

REQUEST FOR A T.E.D.S. EXCEPTION

**ALL TERRAIN MOTOR SPORTS
3080 I-70 Business Loop, Grand Junction, CO**



Prepared for:

All Terrain Motor Sports, LLC
3080 I-70 Business Loop
Grand Junction, CO 81504
(970) 986-1224

Prepared by:

Vista Engineering Corp.
605 28 $\frac{1}{4}$ Road, Suite B
Grand Junction, CO 81506
(970) 243-2242

August 18, 2006
VEC Job #4238.26-01

REQUEST FOR A T.E.D.S. EXCEPTION

Existing Access into Site 3080 I-70 Business Loop, Grand Junction, CO

August 18, 2006

Introduction

This Request for a T.E.D.S. Exception is being submitted as part of the final steps in obtaining approval for a Site Plan Review at 3080 I-70 Business Loop. This site is the home of All Terrain Motor Sports and it is located at the intersection of Hoover Drive and the I-70 Business Loop frontage road. This parcel was platted in 1981 as Lot 5 in the 31 Road Business Park subdivision and was annexed into the City of Grand Junction in 1999. Exhibit A of this report is a Location Map showing this site along with surrounding properties. The site is currently zoned C-1, which will remain as part of the land use application that will be made by All Terrain Motor Sports, LLC. This Site Plan Review application is to obtain approval for the expansion of the existing 5,075 square foot building by an additional 4,432 square feet bringing the total to just over 9,500 square feet. Along with the building expansion, additional site improvements will be made to provide for increased parking requirements. The Site Plan, as well as several other plans, has been prepared for this application and has been reviewed by the City staff. It has been noted, during the review process, that the width of the existing access into the site exceeds the maximum identified in the Transportation and Engineering Design Standards (T.E.D.S.), therefore, this Request is respectfully being submitted to allow the access to remain per the current site improvements.

History

As stated, the subdivision plat for this site was prepared in 1980 and recorded in early 1981. We would expect that the public improvements, consisting of street improvements and sewer/water extensions, would have followed fairly closely to that. Street improvements along the adjacent Hoover Drive are consistent with commercial/industrial street standards of that period and consist of approximately 40-foot asphalt mat with a five foot concrete valley pan on either side. No street improvements appear to have been made to the frontage road. For older commercial/industrial sites at various locations around the city and county that were adjacent to streets such as Hoover Drive, access usually was uncontrolled into and out of the site, many times along the entire frontage of the lot.

The initial site improvements for the All Terrain Motor Sports were designed in 1998 when this site was still in a portion of unincorporated Mesa County. These site improvements were designed per the County requirements and went through their review process. Having uncontrolled access into commercial sites was being addressed by the County during this period, therefore, a defined access location onto Hoover Drive was designed for this site that would be delineated with vertical concrete curbs. However, also required by the County during the preparation of the initial site plan was an interior landscape island, also delineated with concrete curbs, which was to help in controlling on-site vehicle movements. The location of this landscape island was directly in line with the access into the site. The resulting site plan was developed in order to accommodate turning movements

Request for a T.E.D.S. Exception

All Terrain Motor Sports - 3080 I-70 Business Loop

August 18, 2006

Page 2

entering and exiting the site and, with the presence of the landscape island, the width of the access was designed, approved, and constructed as being 51-feet in wide. Exhibit B of this report are several recent photographs which show the existing access improvements at this site.

The final approval of this initial Site Plan coincided, however, with the Persigo Agreement that was enacted between the City and the County and as such, this site was annexed into the City prior to any improvements being constructed. Rather than requiring redesign of site improvements that may bring the site into conformance with the City's standards, the owners were allowed to construct the improvements as approved by Mesa County.

Proposed site improvements

As previously stated, the Site Plan Review application for this site is for a building expansion project which will also require additional site improvements for added parking and landscaping. Site improvements have been designed so as to maintain as much of the existing improvements as possible, this includes the existing access and landscape island. Most of the new site improvements proposed for this lot are planned for unimproved portions of the lot. No additional access points are being requested onto either Hoover Drive or the frontage road. As no improvements are being proposed in the area of the existing access and landscape island, these are shown as remaining. Exhibit C of this report is a copy of the Site Plan that has been prepared for the proposed building expansion and associated site improvements.

Proposed T.E.D.S. Exceptions

Section 4.2.4, Driveway Width, of the T.E.D.S. Manual states that the maximum access drive width is to be 40-feet. The exception to this requirement is simple in nature in that we are requesting that the existing access into the site be allowed to remain at the 51-feet as currently constructed.

As mentioned, the existing access into this site is from Hoover Drive, which is an approximately 470-foot long roadway located between the I-70 Business Loop frontage road to the south and E $\frac{1}{4}$ Road to the north. In this section of roadway, there are just three businesses with one access onto Hoover Drive for each. One of these businesses is All Terrain Motor Sports and the others are the Central Grand Valley Sanitation District to the north and Dale Broom's RV Center, which located on the east side of Hoover Drive. The CGVSD and the Dale Broom's access points are adjacent to each other, approximately 225-feet north of the access into All Terrain Motor Sports. This existing condition is illustrated on Exhibit D. From this investigation into the existing driveway locations, it does not appear that the 51-foot access into All Terrain Motor Sports causes any adverse impacts to neighboring parcels or their accesses.

It is acknowledged that the driveway could be reconstructed to meet the 40-foot requirement, however, in doing so, turning movements into and out of the site would be severely reduced due to the location of the landscape island. These restricted movements would also then impact vehicle movements within the site as well. An investigation was made in analyzing the turning movements

Request for a T.E.D.S. Exception

All Terrain Motor Sports - 3080 I-70 Business Loop

August 18, 2006

Page 3

of a single unit vehicle into the site as well as passenger vehicles coming out of the site. Exhibit E presents the findings from applying the turning templates for these type of vehicles for the existing driveway and a 40-foot driveway. The single unit would be similar to some delivery trucks as well as trash trucks that would need to access the site on a fairly regular basis. The passenger car would represent the typical customer that would coming in and out of the site, however, in discussions with the owner, many times customers are pulling trailers with their vehicles. Therefore, the turning movements may be slightly more restrictive than what is shown for some of the customers.

From this investigation, it would be our opinion that the north curb line needs to remain where it is located in order for single unit vehicles to adequately access the site. This leaves the south curb line as the only portion of the driveway that can be adjusted. It is further our opinion that shifting this curb some 11-feet to the north would create difficult vehicle maneuvers in and out of, as well as within, the site.

Conclusion

We do not disagree with Section 4.2.4 of the T.E.D.S. Manual limiting driveway widths to 40-feet. Had the improvements been designed for the entire site rather than tying into the existing improvements, designing for the 40-foot access requirement would have been met. However, for this given situation, we do not believe that the existing driveway access for this site poses a safety hazard for the public. As the Exception Committee reviews this request, we ask that they consider the following issues when making their decision:

- The current access was designed and approved through during the initial Site Plan review process of Mesa County in 1998.
- The landscape island within the site was a requirement from this initial Site Plan review. Although it presents some added difficulties with vehicle maneuvers on the site, it also contains mature landscaping that benefits the site.
- Contrary to many older commercial sites that have uncontrolled access along their site frontage, this site is controlled by having only one access point.
- This access point does not conflict with any adjoining access points and is located along a street that has minimal access points.
- Reducing the existing 51-foot access width to 40-feet may present more safety hazards to the public due to limiting the various turning movements in and out of the site.

In closing, we would like to thank the T.E.D.S. Exception Committee for their consideration in this request.

Exhibit A

Location Map - ALL TERRAIN MOTOR SPORTS



SCALE 1 : 1,726

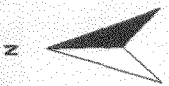
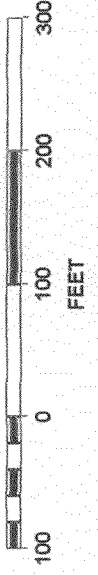
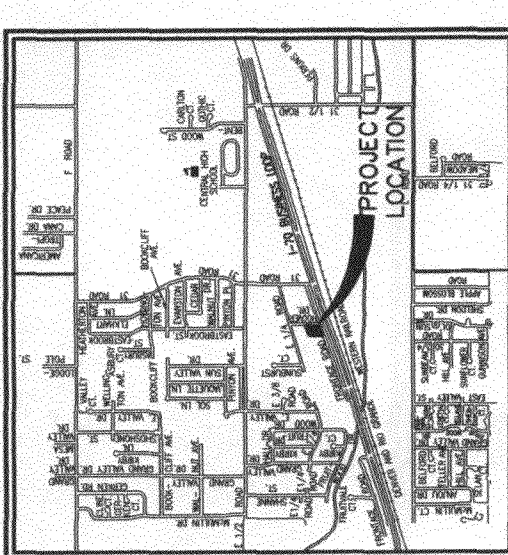


Exhibit B



Exhibit C



VICINITY MAP

PARKING CALCULATION

PER TABLE 6.6 OF THE ZONING & DEVELOPMENT CODE:
RETAIL SALES & SERVICES (3,500 S.F.)
 NO. OF SPACES = 1 SPACE PER 500 S.F.
 = 5,500 S.F. ÷ 500 S.F.
 = 11 SPACES

VEHICLE REPAIR (5 BAYS)
 NO. OF SPACES = 2 SPACES PER BAY + 1 PER EMPLOYEE/BAY
 = 5 BAYS x (2 + 1)
 = 15 SPACES

26 PARKING SPACES ARE REQUIRED
27 PARKING SPACES ARE PROVIDED

PROJECT INFORMATION

BUILDING SIZE :
 5,075 S.F. - EXISTING
 4,432 S.F. - NEW
9,507 S.F. - TOTAL

NUMBER OF EMPLOYEES :
 4 - EXISTING
 1 - NEW
5 - TOTAL

NUMBER OF SERVICE BAYS :
 3 - EXISTING
 2 - NEW
5 - TOTAL

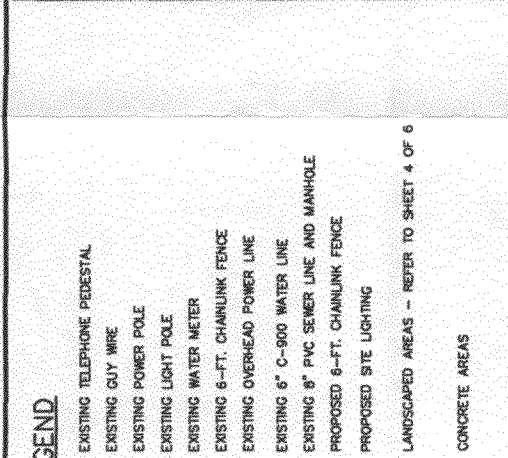
APPROVED FOR CONSTRUCTION:

ACCEPTED AS CONSTRUCTED:

City of Grand Junction
 Date: _____
 City of Grand Junction
 Date: _____

SCALE: AS SHOWN
 SHEET NO. **EXHIBIT C**

GRAND JUNCTION, COLORADO
 DATE: 05-3-06

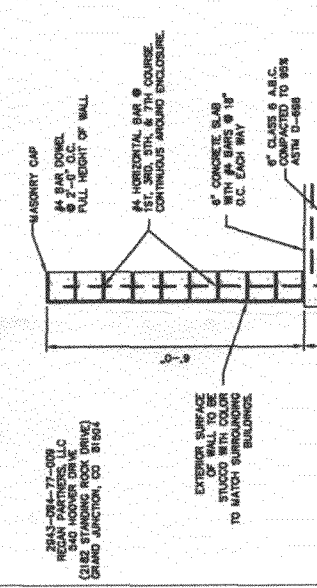


PLAN TAG NOTES:

- 1 EXISTING ASPHALT PAVEMENT AREA TO REMAIN.
- 2 EXISTING 6" CONCRETE BARRIER CURB TO REMAIN.
- 3 EXISTING 6" CONCRETE BARRIER CURB TO BE REMOVED AS PART OF NEW IMPROVEMENTS.
- 4 STANDARD 3-FT. CONCRETE V-PAN WITH 6" THICKNESS. PLACE OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 5 STANDARD 1.5-FT. CONCRETE CURB AND GUTTER PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 6 STANDARD 1.5-FT. CONCRETE CURB AND "SPILL" GUTTER PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 7 TRANSITION STANDARD COLLECTION GUTTER SECTION INTO SPILL GUTTER SECTION IN THE DISTANCE OF THE CURB CURVE LENGTH.
- 8 STANDARD 6"x12" CONCRETE BARRIER CURB PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 9 EXISTING 6" BARRIER CURB TO BE REMOVED AND REPLACED WITH CONCRETE CURB WITH 6" THICKNESS. PLACE OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE. ACCORDANCE WITH ELEVATIONS AND DETAILS SHOWN ON SHEET 3, GRADING AND DRAINAGE PLAN.
- 10 CONCRETE SIDEWALK, 4-IN. THICK, PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 11 INSTALL DRAIN TROUGH THROUGH SIDEWALK IN ACCORDANCE WITH THE LATEST VERSION OF THE CITY OF GRAND JUNCTION STANDARD DETAILS FOR TROUGH IS TO BE 18-INCHES.
- 12 INSTALL 4-FT. x 4-FT. CAST IRON TREE GRATE IN SIDEWALK AREA. GRATE SELECTION IS TO BE APPROVED BY OWNER.
- 13 CONCRETE SIDEWALK, 4-IN. THICK, WITH STEPS PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE AND CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET 3, GRADING AND DRAINAGE PLAN.
- 14 CONCRETE MASONRY BLOCK TRASH ENCLOSURE WITH STUCCO FINISH CONSTRUCTED IN ACCORDANCE TO DETAIL THIS PAGE.
- 15 REINFORCED 8-IN. THICK CONCRETE APRON TO TRASH ENCLOSURE PLACED OVER 6" COMPACTED CLASS 6 AGGREGATE BASE COURSE. REINFORCE APRON WITH #4 BARS AT 12" ON-CENTER, EACH WAY.
- 16 NEW ASPHALT PAVEMENT CONSISTING OF 3" HOT BITUMINOUS PAVEMENT PLACED OVER 9" COMPACTED CLASS 6 AGGREGATE BASE COURSE.
- 17 EXISTING 6-FT. CHAINLINK FENCE TO BE REMOVED IN AREAS OF NEW PARKING AND INGRESS/EGRESS.
- 18 RELOCATED 6-FT. CHAINLINK FENCE TO PROVIDE SECURITY AREA.

GENERAL NOTES:

1. CONTRACTOR TO BE AWARE AND KNOWLEDGEABLE OF SECTION 16-143 CONCERNING CONSTRUCTION OF CONCRETE CURBS. CONTRACTOR SHALL ENFORCE ANY VIOLATIONS REGARDING CONSTRUCTION DUST, RUBBISH, MUD TRACKING, OR ANY OTHER SIMILAR VIOLATION.
2. WEED CONTROL MEASURES ARE TO BE TAKEN DURING AND AFTER CONSTRUCTION PER SECTION 16-127 OF THE MUNICIPAL CODE.
3. ALL NEW FENCES CONSTRUCTED AS PART OF THIS PROJECT SHALL COMPLY WITH SECTION 41.1.J. OF THE CITY OF GRAND JUNCTION ZONING AND DEVELOPMENT CODE.



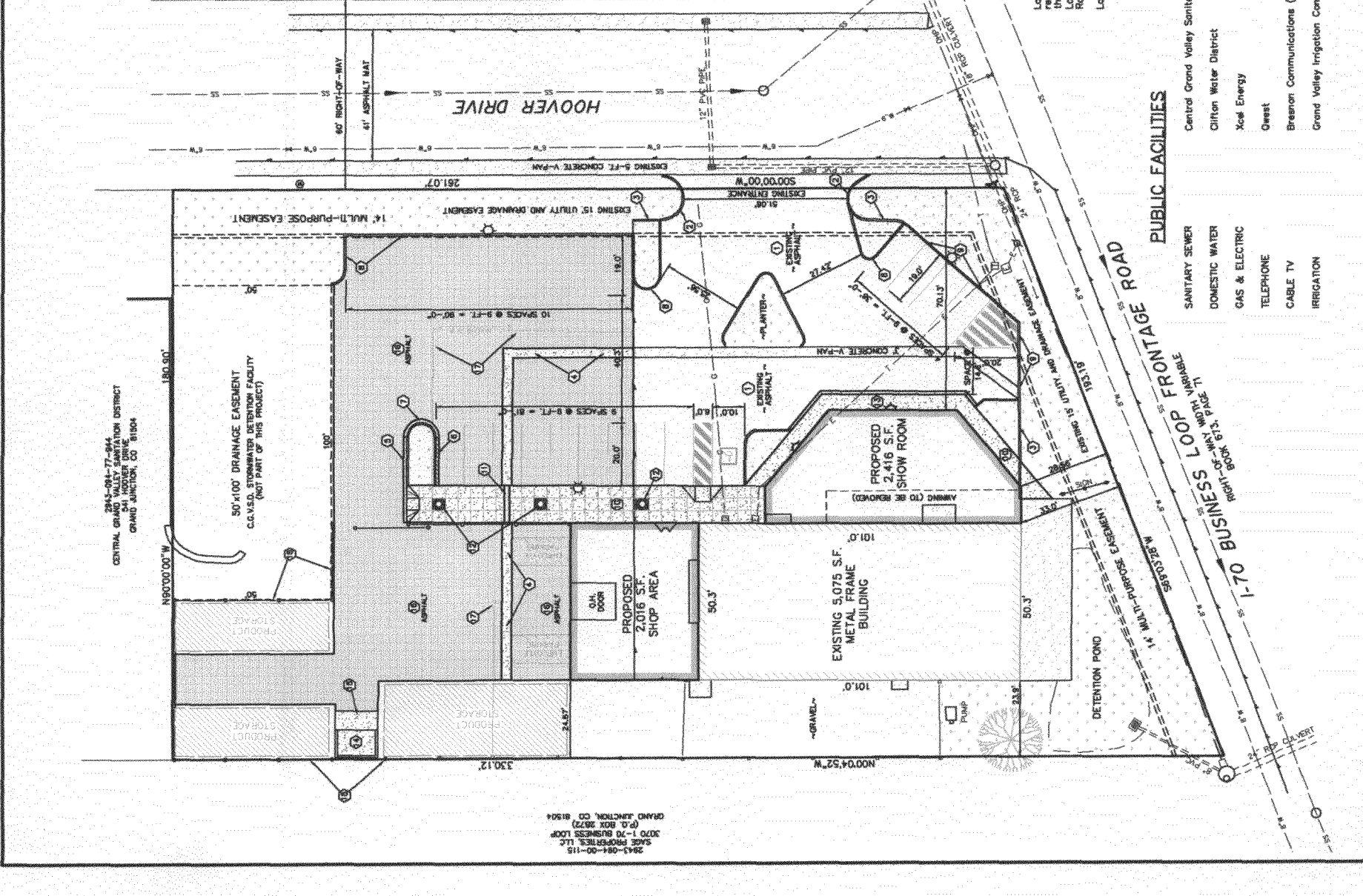
LEGAL DESCRIPTION

Lot 2 of COVSD Subdivision according to the Plat thereof in the records in the office of the Mesa County Clerk and Recorder, located in the NE 1/4 of the SE 1/4 of Section 9, Township 1 South, Range 1 East of the Ute Meridian, Mesa County, Colorado.

Lot 2 described above contains 1.226 acres more or less.

AREA BREAKDOWN

EXISTING BUILDING	PROPOSED BUILDING	EXISTING ASPH/CONC (Remaining)	PROPOSED ASPHALT/CONCRETE	ROADBASE/GRAVEL	LANDSCAPING	C.G.V.S.D. DRAINAGE EASEMENT	TOTAL
9,075 S.F.	4,432 S.F.	9,085 S.F.	14,480 S.F.	6,225 S.F.	10,115 S.F.	8,000 S.F.	53,412 S.F.
0.116 Ac.	0.102 Ac.	0.186 Ac.	0.332 Ac.	0.145 Ac.	0.232 Ac.	0.115 Ac.	1.226 Ac.
9.5 %	8.3 %	15.1 %	27.1 %	11.7 %	18.9 %	9.4 %	100.0 %



PUBLIC FACILITIES

REVISION	DATE	DESCRIPTION
1	8-27-06	REVISE PER 1st ROUND REVIEW COMMENTS.

LEGAL DESCRIPTION

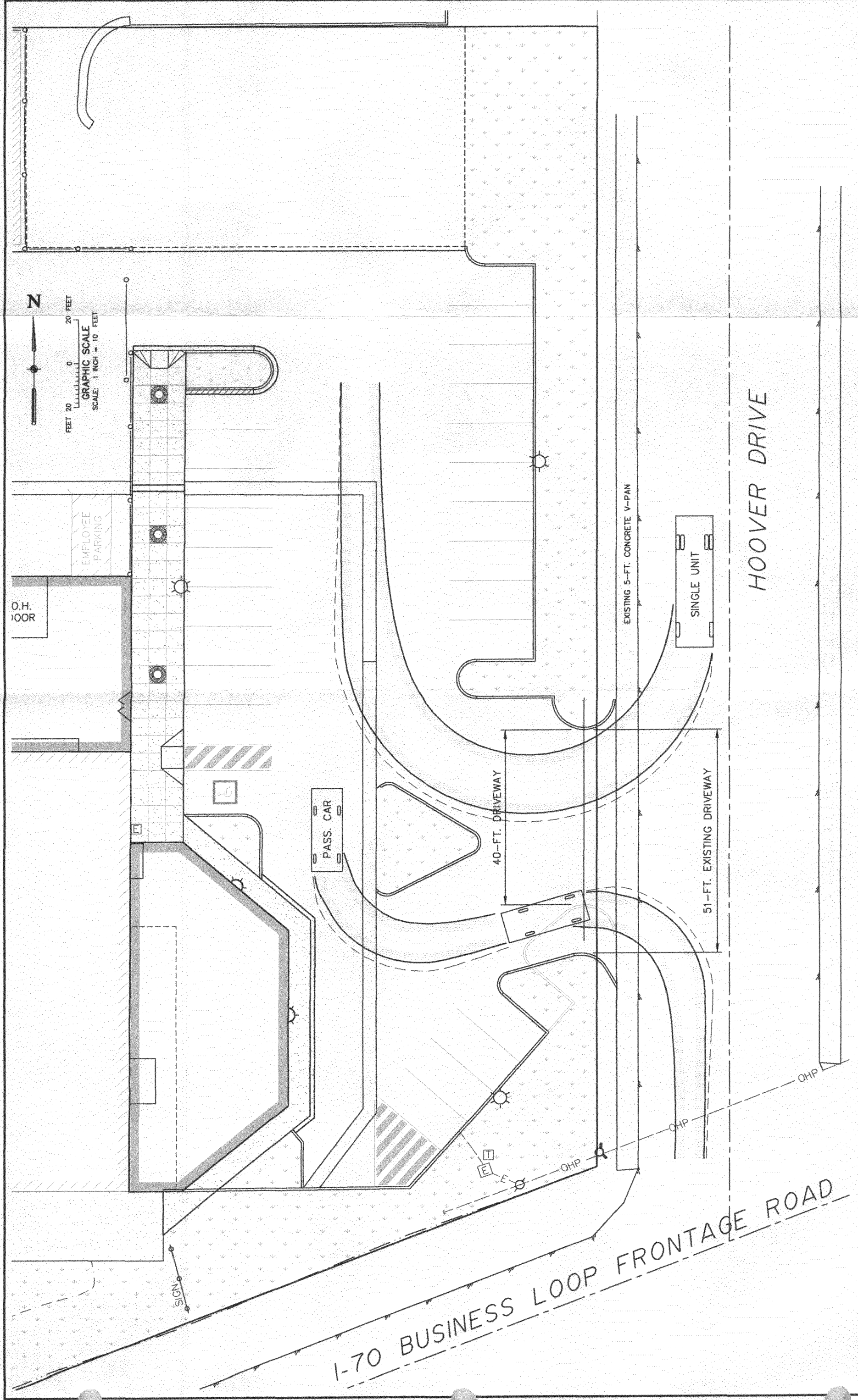
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9.5 %	8.3 %	15.1 %	27.1 %	11.7 %	18.9 %	9.4 %	100.0 %

Exhibit D

Exhibit E



N
 FEET 20 0 20 FEET
 GRAPHIC SCALE
 SCALE: 1 INCH = 10 FEET

DRAIN BY: D.E.C. _____ FOR _____ DESIGNED BY: D.E.C. _____ FOR _____ CHECKED BY: D.E.C. _____ FOR VISTA ENGINEERING CORP.	REVISION DATE DESCRIPTION	BY: CHD ALL TERRAIN MOTOR SPORTS, LLC	GRAND JUNCTION, COLORADO JOB NO: 423626-01 SCALE: AS SHOWN SHEET NO.	DATE: 08-17-06
VISTA ENGINEERING CORP. CONSULTING ENGINEERS AND LAND SURVEYORS 805 28 1/4 ROAD, SUITE B • GRAND JUNCTION, CO 81608 • (870) 243-2242			REQUEST FOR A T.E.D.S. EXCEPTION 3080 I-70 BUSINESS LOOP	
EXHIBIT E				

September 11, 2006

Vista Engineering Corp.
605 28 ¼ Road, Suite B
Grand Junction, CO 81506

Re: Design Exception #30-06 – All Terrain Motor Sports – 3080 I-70 Business Loop

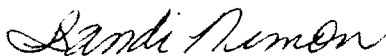
To Whom It May Concern

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

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)
All Terrain Motor Sports, LLC

DESIGN EXCEPTION #30-06

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: All Terrain Motors Sports: 3080 I-70 Business Loop

DESCRIPTION OF THE SITUATION

The applicant is requesting to retain an existing driveway that is in excess of permitted widths.

Site Description:

The site is an existing motor sports sales/service business undergoing expansion to the north. In general, the site is fairly low volume on a low volume industrial street.

Description of variance.

The applicant is requesting variance from TEDS 4.2.4 driveway width, with a maximum of 40'. The applicant is requesting to retain the existing driveway width of 52'+/-.

Overly wide driveways do not channelize traffic well and create issues with driveway spacing and alignments.

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?

Due to nature of the applicant's previously approved use of the site with the wide driveway and the planter, bringing the site into conformance with TEDS would require the removal on the planter.

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

The condition currently exists in many areas of similar low-volume industrial streets with no record of incident.

4. Will the exception require CDOT or FHWA coordination?

No

5. Is this a one-time exception or a manual revision?

Staff is contemplating developing revised standards for these situations with low volume, low turn movements which would eliminate spacing requirements.

Staff Recommendation

Staff recommends approval of the exception requested.

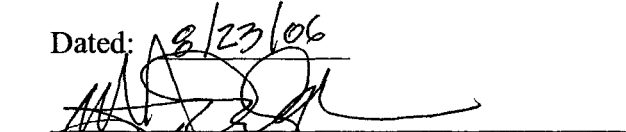
Recommended by: _____

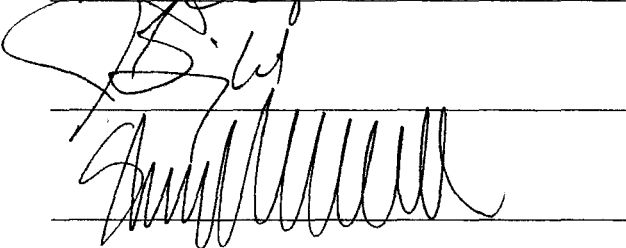
Approved as Requested:

Approved as Modified:

Denied

Dated: 8/23/06





DE# 30-06 – 3080 I-70B Driveway width