial manufacturing company that currently employs 200 people and has been in business at 1328 Winters Avenue since 1981. Access to the properties is provided from Winters Avenue, an industrial street with a 46-ft asphalt mat and continuous 3-ft concrete v-pan along both sides of the street. The site currently has a 49,000 square foot building with a loading dock that is accessed from Winters Avenue and access to a railroad spur along the west and north sides of their existing facility.



Within this industrial area, all of the properties surrounding CAPCO have been developed for industrial uses. Most of the buildings in this area have parking and loading facilities that require backing maneuvers utilizing the street right-of-way in order to access the loading docks. Listed below are photos of the surrounding industrial properties which depict the dock and parking locations:



Bailey's/Allied Van Loading Docks



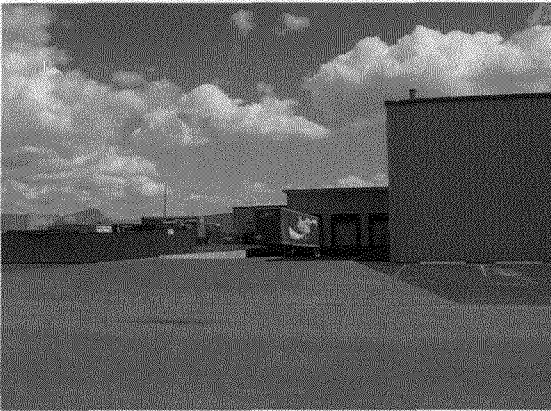
Buildings/Parking South of CAPCO



Luxury Wheels East of Capco



4th Street - North of CAPCO



Coca-Cola West of CAPCO



Colorado Printing Company West of CAPCO

Proposed Conditions

Chamberlin Architects has been hired by CAPCO to prepare a master plan for an up to 52,000 square foot expansion at their existing facility. This expansion also needs to accommodate an additional 35 employees. The master plan examined a three-phase building out for CAPCO over the next five-to-ten years. The only viable expansion area for the site is to the east of the current facility because an existing railroad spur runs along the northern and western sides of the existing building. In order to accommodate the parking needs for the expansion, some employee parking is proposed along Winters Avenue.

The truck loading dock area is also proposed to remain as it has historically been used. CAPCO currently has eight semi-truck trips per week at their facility, and with the full building out of the site, anticipates 11 semi-truck trips per week. CAPCO has been at this location since 1981 and has never experienced a traffic accident or any other safety issues related to trucks backing into or pulling out of their site.

TEDS Exemption Requests:

The TEDS exemption process requires the applicant to demonstrate the proposed exemption, if granted, will not result in a dangerous condition and do not impact the capacity of the street system.

The first exemption request is to allow parking stalls to be constructed along Winters Avenue and allow a backing movement into the Winters Avenue right-of way. TEDS Section 4.3.2.1 Parking Stall and Aisle Design states: *Parking stalls shall be located outside the sight zone at access locations. All parking stalls shall be oriented such that any vehicles exiting a parking stall is not required to back into any public street...*

The second exemption request is to allow truck backing movements to occur in Winters Avenue and allow access into the truck loading dock. TEDS section 4.3.3 Delivery and Service states: *Proposed development that includes truck loading/unloading shall provide adequate space for all truck operations. Adequate space minimally means that all truck operations be performed entirely on-site and off the public street system...*

Alternatives Analysis

1. Design Site To Meet TEDS for Truck Access and Parking:

The applicant currently has a site plan submittal that has been approved by City staff which accommodates truck access and eliminates the parking along Winters Avenue. Exhibit B attached to this letter depicts this option.

While this alternative meets the TEDS requirements, it does not provide the additional building square footage anticipated for CAPCO's increased production needs.

2. Design Site To Accommodate Truck Access and Provide Additional Parking from 4th Street

This alternative would accommodate truck dock access within the CAPCO property as described in Alternative #1 above and provides additional employee parking on the property located north of the existing building. This additional parking area would be accessed from the cul-de-sac on 4th Street.

This alternative meets the TEDS requirements but does not provide safe pedestrian access between the building and parking lot area because employees would be required to cross the railroad tracks. The railroad spur cannot be removed because adjacent businesses utilize the railroad spur.

3. Relocate To New Industrial Site

This alternative requires CAPCO to relocate their operations to a new industrial site. While this may be possible, there are not many seven-acre or larger industrial zoned properties within the City of Grand Junction that have access to a railroad spur. It is important for our business economy to develop the industrial property we have as efficiently as possible. Relocation is not in keeping with the goals of infill development for this area.

Capco is a very successful home-grown enterprise and does not want but may be forced to consider relocation outside of Grand Junction if it cannot grow here.

4. Grant TEDS Exemptions requested by Applicant

Winters Avenue is an industrial street that has an asphalt width of 46-ft, which is 10-ft wider than the City's standard for an industrial street. The City of Grand Junction's website does not have a traffic count or speed data for vehicles in this area. Streets in this part of the City have low volumes. The traffic volumes that do exist on these streets are primarily for delivery of materials / products and from employees who work in this part of town. Vehicle speeds on Winters Avenue are low because there are numerous at-grade train track crossings, and drainage swales, and the streets have an industrial character where truck maneuvering is common.

Granting an exemption to allow parking and backing into the Winters Avenue right-of-way would not impact capacity on Winters Avenue because there isn't a capacity problem on this street. Backing into the right-of-way from parking spaces occurs at numerous locations within the City of Grand Junction and on streets with significantly higher traffic volumes than Winters Avenue. Rood Avenue, for example, has parking on both sides of the street that requires backing into the street right-of-way. The asphalt street width on Rood between the parking spaces is 36-ft. Winters Avenue is 10-ft wider than Rood Avenue.

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Granting an exemption to allow delivery trucks to back into the right-of-way also does not impact the capacity on Winters Avenue because street capacity is not a problem and there are only eight deliveries per week that occur at the site. Delivery trucks for almost all of the business in this area have always used the street right-of-way to access building loading docks.

As previously stated, Capco owns 7.72 acres at this site. The proposed build out of 100,000 sq ft would only represent a land utilization of 29.7%

Summary

The area surrounding Winters Ave is a pre-existing industrial zone accustomed to on-street parking and Truck delivery traffic. The area is within the Infill/Redevelopment program whereby business owners and city officials are encouraged to develop vacant and underutilized land to help meet the City of Grand Junction's Growth Plan.

Capco Inc. is a long time, home-grown manufacturing company that seeks to expand it's existing facility at 1328 Winters Ave. Through the granting of these TEDs exceptions, Capco will have 'room to grow' beyond the already approved plan. This additional build out space will be adequate for Capco's long term growth and stability.

If you have any additional questions or concerns, please give me a call at 242-7540 or on my mobile phone at 216-9863.

Sincerely,

Austin Civil Group, Inc.


Mark Austin, P.E.
President

Attachments: As Stated



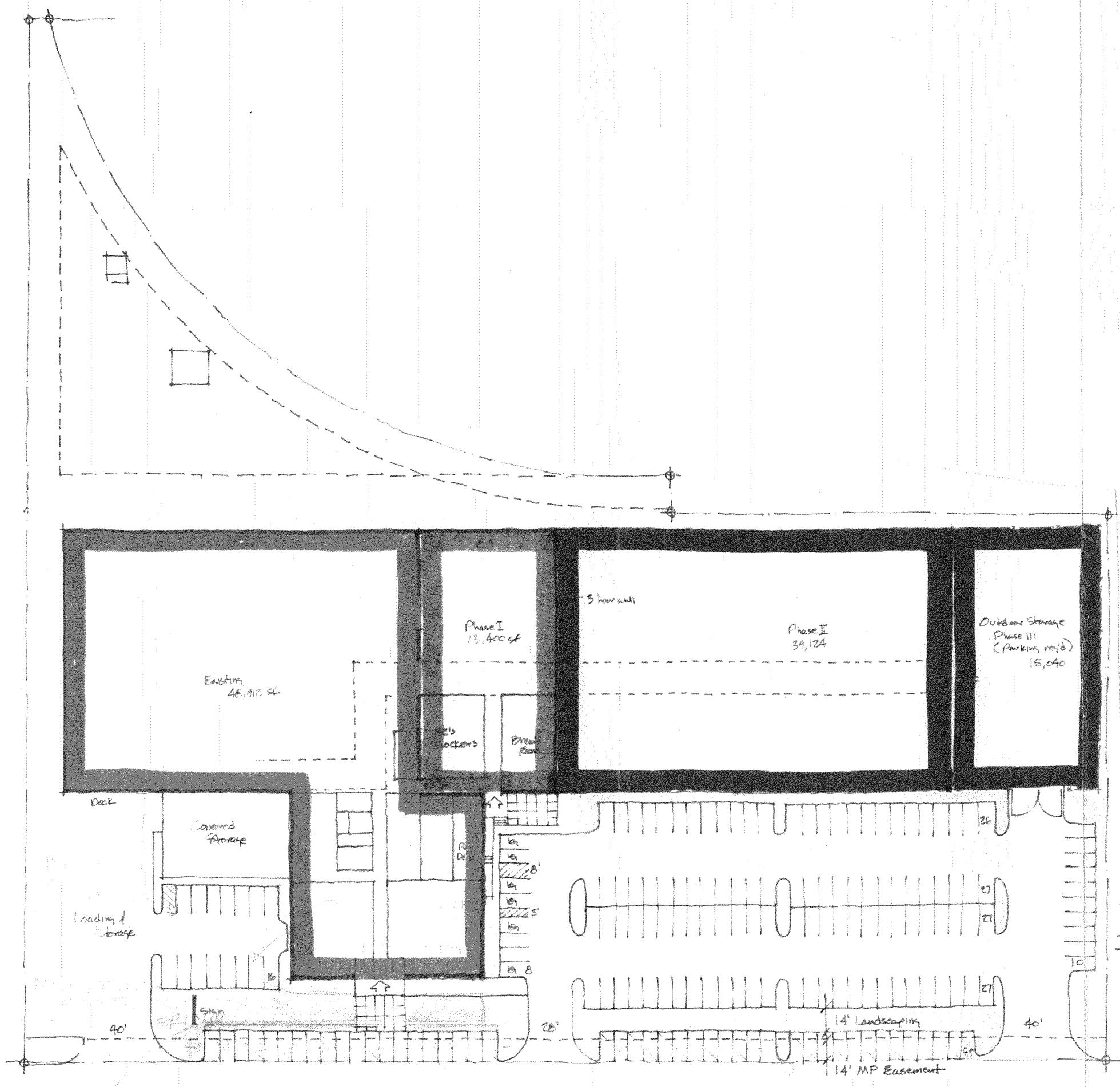


EXHIBIT A

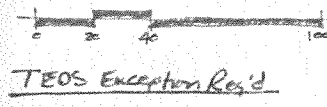
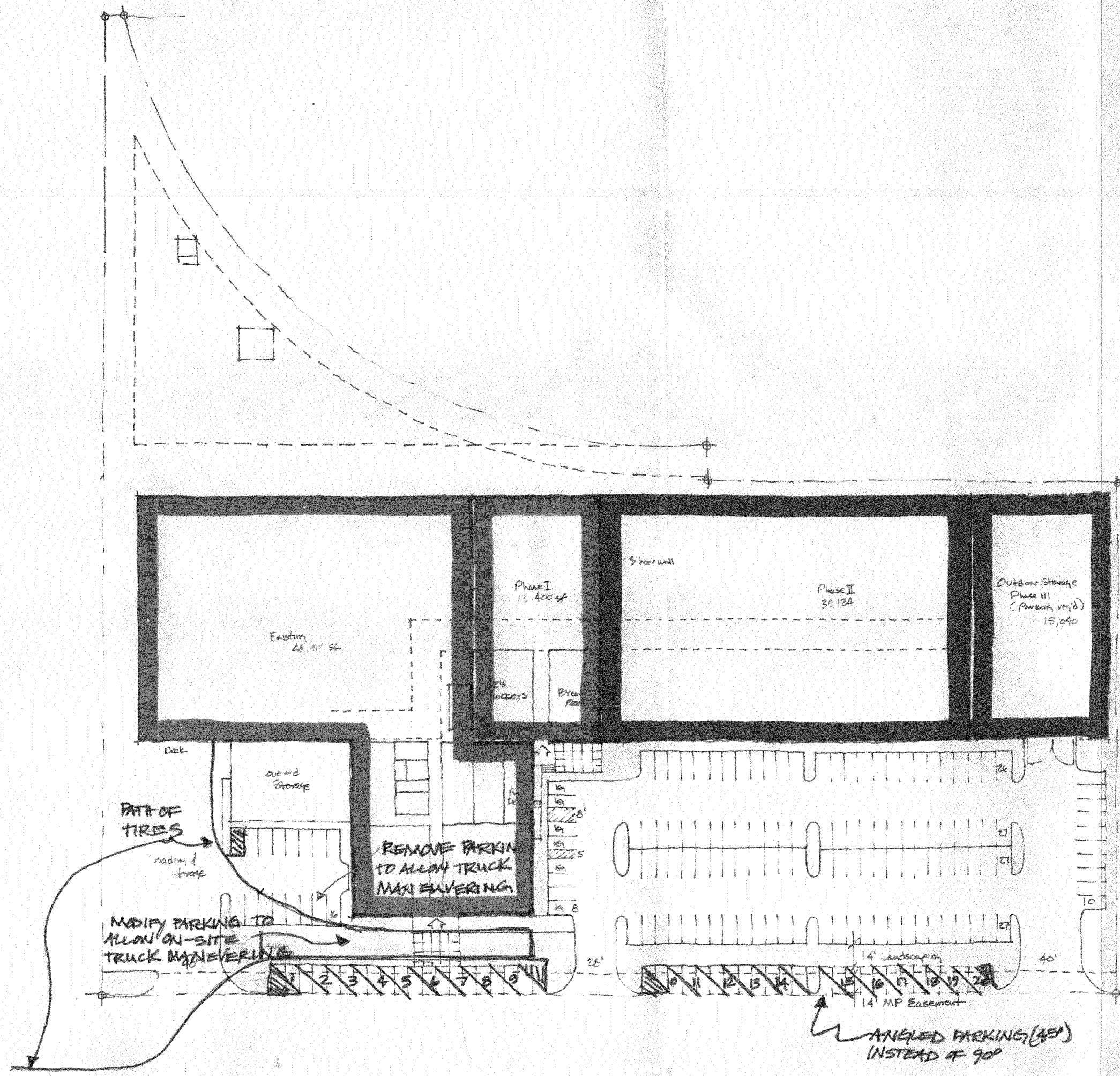


EXHIBIT AC

UTILITIES AND AGENCIES

CITY OF GRAND JUNCTION PUBLIC WORKS	244-1554
CITY OF GRAND JUNCTION IRRIGATION	244-1554
GRAND JUNCTION DRAINAGE DISTRICT	242-4343
XCEL ENERGY	244-2781
QWEST	244-4333
BRESNAH CABLE	245-8750

GENERAL NOTES:

- ALL HANDICAP PARKING SPACES SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION STANDARD SPECIFICATIONS FOR CAPITAL IMPROVEMENT PROJECTS DETAIL DRAWING C-24.
- ALL HANDICAP RAMPS SHALL BE PROVIDED WITH DETECTABLE WARNING PADS IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION STANDARD SPECIFICATIONS FOR CAPITAL IMPROVEMENT PROJECTS DETAIL DRAWING C-23.
- ALL EXISTING TOPOGRAPHIC AND BOUNDARY INFORMATION HAS BEEN PROVIDED BY Q.E.D SURVEYING SYSTEMS, INC.. THE PROJECT BENCHMARK IS LOCATED AS SHOWN ON PLAN VIEW. SET #5R/C DM WITH AN ELEVATION OF 4578.01.
- ALL DIMENSIONS AND GRADES ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
- RECOMMENDED PAVEMENT SECTIONS:
 - 1BK EAL = 5, LOW VOLUME PARKING
 - 3" ASPHALTIC CONCRETE (AC) OVER 12" AGGREGATE BASE COURSE (ABC) OVER 12" REWORKED, COMPACTED SUBGRADE, OR 4" AC OVER 8" ABC OVER REWORKED, COMPACTED SUBGRADE.
 - 1BK EAL = 25, HIGHER TRAFFIC ROADWAY
 - 3" AC OVER 19" ABC OVER REWORKED, COMPACTED SUBGRADE, OR 4" AC OVER 15" ABC OVER REWORKED, COMPACTED SUBGRADE.
- RECOMMENDED RIGID CONCRETE:
 - 1BK EAL = 5, LOW VOLUME PARKING
 - 6" PORTLAND CEMENT PAVEMENT (PCCP) OVER 4" AGGREGATE BASE (ABC) OVER 12" REWORKED, COMPACTED SUBGRADE.
 - 1BK EAL = 25 HIGHER TRAFFIC ROADWAY
 - 8" PCCP OVER 4" ABC OVER 12" REWORKED, COMPACTED SUBGRADE.
- CONTRACTOR SHALL VERIFY THE DEPTH OF THE EXISTING SANITARY SEWER SERVICE LINE TO ENSURE THE INVERT ELEVATION IS AT A MINIMUM 4574.95 ELEVATION. NOTIFY ENGINEER ONCE ELEVATION IS VERIFIED TO ALLOW FOR NEW LINE GRADE ADJUSTMENTS IF NECESSARY.
- FIRE DEPARTMENT ACCESS ROAD SHALL BE CONSTRUCTED WITH 4" AGGREGATE BASE COURSE (CLASS B) OVER 12" PIT RUN. (APPROX 1,130 SY).

LAND USE SUMMARY

	ACRES	PERCENT
PROPOSED BUILDING	0.81	10.5%
EXISTING BUILDING	1.12	14.5%
LANDSCAPING	0.58	7.3%
PAVEMENT/CONCRETE	2.62	34.0%
UNDEVELOPED	2.61	33.7%
TOTAL	7.72	100%

PARKING:

REQUIREMENTS: 1.1 SPACE PER EMPLOYEE
 @ 140 EMPLOYEES = 154 SPACES

SPACES PER PLAN: 189 SPACES

LEGEND

[Symbol]	EXISTING ASPHALT	[Symbol]	PROPOSED METER/BACKFLOW VAULT
[Symbol]	PROPOSED ASPHALT	[Symbol]	PROPOSED FENCE
[Symbol]	EXISTING CONCRETE	[Symbol]	EXISTING SEWER MAIN
[Symbol]	PROPOSED CONCRETE	[Symbol]	PROPOSED SEWER SERVICE
[Symbol]	EXISTING CURB/GUTTER	[Symbol]	EXISTING SEWER MANHOLE
[Symbol]	PROPOSED CURB/GUTTER	[Symbol]	PROPOSED SEWER FLOW
[Symbol]	PROPOSED SPILL CURB/GUTTER	[Symbol]	EXISTING STORM SEWER
[Symbol]	EXISTING RAILROAD TRACK	[Symbol]	EXISTING STORM SEWER DRAIN
[Symbol]	PROPERTY LINE	[Symbol]	EXISTING STORM SEWER MH
[Symbol]	ADJACENT PROPERTY LINE	[Symbol]	EXISTING BUILDING
[Symbol]	EXISTING EASEMENT	[Symbol]	PROPOSED BUILDING
[Symbol]	PROPOSED EASEMENT	[Symbol]	EXISTING PARKING LOT LIGHT
[Symbol]	EXISTING 8" WATER MAIN	[Symbol]	PROPOSED PARKING LOT LIGHT
[Symbol]	PROPOSED 8" WATER MAIN	[Symbol]	PROPOSED BUILDING LIGHT
[Symbol]	PROPOSED WATER SERVICE LINE	[Symbol]	TOP OF CURB
[Symbol]	PROPOSED 2" WATER SERVICE LINE	[Symbol]	TOP OF CONCRETE
[Symbol]	PROPOSED 4" WATER SERVICE LINE	[Symbol]	FL FLOWLINE
[Symbol]	EXISTING FIRE HYDRANT		
[Symbol]	EXISTING WATER METER		

CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT
 APPROVED FOR CONSTRUCTION:

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

ACCEPTED AS CONSTRUCTED

DATE: _____

DATE: _____

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."

EXHIBIT



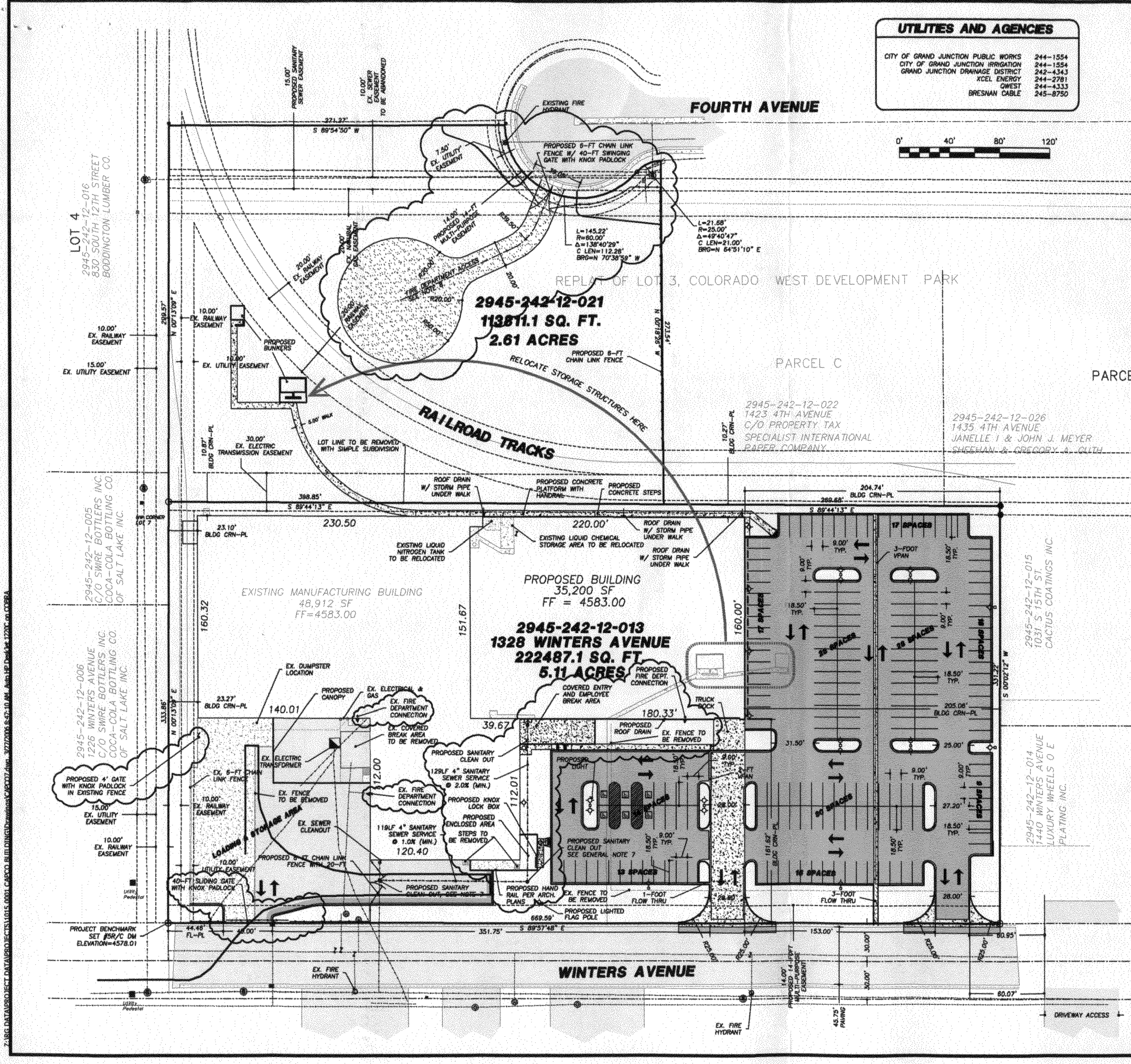
A-C-G
AUSTIN CIVIL GROUP, INC.
 Land Planning, Civil Engineering, Development Services
 336 Main Street, Suite 308, Grand Junction, Colorado 81501
 (970) 242-7540

CAFCO BUILDING EXPANSION
SITE PLAN
1928 WINTERS AVENUE
GRAND JUNCTION, COLORADO

JOB NUMBER: 1015.0001
 DATE: 10-10-05
 SCALE: 1"=40'
 SHEET NO: S-1

DATE: 07-16-06
 RESPONSE TO CITY COMMENTS 01/10/06

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DISMISSE OR CHANGE OF SCALE VERIFICATION
 BAR IS ONE INCH ON ORIGINAL DRAWING
 IF NOT ONE INCH ON THIS SHEET
 ADJUST SCALES ACCORDINGLY



March 31, 2006

Mark Austin, P.E.
Austin Civil Group, Inc.
336 Main Street, Ste 203
Grand Junction, CO 81501

Re: Design Exception #10-06 – 1328 Winters Avenue

Dear Mr. Austin:

Please find attached the committee's decision for the above referenced request. This design exception has been approved **as modified**. The stipulations are listed below:


The TEDS Committee agreed with staff's suggestion to provide 45 degree angle parking for all spaces adjacent to Winters and has made that a condition of approval. Additionally, the committee approved both exceptions requested; the Parking Stall and Aisle design (Section 4.3.2.1) and Delivery and Service (Section 4.3.3) on the following conditions:

1. The TEDS Exceptions are granted to the current owners for the current use of the site. If the use or ownership changes, the TEDS Exceptions expire.
2. At such time that traffic conditions change and either employee parking or service deliveries create an unsafe condition, as defined by the City's Transportation Engineer, the TEDS Exceptions may be modified or terminated.

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: Kent Marsh, Development Engineer (244-1451)

DESIGN EXCEPTION #10-06

To: Mark Relph, Director of Public Works & Utilities
Interim Director of Community Development
Rick Beaty, Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Kent Marsh

Date: March 27, 2006

RE: 1328 Winters Ave.

DESCRIPTION OF THE SITUATION

“CAPCO Inc., an industrial manufacturing company that currently employs 200 people and has been in business at 1328 Winters Avenue since 1981”, has begun the process of master planning their property to ultimately provide “...an up to 52,000 square foot (building) expansion...”.

CAPCO Inc. recently submitted a site plan that meets all TEDS Standards but fails to provide an adequate amount of room for future expansion (refer to Exhibit B). CAPCO Inc. has decided to revise their submittal and to master plan their entire site (refer to Exhibit A) instead of going forward with their current approval, knowing the plan will not meet their future expansion needs.

Approval of CAPCO’s master plan will require two TED’s exceptions. The first TEDS exception is required to allow backing maneuvers from parking spaces to occur in public right of way (refer to Exhibit A). The second TEDS exception is required to allow truck maneuvering and backing within the public right of way (refer to Exhibit A).

Site Description:

CAPCO’s operations are currently housed within “...a 49,000 square foot building with a loading dock that is accessed from Winters Avenue”. CAPCO’s representative, Austin Civil Group, Inc., claims truck maneuvering required to back into CAPCO’s existing loading dock occurs within the public right of way, as does backing maneuvers for the majority of existing Industrial uses along Winters Ave.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

The risk for collisions between vehicles traveling east or west along Winters Ave. and vehicles backing into the right of way from one of the parking spaces (90°) proposed adjacent to Winters Ave. will be higher than if the parking were not allowed, but should remain within acceptable levels when considering the speed and volume of traffic on Winters Ave. With

regards to the second exception requested, the exception to allow trucks to back within the public right of way; this exception will compromise safety as businesses along Winters Ave. continue to expand (building expansion adds to existing traffic volumes increasing the probability of collisions between truck drivers attempting to back into CAPCO's loading docks and impatient motorists trying to get around the truck and continue on their way).

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

"The applicant currently has a site plan submittal that has been approved by City staff which (provides room for truck maneuvering to occur on-site)...and eliminates the parking along Winters Ave.". "While this alternative meets the TED's requirements, it does not provide the additional building square footage anticipated for CAPCO's increased production needs."

The applicant has considered revising their plan to provide on-site truck maneuvering and additional parking adjacent to their access off 4th Street, but feels this alternative will not provide safe pedestrian access between the building and parking lot area because employees would be required to cross the adjacent railroad tracks.

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

Backing into the right of way from public parking spaces is allowed by the City of Grand Junction in the downtown area (along Rood Ave., Main Street, 3rd Street, 4th Street, 5th Street, etc.).

There are many locations within the City of Grand Junction, including multiple properties along Winters Ave. where trucks are required to back within the public right of way.

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 exception requests with the following modification:

The 90° angle parking proposed adjacent to Winters Ave. should be revised to 45° angle parking to prevent a motorist from backing across both lanes of traffic to travel east on Winters Ave., similar to what is shown in Exhibit C (the majority of parking allowed in the downtown area is either parallel or 45° angled parking).

Recommended by: _____

Approved as Requested: _____

Approved as Modified: _____

Denied _____

Dated: 3/29/06

[Handwritten signature]
[Handwritten signature]
[Handwritten signature]

VDE#10-06 1328 Winters Ave Parking/Maneuvering