

KNOWLES ENTERPRISES, LLC  
TEDS Exception Request  
June 22, 2006

**Project Description**

Mike Knowles of Knowles Enterprises, LLC, represented by Ciavonne, Roberts, and Associates is requesting a TEDS Exception for the proposal of improvements to his business site consisting of two new 6,000 sf buildings, paved access, and landscaping which meets or exceeds the City of Grand Junction Development Code (GJDC). The 7.9 acre site exists at 2381½ River Road adjacent to Bonner Supply near Mesa Mall. An existing 3,300 sf building on the site will remain. Access for the site will continue to come from River Road via a “flagpole” portion of the parcel. Knowles Enterprises intends to use the site as a place of business for large truck (semi) repair and is proposing two additional buildings consisting mostly of large bays for the trucks to pull into for repair. The site does exist within the 100 year floodplain, but the site improvements have been engineered to meet all development codes pertaining to floodplains. The City of Grand Junction has proposed plans to modify the Redlands Parkway overpass of the railroad tracks and HWY 50 which requires a small sliver of land at the southeast corner of the site for public right of way. The layout of the proposed improvements is conducive to meeting GJDC standards for further development or subdivision of the site should the desire to do so come in the future.

**Proposed Exception**

Section 4.1.1 of the TEDS manual states that “On collector streets, driveways shall be spaced a minimum of 150’ apart.” River Road is classified as a Major Collector, but the lots along its frontage are spaced such that a 150’ driveway spacing is often impossible, which is the case for the Knowles property. The Knowles property has a 30’ wide flagpole frontage along River Road between Bonner Supply and an office building owned by Mays Concrete. The Knowles property also has approximately 587’ of frontage along the Redlands Parkway. There is no desire by Knowles Enterprises to obtain access from the Redlands Parkway nor will City Planning Staff allow it. This leaves the only possible access for the site to come from River Road. However, there are existing driveways to both Bonner Supply and the office building which are within the 150’ spacing called for by the TEDS Manual, the driveways are located 90’ and 105’ respectively from the Knowles property access point. Therefore, Knowles Enterprises is asking for a TEDS Exception to Section 4.1.1 of the TEDS Manual to allow access to the Knowles property at the only point possible. (See attached aerial photo for River Road access points)

**Alternatives Considered**

1. *Alternate access point.* The proposed access is the only section of frontage to River Road the Knowles property has. The site does have approximately 587’ of frontage along Redlands Parkway, but City Planning Staff has made it clear that it is not desirable to access this lot from Redlands Parkway. Should the TEDS Exception committee decide that allowing an access to Redlands Parkway be

more acceptable than approving this TEDS Exception request the petitioner would be happy to comply.

2. ***Combine access with adjacent property.*** Adjacent to the east of the site is an office building with established landscaping, irrigation, curb and gutter, and parking circulation which they do not wish to share with heavy truck use associated with the Knowles Enterprises clientele. Adjacent to the west is Bonner Supply who's site is completely consumed by the needs of everyday business and does not wish to alter the layout and circulation to accommodate a shared access for the Knowles property.

### **Proposed Design**

The proposed design is to keep the current access to the property where it exists. The access point will be brought up to current code standards for the industrial zone with appropriate landscaping and paving improvements. The site has been used as a truck repair for some time now with no safety issues or accidents as a result of the driveway spacing. It is simply the improvements to the site that have triggered the need to bring this property up to current development standards, however, the flagpole design of this lot does not allow the spacing needed between driveways on River Road, hence this TEDS Exception Request.

### **Impacts of Change**

There no impacts of change expected because in fact there is no change being requested. It is conceivable to expect a slightly higher volume of traffic to the site, but the limited number of repair bays and garage space proposed by Knowles Enterprises will restrict any major traffic increase.

### **Staff Review Criteria:**

1. If granted, will the exception compromise safety? No. There no compromise of safety expected because in fact there is no change to the existing access being requested. The site has been used as a truck repair for some time now with no safety issues or accidents as a result of the driveway spacing. It is conceivable to expect a slightly higher volume of traffic to the site, but the limited number of repair bays and garage space proposed by Knowles Enterprises will inherently prohibit any major traffic increase.
2. Have other alternatives been considered that would meet current standards? Yes. See above.
3. Has the proposed design been used in other areas – locally, state or national? This seems to be a site specific case where parcels were created in the past with access points that do not meet today's standards.
4. Will the exception require CDOT or FHWA coordination? No.
5. Is this a one time exception based upon unique circumstances – location topography, traffic flow etc? Yes. This seems to be a site specific case where parcels were created in the past with access points that do not meet today's standards. Traffic flow is not likely to have a major increase because of the restrictions of workspace and the nature of the proposed business. Concerns about future development of the site which could conceivably increase traffic

flow at the access point can be eased by the fact that the vacant portion of the site is within a floodplain and would be extremely difficult to further develop.

6. If not a one-time exception, is manual revision needed? It is a one time exception so manual revision is not needed.

# TEDS Exception Graphic



July 14, 2006

Ciavonne & Associates  
844 Grand Avenue  
Grand Junction, CO 81501

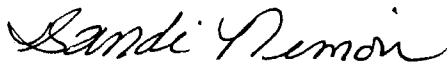
Re: Design Exception #DE25-06 – 2381 ½ River Road – Access Spacing

To Whom It May Concern:

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: Rick Dorris, Development Engineer (256-4034)  
Mike Knowles  
File

## DESIGN EXCEPTION #DE 25-06

To: Trent Prall, Engineering Manager  
Sheryl Trent, Community Development  
Jim Bright, Interim Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Rick Dorris

Date: July 11, 2006

RE: 2381 ½ River Road – Access Spacing

### DESCRIPTION OF THE SITUATION

The owners of the Knowles Enterprises, LLC currently operate a truck repair facility at 2381 ½ River Road. The owners desire to construct two new 6,000 square foot buildings on the site and have submitted a site plan for review and approval. Because the existing access does not meet TEDS spacing for collector roadways, the applicants are requesting a TEDS Exception for continued use of the site. TEDS, Section 4.1.1 Spacing, requires a minimum distance between access points of 150 feet. The existing access point for this site is 90 feet from the adjacent driveway to the west and 105 feet from the adjacent eastern driveway.

#### Site Description:

The site has a “flag” access to River Road and also has approximately 587 feet adjacent to the Redlands Parkway. Because the Redlands Parkway is classified as an arterial street, TEDS requires access to be taken from the lower order street, which is River Road, limiting the applicants options to use of the existing access point on River Road.

### EXCEPTION CONSIDERATIONS

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

Staff does not believe the exception will compromise safety. There are no site distance issues and access to River Road is limited to the southwest side due to the location of the Union Pacific Railroad to the northeast.

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

The proposed access is the only section of frontage this site has to River Road. Combining or sharing access with adjacent sites does not seem practical due to existing improvements and lot configurations.

3. **Has the proposed design been used in other areas – locally, state or national?**  
There are other locations along River Road that have access locations which are less than the TEDS Standards.
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 as proposed.

Recommended by: \_\_\_\_\_

Approved as Requested:

Approved as Modified:

Denied

Dated: 7/12/09

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\_\_\_\_\_  
\_\_\_\_\_

DE#25-06 2381 1/2 River Road – Access Spacing