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COMMUNITY DEVELOPMENT
DEPT.

BIG TREE SUBDIVISION
TEDS Exception Request
August 7, 2006

Project Description

Mark Fenn, developer of the Big Tree Subdivision, represented by Ciavonne, Roberts, and Associates is requesting a TEDS Exception for the proposed subdivision of a 0.50 acre site located at 2256 N. 17th Street. The site exists as mostly vacant land with one duplex unit located along the frontage of N. 17th Street. The proposed subdivision calls for the addition of 3 single family lots for a total of 5 units(1 duplex, 3 single family) on 4 lots which are all accessed by a shared drive or "autocourt". A landscape strip along N. 17th Street is being required as a buffer between two zones of different densities.

Proposed Exception

We are requesting to have 5 units (3 single family and the duplex units) access a shared drive or "autocourt" in an effort to reduce the negative impacts on both safety and aesthetics of the neighborhood of breaking up the landscape buffer and possible fencing along N. 17th Street. Section 13.2.1 of the TEDS Manual calls for "not more than four single-family lots to abut or touch any portion of the shared driveway and no more than four single family units may access a shared driveway". It also states that "each lot abutting a shared driveway shall access off the shared driveway...". Unfortunately, the TEDS Manual does not address how a duplex unit under the circumstances found at the Big Tree Subdivision should be handled so we have proposed what we feel is the best solution for the neighborhood, the City of Grand Junction, and the Petitioner.

Alternatives Considered

1. *Alternate access.* Replacing the autocourt with a standard residential road and cul de sac on the 0.5 acre site created an area that was too restrictive for lots to be created using current development standards of the City of Grand Junction and would force the demolition of the existing home.
2. *Split access to N. 17th Street.* Placing the access for one of the existing duplex units onto N 17th Street was found to be in conflict with both the safety issues of sightlines and the aesthetic curb appeal of the neighborhood due to the required landscape buffer which would have to be broken up to allow vision through or around the trees and shrubs. It is also felt that it would be going in the face of the intent of the landscape buffer being required as a result of the zoning boundaries that occur at the west boundary of the site.

Proposed Design

The proposed design is to allow both units of the existing duplex to use the autocourt for access. Currently the duplex units use a single driveway to access the individual dwelling units so directing that driveway to the proposed autocourt rather than onto N. 17th Street would not drastically change the function or accessibility of the duplex units.

Impacts of Change

The impacts of the change are the increased safety based on sightlines through the required landscape buffer and preferred aesthetics of not disrupting the landscape buffer along N. 17th Street in order to provide a driveway to one of the duplex units. The duplex unit is located on the first lot which is encountered after pulling onto the autocourt so very minimal additional traffic will occur on the autocourt by allowing the access.

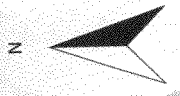
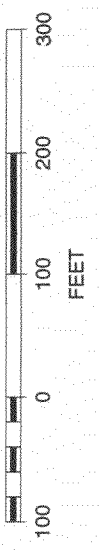
Staff Review Criteria:

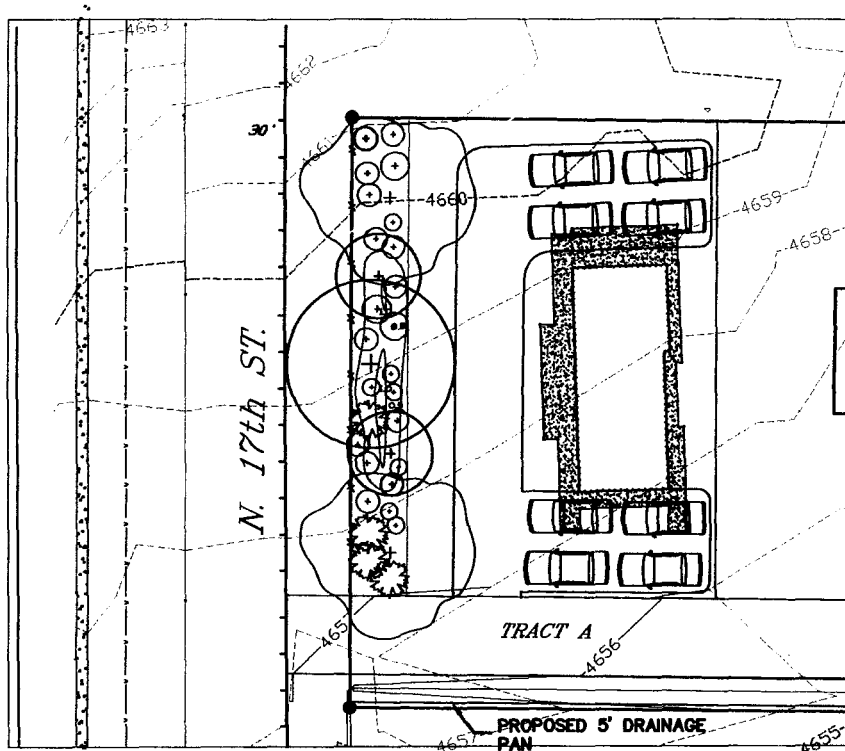
1. If granted, will the exception compromise safety? No. As stated above, safety would be improved due to the reduction of accesses on N.17th Street and sightline conflicts with the landscaping buffer.
2. Have other alternatives been considered that would meet current standards? Yes. See above.
3. Has the proposed design been used in other areas – locally, state or national? Yes. Staff had mentioned in our meetings that there have been cases in the City of Grand Junction where more than 4 units accessing an autocourt has been allowed.
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. The site creates unique circumstances because it is a small infill project with constraints ranging from the location of the existing home (duplex) and its affect on access to the site, to a 30' Grand Junction Drainage Easement along the south boundary for this 0.5 acre site.
6. If not a one-time exception, is manual revision needed? It is a one time exception so manual revision is not needed.

2256 N 17th: TEDS Exception

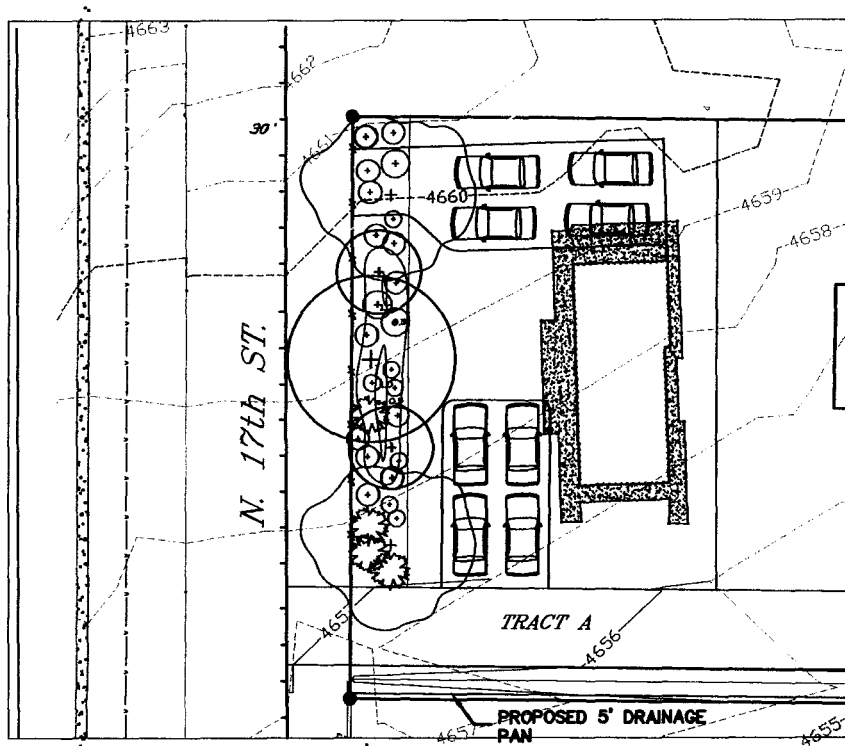


SCALE 1 : 1,846





PROPOSED DRIVEWAY LAYOUT



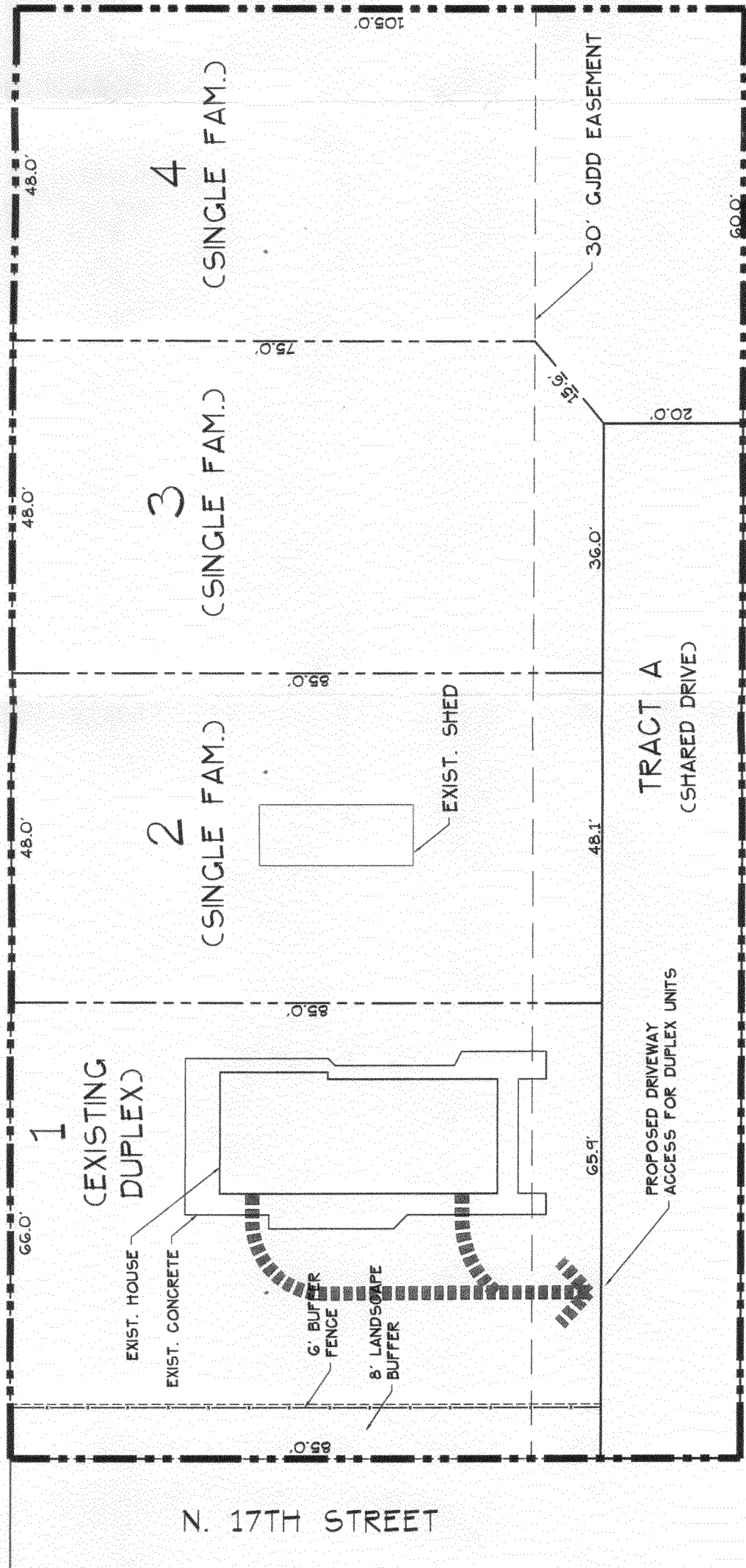
ALTERNATIVE DRIVEWAY LAYOUT

This option does not require a TEDS Exception, but would require 1/2 street improvements

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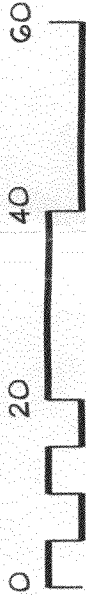
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BIG TREE SUBDIVISION
TEDS EXCEPTION GRAPHIC

CIAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

Fax: 241-0765

Keith Elmer

DRAWING #

October 2, 2006

Ciavonne, Roberts and Associates
Landscape and Planning Architects
844 Grand Avenue
Grand Junction, CO 81501

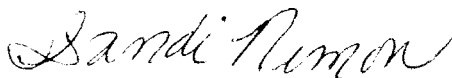
Re: Design Exception 29-06 – Big Tree Subdivision – 2256 N. 17th Street

To Whom It May Concern:

Please find attached the committee's decision for the above referenced request. This design exception has been approved as modified and as described in the attachment as the "alternative driveway layout." 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 #29-06

To: Mark Relph, Director of Public Works & Utilities
Sheryl Trent, Interim Community Development Director
Jim Bright, Interim Fire Chief

From: Laura Lamberty

Date: August 22, 2006

RE: Big Tree Subdivision: 2256 N 17th Street

DESCRIPTION OF THE SITUATION

The applicant is requesting to have a shared driveway with 3 single family units and 2 duplex units accessing the driveway, in excess of the 4 single family units as limited by TEDS.

Site Description:

The site is an existing duplex with vacant property in the rear, seeking to subdivide and add 3 single family lots. The site is on N 17th, south of Grand Valley Canal, in an area characterized primarily by apartment buildings on the east and single family residential on the west.

Description of variance.

The applicant is requesting variance from TEDS 13.2.1(2) for four single family lots as a maximum off of any shared drive.

If the exception is approved, the requirement for on-site parking for the duplex parking should be addressed. Four on-site spaces per unit is recommended as a minimum.

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
Staff does not believe the exception will compromise safety.
- 2. Have other alternatives been considered that would meet the standard?**

The applicant could consider having the duplex access N 17th, but this would trigger half-street improvements. The half street improvements would aid in the drainage situation but are an additional cost to the applicant.

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

Typically we do not have multi-family units access a shared drive. The biggest concern would be available off-street parking.

4. Will the exception require CDOT or FHWA coordination?

No

5. Is this a one-time exception or a manual revision? Staff should consider clarifying intent of multifamily units accessing the shared drive.

Staff Recommendation

Staff recommends approval of the exception requested ~~with specific requirement to develop required on-street parking.~~ *AS DESCRIBED ON ATTACHMENT AS "ALTERNATING DRIVEWAY LAYOUT."*


Recommended by: _____

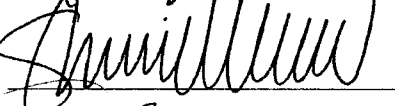
Approved as Requested: _____

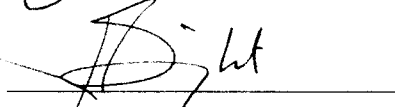
Approved as Modified:

Denied _____

Dated: 9/27/06

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DE# 29-06 2256 N. 17th St. Shared Driveway