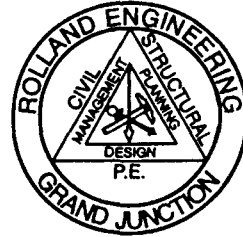


ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A
GRAND JUNCTION, COLORADO 81503
(970) 243-8300



MAY 2, 2006
~~November 2, 2005~~

Mr. Kent Marsh, Development Engineer
City of Grand Junction
250 No. 5th Street
Grand Junction, Co. 81501

Re: TEDS Exceptions, 2793 Skyline Court

Dear Kent:

Pursuant to Section 14, Design Exceptions of the *Transportation Engineering Design Standards* (TEDS) we are requesting several design exceptions necessary for us to prepare a site plan for the above location. The location of the driveway is very critical for our proposed development and we do not feel we have any option. The other two requests are not critical but seem to make sense as we have discussed.

Thank you for considering these requests.

Sincerely,

Thomas D. Rolland

RECEIVED

MAY 02 2006

COMMUNITY DEVELOPMENT
DEPT.

General Meeting Notes – 2791 Skyline Court

2701-364-26-018/019

12/13/04 Simple Sub (commercial)
Engineer: Laura Lamberty 256-4155
Planner: Ronnie Edwards
Applicant: Tara & Casey Talbert

Site Overview: Consider two scenarios:

Scenario A: Simple Subdivision to move lot line to combine lots where tennis/club facility exists and new 4+ acre vacant parcel behind Zarlingos and hotel for possible manufacturing/low volume commercial.

Water: Fire Flow and Hydrant
Sewer: Possibly to north in Skyline or out through the 750 1/2 Horizon Drive parcel
Drainage: Detain with SPR
Flood plain: possible – Ranchmen’s ditch
Wetlands: no
Access: either Fire Department compliant access from Skyline or see below
Site circulation: Per TEDS Chap 4 –X-access easement to 750 ½ Horizon
TCP Fee: with SPR only
CDOT permit: no
Street class: Skyline: Local
Street improvements: No – but access improvements may be necessary
Utility Undergrounding:
Other:

Streets/Traffic notes:

- **Will need cross-access easement and agreement with parcel 750 ½ Horizon Drive**
- **Will need Fire Department access and turnaround on this parcel**

Drainage notes:

- (With SPR only) Detain with discharge to Ranchmen’s Ditch
- Ranchmen’s Ditch: look at influence of 100-year WSE (unmapped flood areas)
- Ditch crossing must be sized; see GV-SWMMMP

Utility notes:

- **Provide sewer and water tap to this parcel**

Other: Construction Activity Permit from State for Storm Water Quality required on all grading sites larger than 1 acre.

14’ multi-purpose easement required on lot frontages. Show existing right-of-way width.

Scenario B: Replat lots with 750 1/2 Horizon Drive Parcel and these parcels to combine vacant piece with

Water: Fire Flow and Hydrant for Tennis Parcel only with SPR for that site
Sewer: Possibly to north in Skyline or out through the 750 1/2 Horizon Drive parcel
Drainage: Detain with SPR
Flood plain: possible – Ranchmen’s ditch
Wetlands: no
Access: either Fire Department compliant access from Skyline or see below
Site circulation: Per TEDS Chap 4 –X-access easement to 750 1/2 Horizon
TCP Fee: with SPR only
CDOT permit: no
Street class: Skyline: Local
Street improvements: No – but access improvements may be necessary
Utility Undergrounding:
Other:

Streets/Traffic notes:

No real public works issues with this scenario

Drainage notes: (this applies only with development of this parcel)

- (With SPR only) Detain with discharge to Ranchmen’s Ditch
- Ranchmen’s Ditch: look at influence of 100-year WSE (unmapped flood areas)
- Ditch crossing must be sized; see GV-SWMMP

Utility notes:

- **No changes unless for further development of tennis court facility**

Other: 14’ multi-purpose easement required on lot frontages. Show existing right-of-way width.

TEDS EXCEPTIONS 2793 SKYLINE COURT

BACKGROUND

The property was platted as Lot 20 of Horizon Park Plaza Subdivision in 1975 and has never been developed. Skyline Court is approximately 460 feet long, terminating in a cul-de-sac, which provides access to Lots 16 through 23, however many of the lots have common ownership resulting in a net effect of only 5 properties (including our lot) gaining access from Skyline Court. Lots 16 and 17 have one driveway providing access to the rear parking lot of 743 Horizon Court; lots 18 and 19 have one driveway providing access to the vacant tennis club at 2791 Skyline Court; and lots 22 and 23 have two driveways providing access to the rear parking lot of 751 Horizon Court. Lot 21 has one driveway. The subject property (Lot 20) currently does not have a driveway cut on Skyline Court. The attached GIS photo indicates this current use.

PROPOSED USE

We are in the process of preparing a site plan for a 6000 square foot office building on the site. We have attached our proposed site plan and driveway location.

SUPPORTING INFORMATION

A. Skyline Court

Functional Classification	Local Commercial
Right-of way width (street)	50 feet
Right-of-way (cul-de-sac)	50 foot radius
Pavement width	30 feet
2 foot vertical curb and gutter	
Sidewalk	Lots 16, 17, 21, 22, & 23

The existing improvements to Skyline Court are in good condition. The street appears to have been recently overlaid.

DESIGN EXCEPTIONS

We are requesting your consideration of 3 separate design exceptions as listed below:

1. Driveway spacing to 2795 Skyline Court. (Section 4.1.1)
2. Right-of-way dedication. (Section 5.1.2)
3. 14 foot Multipurpose Easement. (Section 5.1.2??)(Standard Commercial Street Section)

Driveway Spacing

A. Proposed Exception

The proposed driveway has 16 feet of separation from the nearest driveway to the south. Section 4.1.1 of TEDS requires a minimum of 50 feet on local commercial streets.

B. Alternatives Considered

There is only one location for a driveway on our site that would not require a TEDS exception as shown on the site plan. This location will not work for our site for two reasons, i.e. parking requirements and street frontage landscaping. The south one third of our street frontage is in the cul-de-sac reducing the depth of our lot. In order to comply with the parking requirements we need two tiers of stalls which we are unable to do in the south one third of the frontage. Also, we are required to provide 14 feet (average depth) of landscaping in the street frontage. The combination of these two requirements would eliminate all six spaces facing Skyline Court. Moving our driveway to the north to try to gain additional separation would not only not allow us to provide the landscaping required, but would put in violation of Section 4.1.2, Offsets for the driveway accessing the rear of 743 Horizon Court. We also considered locating our driveway on our south property line with the thought that when 2791 Skyline Court redeveloped a shared driveway could be utilized. Because of the minimum depth of our lot and an approximate 3-foot grade separation between our building and the adjacent lot this option would create an extremely awkward and unsafe ingress and egress for both properties.

C. Impact of Change

In our opinion, the proposed exception will not have a negative impact on the capacity or safety of Skyline Court. Both the proposed driveway and the adjoining conflicting driveway are located in the cul-de-sac, which has very low volume and speeds. Also, because the driveways are located in a cul-de-sac there is not actually an opposing exiting movement from the two driveways. As a general note, it seems to me that both driveway spacing and offsets in cul-de-sacs may need to have special consideration in future TEDS revisions or updates.

Right-of Way Dedication

A. Proposed Exception

Skyline Court is designated a local commercial street with a right-of way requirement of 52 feet of right-of-way. The existing right-of-way is 50 feet wide.

B. Alternatives Considered

Dedicate the additional 1-foot of right-of-way for our half of the street.

C. Impact of Change

It is not that we are opposed to dedicating the 1-foot of right-of-way but that it does not seem to make sense in this case. With the exception of lots 18 and 19 (the vacant tennis club), there is very little redevelopment potential on this short street, thus limiting the City's ability to obtain additional right-of-way in the future. Also, obtaining additional right-of-way from some of the properties would have very negative impact (loss of parking spaces) because of their site layout. With the addition of the 5-foot sidewalk the street will meet current standards with the exception of the pavement width (30 feet vs. 36 feet). This 30-foot width appears to be very adequate for this short street terminating in a cul-de-sac.

14 Foot Multipurpose Easement

A. Proposed Exception

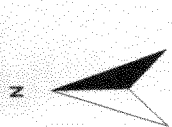
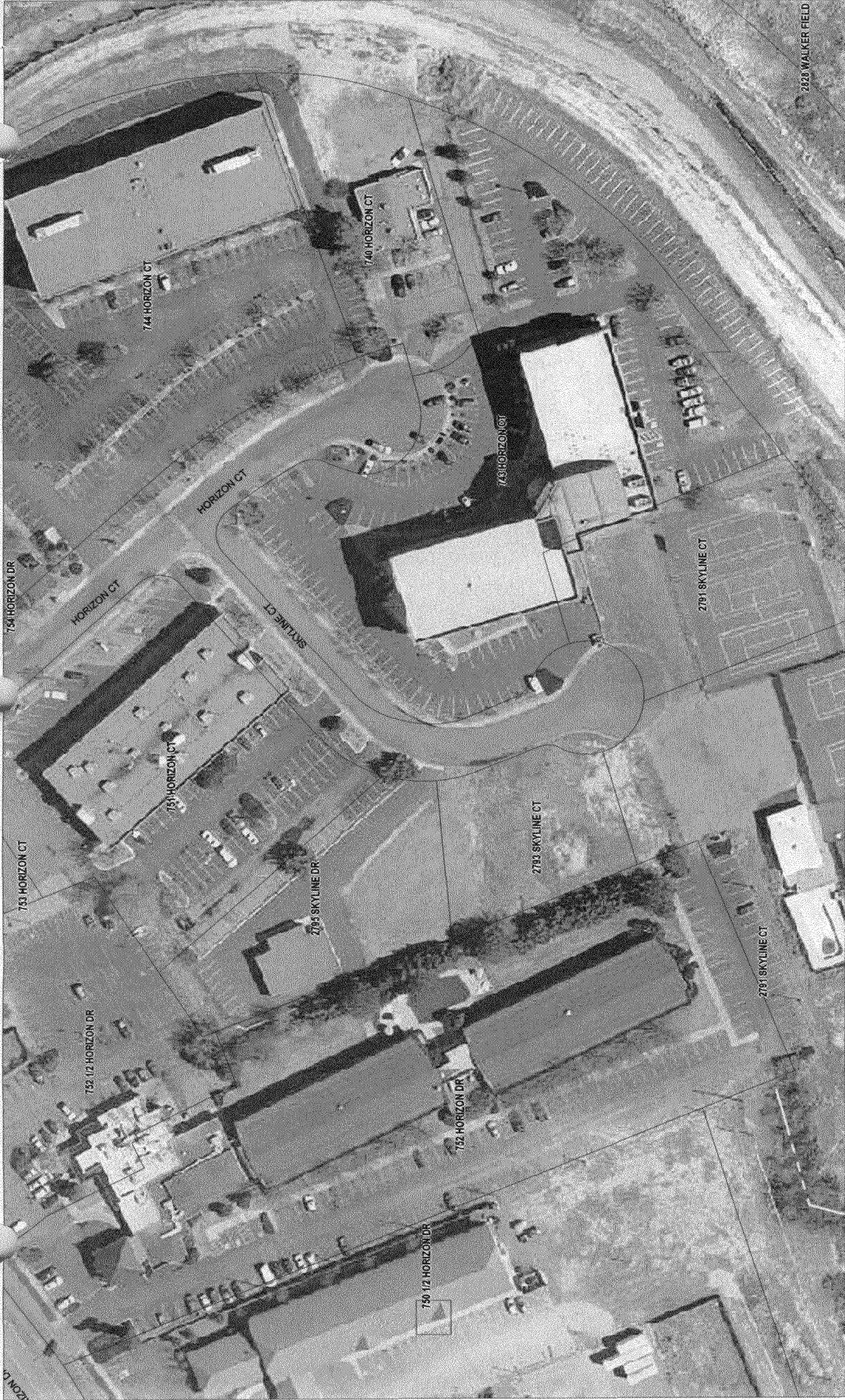
We are proposing to grant a 12 foot multipurpose easement overlaying the existing 6-foot utility easement.

B. Alternatives Considered

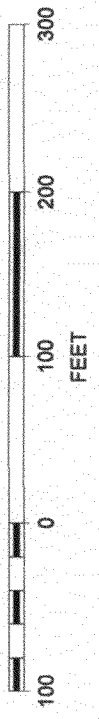
Grant a 14 foot multipurpose easement

C. Impact of Change

This request goes hand in hand with the right-of-way request. The distance from the back of sidewalk to the outside of the 12 foot easement (15 feet) will be the same if we do not dedicate the 1 foot and the street is never widened (See section on site plan).

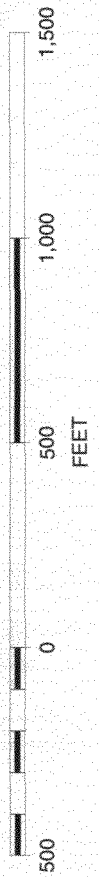


SCALE 1 : 1,353





SCALE 1 : 5,529



May 30, 2006

COPY

Thomas D. Rolland
Rolland Engineering
405 Ridges Boulevard, Suite A
Grand Junction, CO 81503


Re: Design Exception DE# 6-17, 18 & 19

Dear Mr. Rolland:

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 6-17, 18 &19

To: Mark Relph, Director of Public Works & Utilities
Sheryl Trent, Assistant to City Manager
Jim Bright, Acting Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Kent Marsh

Date: May 9, 2006

RE: 2793 Skyline Court

DESCRIPTION OF THE SITUATION

The applicant is requesting three design exceptions on behalf of his client.

DE # 17 -The first exception would allow the applicant to construct a driveway on a local commercial roadway that does not meet spacing requirements contained in TEDS Chapter 4.

DE # 18 - The second exception would allow the applicant to construct a 6, 000 square foot office building without having to dedicate the additional right of way required for, and to reconstruct Skyline Ct. to meet current half-street standards for a Local Commercial Roadway.

DE # 19 - The third exception would allow the applicant to dedicate a 12 foot wide Multi-Purpose easement in lieu of the standard 14 wide easement required on all Local Commercial roadways.

Site Description:

2793 Skyline Ct. (Lot 20) remains the only vacant lot in a subdivision (Horizon Park Plaza) that was platted over 20 years ago (1975). Skyline Ct. includes two-15 foot wide lanes and 7 foot vertical curb, gutter and sidewalk on both sides of the street within a 50 feet right of way. Skyline Ct. provides access to Lots 16 through 23 before terminating in a cul-de-sac 460 feet southwest of the Horizon Ct. / Skyline Ct. intersection. Tom Rolland's Client proposes to construct one 6,000 square foot office building with associated parking and landscaping and one driveway off Skyline Ct.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

- Allowing the applicant to construct a driveway on a dead end street that provides only 16 feet of separation instead of the 50 feet of separation required for driveways on Commercial

roadways will not compromise safety (the location of the proposed driveway will not create conflicts between left-turning vehicles).

- The existing City street does not meet current standards for a Local Commercial roadway but appears to function adequately. The applicant proposes to add sidewalk along the properties frontage which will improve safety along Skyline Ct.

- Allowing the applicant to dedicate a 12 foot wide Multi-Purpose easement in lieu of the standard 14 foot wide easement will not compromise safety.

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

-The applicant can provide a shared driveway centered on the property line between 2793 and 2791 Skyline Ct. The shared driveway would meet spacing standards for driveways on a commercial street while providing access to both aforementioned properties.

- The applicant could remove the existing improvements along the properties Skyline Ct. frontage and reconstruct the street to meet current City standards.

- The applicant can dedicate the entire 14 feet of easement width required for a Multi-Purpose easement adjacent to a Local Commercial roadway.

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

-There are numerous locations within the City where commercial driveways do not meet spacing requirements contained in the City's TEDS manual.

-There are numerous locations within the City of Grand Junction where existing Commercial roadways do not meet current City standards but appear to function adequately (Railroad Ave., 4th Ave. between 5th and 7th Streets, etc.).

- The City of Grand Junction has allowed less than a 14 foot wide Multi-Purpose easement in locations where there is sufficient room between the adjacent street improvements and the edge of right of way. In this instance, there will be an additional 2 – 3 feet of room between the top back of the new sidewalk and the existing right of way line (refer to attached site plan)

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 three requested exceptions. Staff agrees that Skyline Ct. appears to function adequately even though it provides less than the standard pavement width for a Local Commercial roadway when considering the amount of adjacent off-street parking available along Skyline Ct. Commercial roadways typically allow on-street parking which requires additional pavement width.

-Staff agrees that providing a 12 foot wide Multi-Purpose easement, when combined with the additional 2 – 3 feet of width available in the right of way, will provide adequate room for utility providers to place dry utilities when needed in the future.

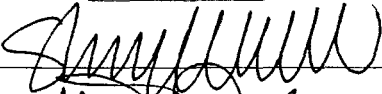
Recommended by: _____

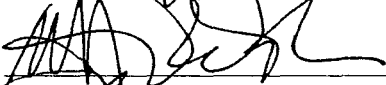
Approved as Requested:

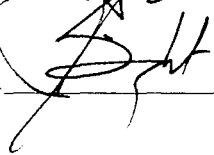
Approved as Modified:

Denied _____

Dated: 5/16/06







\\DE#28-05 2793 Skyline Ct. Access Spacing, ROW & Easement Width