

TEDS EXCEPTION REQUEST

2712 Highway 50

March, 2006

Submitted By:

Metro Motors
2888 North Avenue
Grand Junction, CO 81501

**TEDS Exception Request
for
2712 Highway 50**

Introduction

This document outlines a request for an exception to the 'Corner Clearance' defined in Section 4.1.3 of the TEDS Manual, and for "Spacing" defined in Section 4.1.1 of the TEDS Manual, for a proposed commercial project located at 2712 US Highway 50.

Background

The developer is preparing to submit a conditional use permit application to the City of Grand Junction for developing the site as a new preowned automobile dealership. The property is presently vacant, and would appear to have been used as a gasoline station for over twenty-five years. [When the gasoline tanks were removed the installation date was given as 1973.] The site has been vacant for approximately the past four years.

This project currently sits on two parcels of land. The parcels are split east/west. The western most parcel has an access driveway along Highway 50, while the eastern most parcel has two access driveways on Dorothy Avenue. The southern most driveway on Dorothy Avenue would not appear to meet the standards for clearance "From Unsignalized Intersection" as given in Section 4.1.3 of the TEDS Manual. This site was designed as a gasoline station with traffic intended to flow from one side to another. Both the City and State wish the entrance on Highway 50 closed, and our client does not object in principle to that.

The site itself is small, approximately .64 acres. Roughly a third of that is unusable because of elevation differences, or inside of a fenced storage area that is designated for storage and employee parking. This limits the available space for automobile sales and for safe traffic circulation.

During a pre-design meeting, City staff indicated that there was a strong probability that the two entrances to the side along Dorothy Avenue would not meet City Standards and we would be asked to close one.

Proposed Exception

A TEDS Manual exception for 'Corner Clearance' is requested for the proposed two entrances that exist along Dorothy. The TEDS Manual requires a 50' clearance from an unsignalized intersection. The proposed design would allow the southern access driveway to remain in place a distance of 38.64 feet from the flowline of Highway 50.

A TEDS Manual exception for 'Spacing' is requested for the proposed two entrances that exist along Dorothy. The TEDS Manual would appear to require a 50' clearance between the two driveways. This is a commercial site on a local street, so it isn't a perfect fit. The proposed design would allow the driveway to remain in place a distance of 23.37 feet from each other.

Alternatives Considered

The problem in this case is that it's difficult to find a reasonable alternate. The owner of the property could tear the building and canopy down and then sell or develop the two lots individually (Alternate 1). One problem with that is that the driveway access along Highway 50 has to remain. It would be the only access to the western most portion of the property.

The problem with closing the southernmost access to the site on Dorothy Ave (Alternate 2). is that it becomes very difficult for a driver to drive around the building and back out the only remaining entrance. It becomes a safety concern if the turning radius to circle the site is tight enough that the average driver cannot do so without running into something or stopping and backing up. If traffic is unable to circle the building, the dealer loses the ideal parking places for customers and the lot becomes difficult to get in and out of.

Following is discussion and justification for leaving the existing driveways in place.

Part of the Criteria for a Conditional Use Permit are the following:

(H) On site parking, loading and vehicular and pedestrian circulation must be safe.

(I) Safe and convenient pedestrian, bicycle and vehicular access to public rights-of-way and common use shall be provided. The location, size and number of vehicular and pedestrian access shall be arranged to minimize negative impacts on the Neighborhood. Off-site and on-site improvements may be required for safe vehicular and pedestrian movement.

(J) Emergency and utility vehicles must have obvious and ready access to all structures and areas of the site.

And in the TEDS Manual, the introductory paragraph of Section 4.3 Site Circulation reads:

On-site circulation shall be given the same attention as is given to the design of public street systems. Poor site design and circulation is detrimental to both the public investment in the street system and the private investment in the property. Access locations, building location, site circulation, and parking are highly inter-related as each one has a dramatic effect on the others. The design of the on-site circulation shall be an integral part of the overall site and access design process.

The problem with this site is that it was designed for flow-through traffic circulation. The existing building and canopy were designed with that in mind. The columns for the canopy are located in some very awkward places as far as traffic goes. If the access to Highway 50 is removed it becomes complicated to find a way to have customer traffic move through the site and park at the ideal locations (adjacent to the building). If it is a route, such as in Alternate 2, that is manageable by the average driver, but difficult, then it becomes a hazard for the poor or inexperienced driver.

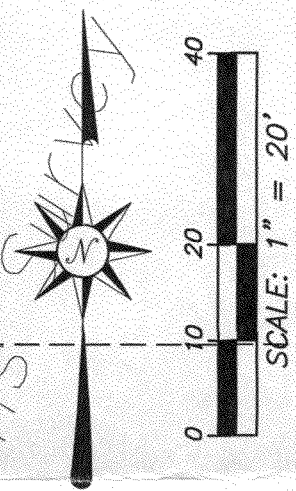
If the southern driveway is closed, and the dealer decides to not permit traffic circulation because of the hazards, then he has very large limitations on where he can have customer parking. The canopy columns are in a very poor location for arranging parking where the customers can pull in and back out.

Proposed Design

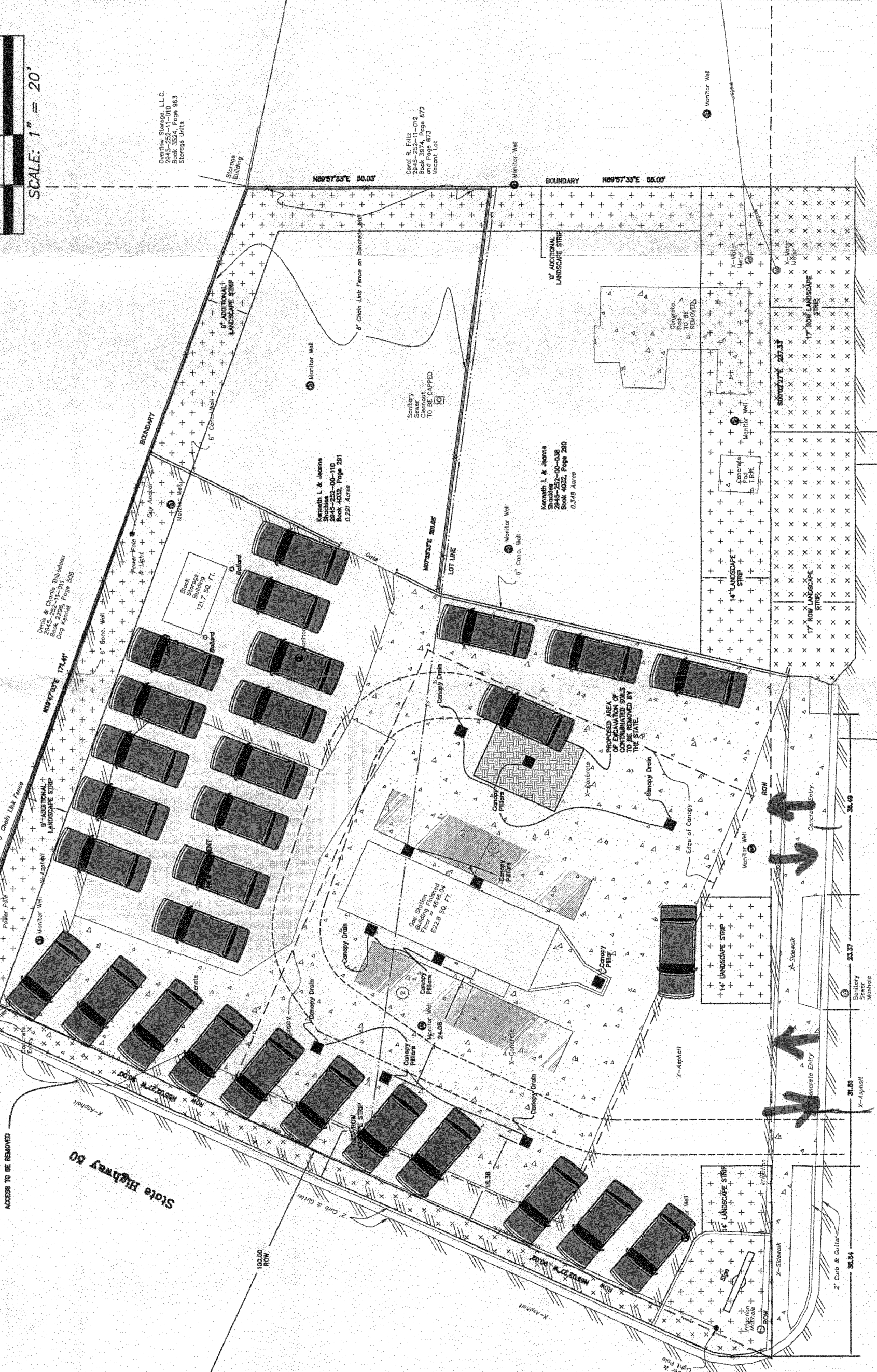
The proposed design is to leave both driveways on Dorothy Avenue in place. This will give the property owner the most flexibility in how he lays out his site, and will enable him to find the safest configuration.

Impacts of Change

The impact of the change will be to make the traffic circulation within this site safer. It will have a very minimal impact on the neighboring roads.



**METRO MOTORS
 LAYOUT WITH TWO DRIVEWAYS
 SOUTHERN DRIVEWAY RIGHT TURN ONLY**



Overflow Storage, LLC.
 2945-252-11-010
 Book 3324, Page 963
 Storage Units

Carol B. Fritz
 2945-252-11-012
 Book 3374, Page 872
 and Page 873
 Vacant Lot

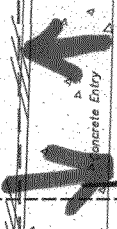
Kenneth L. & Jeanne
 Shuckles
 2945-252-00-110
 Book 4032, Page 251
 0.2291 Acres

Kenneth L. & Jeanne
 Shuckles
 2945-252-00-039
 Book 4032, Page 250
 0.2468 Acres

Dick & Cheryl Thibodeau
 2945-252-11-011
 Book 2936, Page 206
 Dog Kennel

PROPOSED AREA OF
 CONTAMINATED SOILS
 TO BE REMOVED BY
 THE STATE

ACCESS TO BE REMOVED



31.81
 X-Asphalt
 Concrete Entry
 Sanitary Sewer
 Mobile

23.37
 Monitor Well

36.49
 Concrete Entry

36.49
 ROW

36.49
 X-Asphalt

36.49
 X-Asphalt

36.49
 X-Asphalt

36.49
 X-Asphalt

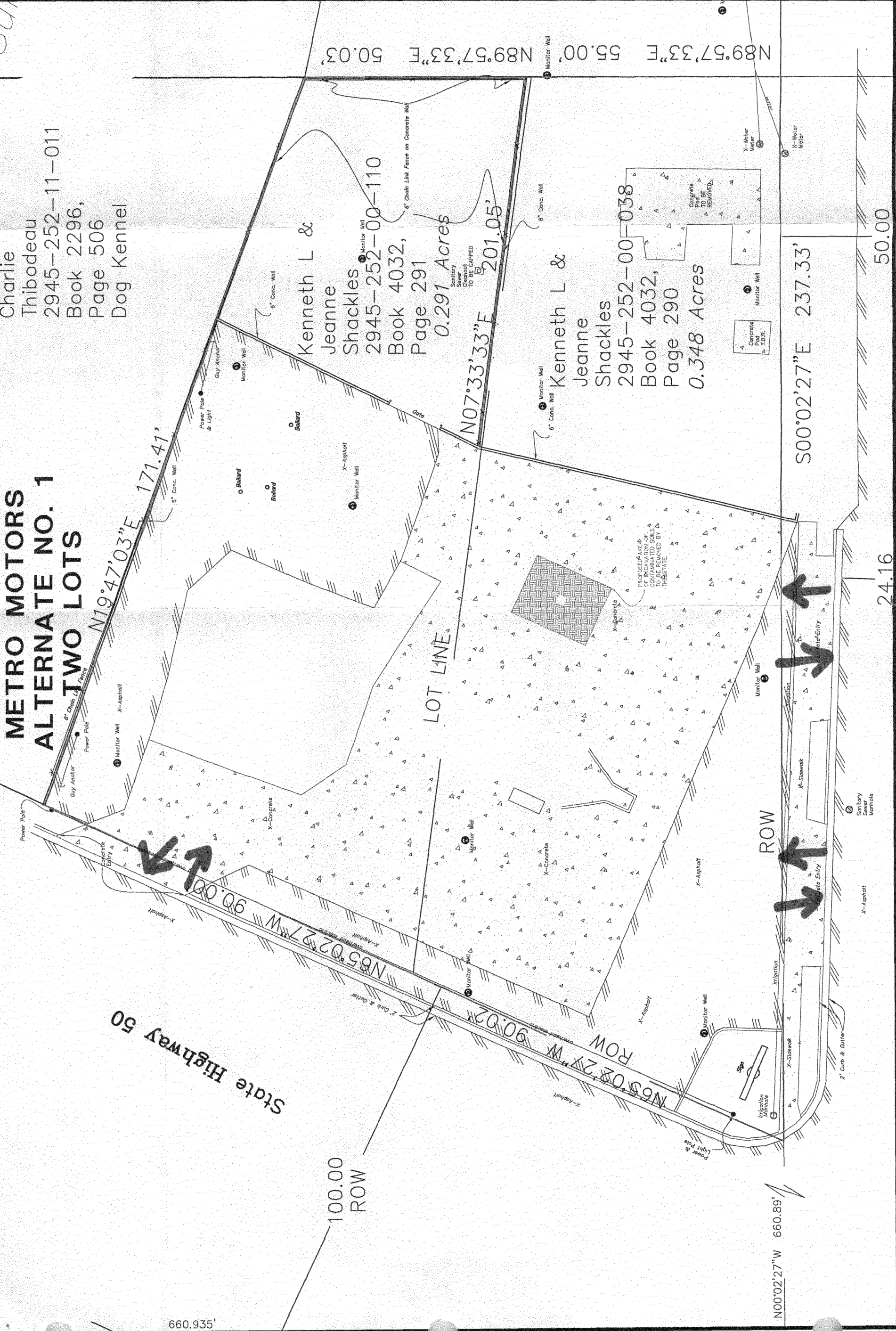
36.49
 X-Asphalt

Charlie
Thibodeau
2945-252-11-011
Book 2296,
Page 506
Dog Kennel

**METRO MOTORS
ALTERNATE NO. 1
TWO LOTS**

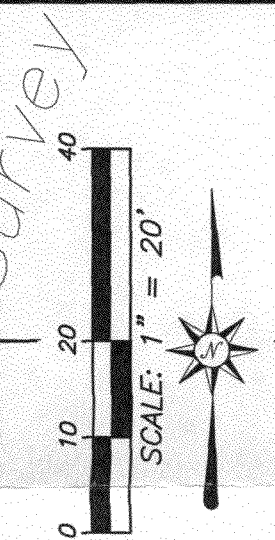
**Kenneth L &
Jeanne
Shackles
2945-252-00-110
Book 4032,
Page 291
0.291 Acres**

**Kenneth L &
Jeanne
Shackles
2945-252-00-038
Book 4032,
Page 290
0.348 Acres**

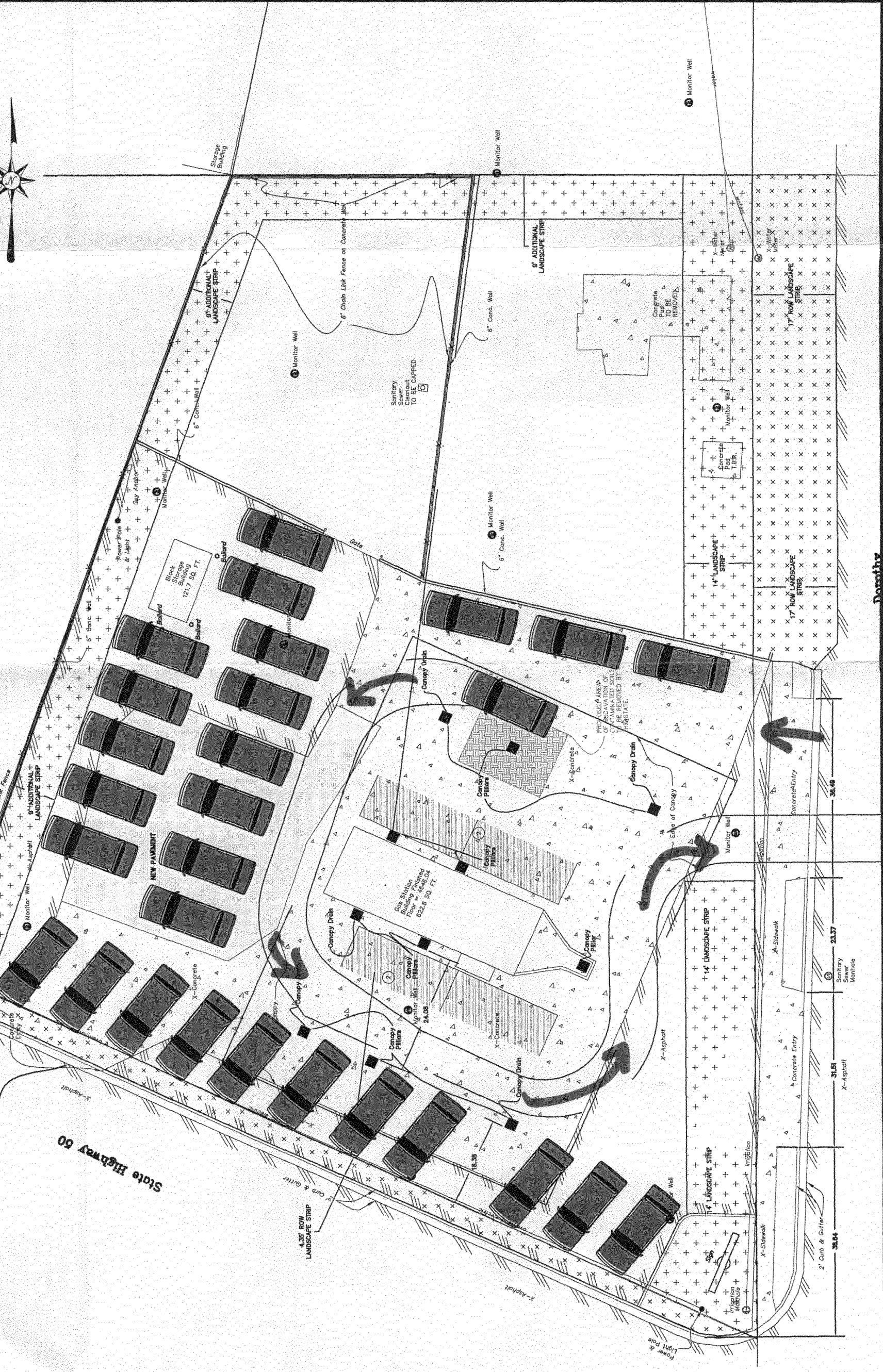


METRO MOTORS

ALTERNATE #2
One Entrance



METRO MOTORS
ALTERNATE NO. 2
ONE ENTRANCE



State Highway 60

Dorothy

660.89'



Site from Dorothy Avenue Looking South



Site from Highway 50 Looking Northeast



Contour Map of the Site

Grand Junction

May 30, 2006

Metro Motors
2888 North Avenue
Grand Junction, CO 81501

Re: Design Exception #DE06-20- Corner Clearance and Access spacing 2712 Highway 50

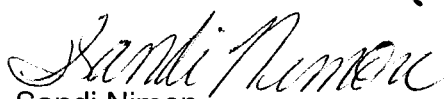
To Whom It May Concern:

Please find attached the committee's decision for the above referenced request. This design exception has been denied.

Note: The committee agreed to allow a one-way in, one-way out configuration that will allow the use of both driveways on Dorothy Avenue.

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)
LANDesign

DESIGN EXCEPTION #6-20

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

From: Tim Moore, Public Works Manager

Copy to: Laura Lamberty

Date: May 9, 2006

RE: Corner Clearance and Access spacing 2712 Highway 50

DESCRIPTION OF THE SITUATION

The applicant desires to combine and develop two lots located at 2712 Highway 50 for auto sales, previously operated as a gas station. As is typical with most gas stations developed over 30 years ago the existing access was quite liberal with access on Highway 50 and two access points on the local street (Dorothy Avenue).

The applicant does not address opposing access conditions, with the presence of "full" width access from the Monument Oil site across the street and two single family driveways to the north. These also need to be considered in the TEDS Exception request.

The applicant seeks a Conditional Use Permit for auto sales at this site. The criteria for the Conditional Use Permit is that the site meet all Site Plan Review criteria specifically including TEDS requirements.

Site Description:

The property currently is a vacant gas station with an undeveloped portion of the property sitting to the north. The site has approximately 245' of frontage on a local street. The applicant states that there are topography issues that prevent the use of the northern portion of the site. (See photos and contour map attached at the end of this memo.)

Access	Location	Spacing	TEDS Req'mt	Reference
Dorothy Avenue South	Corner Clearance	38.5'	50'	4.1.3
Any Dorothy Avenue Access on south half of lot	Opposing	Varies	Aligned or 50'	4.1.2
Dorothy Ave South & North	Same Side	23.37'	50'	4.1.1
Two Points of Access	Same Side		One access point per property unless... additional points will not be detrimental to safety and traffic flow.	3.2.4

Alternatives Considered:

The applicant has considered the following options:

- (1) Keeping two separate parcels thereby “forcing” us to allow access to Highway 50. The building straddles the property line. Combining the lots is necessary to reasonable circulation and retention of the building structure.
- (2) Using the southerly driveway only. The circulation problems claimed by the applicant are caused by the amount of display (a self-imposed problem) and failure to consider expanding the circulation/display area to the north.

The applicant has not considered development of a second access point on Dorothy further to the north, using the northern portion of the lot to accomplish circulation outside of the congested display area.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

Staff believes that corner clearance from Highway 50 (Principal Arterial) required by TEDS is minimal (50') and should be achieved to minimize impacts to Highway 50 operations.

2. Have other alternatives been considered that would meet the standard? The applicant has not fully explored alternatives that would meet the standard.

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

The design, as it is an existing condition, has been used in other areas, but modern practice would require that these conditions be eliminated where there is opportunity to do so.

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 denial of the exception requested.

Recommended by: _____

Approved as Requested: _____

Approved as Modified: _____

Denied _____

Dated: 5/16/06

DE# 6-06 2758 Unawep Ave. Driveway Spacing