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COMMUNITY DEVELOPMENT  
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# **TEDS EXCEPTION REQUEST**

**Teller Arms, Block 7  
2410 North Avenue  
HASTINGS**

**October 2006**

**Submitted By:**

DPC Development Company  
7000 E. Belleview Avenue, Suite 300  
Greenwood Village, CO 80111  
303-796-8288

# **TEDS Exception Request for Teller Arms, Block 7 HASTINGS**

## **Introduction**

This document outlines a request for an exception to “Offsets” defined in Section 4.1.2, to “Corner Clearance” defined in Section 4.1.3 and to Section 4.2.5, Throat Lengths and Vehicle Storage of the Transportation Engineering Design Standards (TEDS) Manual, for a proposed commercial project located on the north side of Belford Ave slightly east of the intersection with North 26<sup>th</sup> Street.

## **Background**

DPC Development Company has submitted a site plan application to the City of Grand Junction for developing the site as the Teller Arms, Block 7. The property is presently occupied by the Teller Arms Twin Cinema 1 & 2, and is largely developed. There are currently two access points on Belford Ave. and it is proposed to eliminate the eastern one of these entrances.

The existing building is to be removed and a new building constructed for Hastings, who will move out of their current facility (at 2401 North Ave.) on the western side of Teller Arms Shopping Center.

According to the map on the GIS page of the City of Grand Junction’s web site. Belford Avenue is a local commercial street at the point where our access would be.

## **Proposed Exception**

The TEDS Manual requires a 50 ft. offset between accesses on the opposite side of the street on local ~~collector~~ streets. The TEDS Manual reads that “the center of accesses and intersections not in alignment shall be offset a minimum of 50 feet on local commercial streets...” but apparently that is in error. The existing plan has roughly 67 feet between the center of 26<sup>th</sup> Street and the center of the proposed access widening. There is roughly 31 feet between the edge of the street and the edge of the proposed access widening.

The Hastings building is a fairly large building. The building will face North Avenue, where the primary customer parking and customer access is. The proposed layout has the building lining up with the other buildings in the shopping center and has Hastings as close as reasonably possible to the other buildings, in order to make it appear as much as possible a part of the mall. The access widening on Belford Avenue will be the primary access that delivery trucks will use, for both Hastings and Hobby Lobby to the west. The access widening is designed to have as much of a straight in drive for

delivery trucks as possible. The building layout is also designed to expedite truck deliveries as much as possible.

If it is too difficult for trucks to enter the shopping center from Belford Avenue they will enter from North Avenue and drive through the customer parking in order to reach the loading docks in the back of the building. This would not be desirable.

### **Alternatives Considered**

There are two alternates given with this request.

Alternate A is simply to move the driveway to a point where it meets the TEDS Manual requirements. The problem with this is that it brings the access into a drive parallel to Belford Avenue. Large trucks will not be able to make the turn required without stopping and backing up.

Alternate B looks at moving the access to where it meets the TEDS Manual requirements and also moving the building to the east to the point where the driveway enters a north/south drive. Parking and the dumpster have to then be moved to the west side of the north/south drive. This does several things, the most critical of which is making it almost impossible for a large truck to use the loading dock at Hastings. It also creates tight spaces for the loading dock at Hobby Lobby and causes a much longer pedestrian pathway to the store. Hastings would then appear to be virtually disconnected from the remainder of the mall and that would also be undesirable.

For customer recognition and convenience it is vital for the store to face North Avenue and for the customer parking to be in front of the store (on the North Avenue side). For safety purposes it is important also for the new store to line up with the existing stores in the shopping center. Thus no alternates were looked at that involved shifting the building to the north (which would disrupt the continuous drive in front of the stores in the shopping mall). If that happened, then parking would have to be moved to an area adjacent to Belford Avenue, which would then put some customer parking at the rear of the building. This would seem to obviously create a hazard with putting customers walking and trucks backing up in the same areas.

The only way to increase the throat lengths would be to either move the building to the north or to eliminate the drive that parallels Belford Ave. on the south side of the building. Eliminating the drive is not an option as it is necessary for traffic circulation around the building. Moving the building 50 feet to the north would create other problems. There are those noted in the paragraph above, which includes disrupting the continuous drive in front of the buildings in the shopping center which would create a traffic and safety hazard. A significant number of parking spaces would have to be moved to the rear of the building. Of course this isn't desirable as customers aren't likely to park at the rear of the store.

The other inherent problem with having parking adjacent to Belford Ave. is that if there is parking adjacent to an entrance, then we will have more customers using that entrance. As it is now the entrance on Belford will primarily be a truck entrance.

Also, putting a fifty feet long throat length on that entrance would create an obstacle for trucks using the loading dock for Hobby Lobby to the west, and also somewhat block the existing access drive behind Hobby Lobby.

Moving the access where it was across from 26<sup>th</sup> Street also was not considered as it would then be running immediately adjacent to the Hobby Lobby building. It would be constantly blocked by vehicles using the Hobby Lobby loading dock. There has also been some interest expressed in a future expansion of the Hobby Lobby building, and placing a main entrance drive adjacent to the Hobby Lobby building would make any future expansion more difficult.

It was also not considered leaving the two existing access points in place as there would be the same difficulties with truck circulation within the site. The existing eastern access would meet the TEDS Manual standards but again is not located in such a place that would promote safe traffic circulation within the site. The existing western access obviously does not meet the TEDS Manual standards, since the new access is only a widening of the existing one. The existing drives are also approximately 25' wide and would be difficult for trucks to use in a potentially congested site. The western access is being widened to 40', and the eastern edge of the access will be shifted approximately nine feet to the west, but the majority of the access will be in the same place as the existing entrance.

### **Proposed Design**

The proposed design has the center of the proposed access widening roughly 67.3 feet from the center of 26<sup>th</sup> Street on the opposite side of Belford Avenue. There is not a lot of traffic that would use this access as it will be primarily be used as a truck/delivery access. Belford Ave. also does not see much traffic.

The proposed design is clearly the most efficient for truck traffic, and places the dumpster in a location where trash collection interferes minimally with other traffic.

The proposed design is for an entrance that is at the back of a shopping center, and an entrance that most of the customers of the shopping are not going to be aware exists. It will carry minimal traffic other than deliver vehicles. Thus it is not felt that throat length is a factor at this entrance.

Section 4.2.5 reads: "Inbound vehicle storage areas shall be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk, or circulation within the facility. The throat shall be of sufficient length to provide adequate storage of outbound vehicles without them interfering with on-site circulation. Outbound vehicle storage areas shall be provided to eliminate backup and delay of vehicles within the

development.” It would seem as though the layout, as proposed, meets these requirements, as long as the layout remains designed for truck traffic. If trucks have to stop and back in order to make a turn into the development, then even a 50’ throat length will be inadequate.

### **Impacts of Change**

The TEDS Manual itself clearly empathizes the importance of traffic circulation within the site.

The introduction to Section 4.3 of the TEDS Manual 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 system shall be an integral part of the overall site and access design process.**

The proposed plan clearly provides the safest traffic circulation on-site.

### **TEDS Manual:**

Since we have occasionally run into uncertainties in the City staff about exactly what the TEDS Manual says, I am quoting the chapters that we are requesting an exception to.

#### **4.1.2 Offsets**

**Where properties are not large enough to allow accesses on opposite sides of the street to be aligned, the center of accesses and intersections not in alignment shall be offset a minimum of 50 feet on local commercial streets, offset 150 feet or greater on all collector streets and offset 300 feet or greater on all arterial streets. Greater distances may be required for left turn storage lanes. Shared accesses shall be encouraged wherever possible to minimize the number of access points along a street. Shared access provides for safer and more efficient operation of the flow of traffic on the street and shall meet the above requirements.**

#### **4.1.3 Corner Clearance**

**Corner clearances are defined as the distance between a driveway and the the nearest intersecting street. The clearance is necessary so that accesses do not interfere with street intersection operations and should provide drivers with**

**adequate perception-reaction time to avoid potential conflicts. On corner lots, the access location shall be on the street of lowest functional classification.**

Minimum Corner Clearance (ft)  
Measured from Flowline to Near Edge of Access

| Street Classification | Clearance From Unsignalized Intersections | Clearance From Signalized Intersections | Single Family Residential Driveways |
|-----------------------|---|---|-------------------------------------|
| Local                 | 50'                                       | 150'                                    | 50'                                 |
| Collector             | 150'                                      | 150'                                    | 100'                                |
| Minor Arterial        | 150' *                                    | 300' *                                  | 100' *                              |
| Major Arterial        | 300' *                                    | 300' *                                  | 150' * *                            |

May be restricted to right-in, right-out only access. Single family access to arterial streets is not acceptable practice and will be permitted only in extreme

#### 4.2.5 Throat Lengths and Vehicle Storage

**Adequate vehicle storage capacity shall be provided for both inbound and outbound vehicles. Adequate storage facilitates the safe and efficient movement of vehicles between the street and the development. The access throat shall be of sufficient length to prevent vehicles from spilling onto the public street system. Inbound vehicle storage areas shall be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk, or circulation within the facility. The throat shall be of sufficient length to provide adequate storage of outbound vehicles without them interfering with on-site circulation. Outbound vehicle storage areas shall be provided to eliminate backup and delay of vehicles within the development. At signalized intersections, adequate storage for the outbound movement must be provided to enable vehicles to exit efficiently on green. The requirements for vehicle storage in parking lots and at drive-up type facilities are generally based on a typical vehicle spacing of 20 feet, but may be increased where larger vehicles can be expected.**

##### 4.2.5.1 Accesses Serving Off-Street Parking Lots

**On-site storage is measured from the flowline of the street to the first parking stall or aisle of a parking lot. Vehicle storage equivalent to or greater than the minimum distances shall be provided at accesses serving the site. The recommended distance for accesses with two approach lanes may be adjusted, subject to the TIS findings, roadway geometry, traffic volumes, and site layout.**

##### On-Site Driveway Vehicle Storage Lengths (feet)

| Parking Spaces Per Exit Lane | Storage Length Required  |            |            |            |
|------------------------------|--------------------------|------------|------------|------------|
|                              | Multi-Family Residential | Retail     | Office     | Industrial |
| 0-200                        | 25                       | 50         | 25         | 50         |
| 201-400                      | 25                       | 75         | 100        | 150        |
| 401-600                      | 50                       | 150        | 200        | More Lanes |
| 601-700                      | 100                      | 200        | More Lanes | More Lanes |
| > 700                        | 200                      | More Lanes | More Lanes | More Lanes |



0  
30  
60  
120  
SCALE: 1" = 60'

# EXISTING LAYOUT

26th STREET

Belford Avenue

28 Road

**LANDesign**  
ENGINEERS • SURVEYORS • PLANNERS  
326 MAIN STREET, SUITE 100  
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

TELLER ARMS  
BLOCK 7  
HASTINGS

EXISTING LAYOUT

|       |     |    |
|-------|-----|----|
| SHEET | OF  |    |
| 1     | 1   |    |
| DATE  | NO. | BY |
|       |     |    |

PRJ # 206028.40 FILE NAME:

DATE: 09/15/06

DRAWN: wsm CHK'D: wsm

**POSITIVES:**

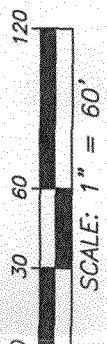
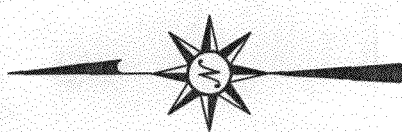
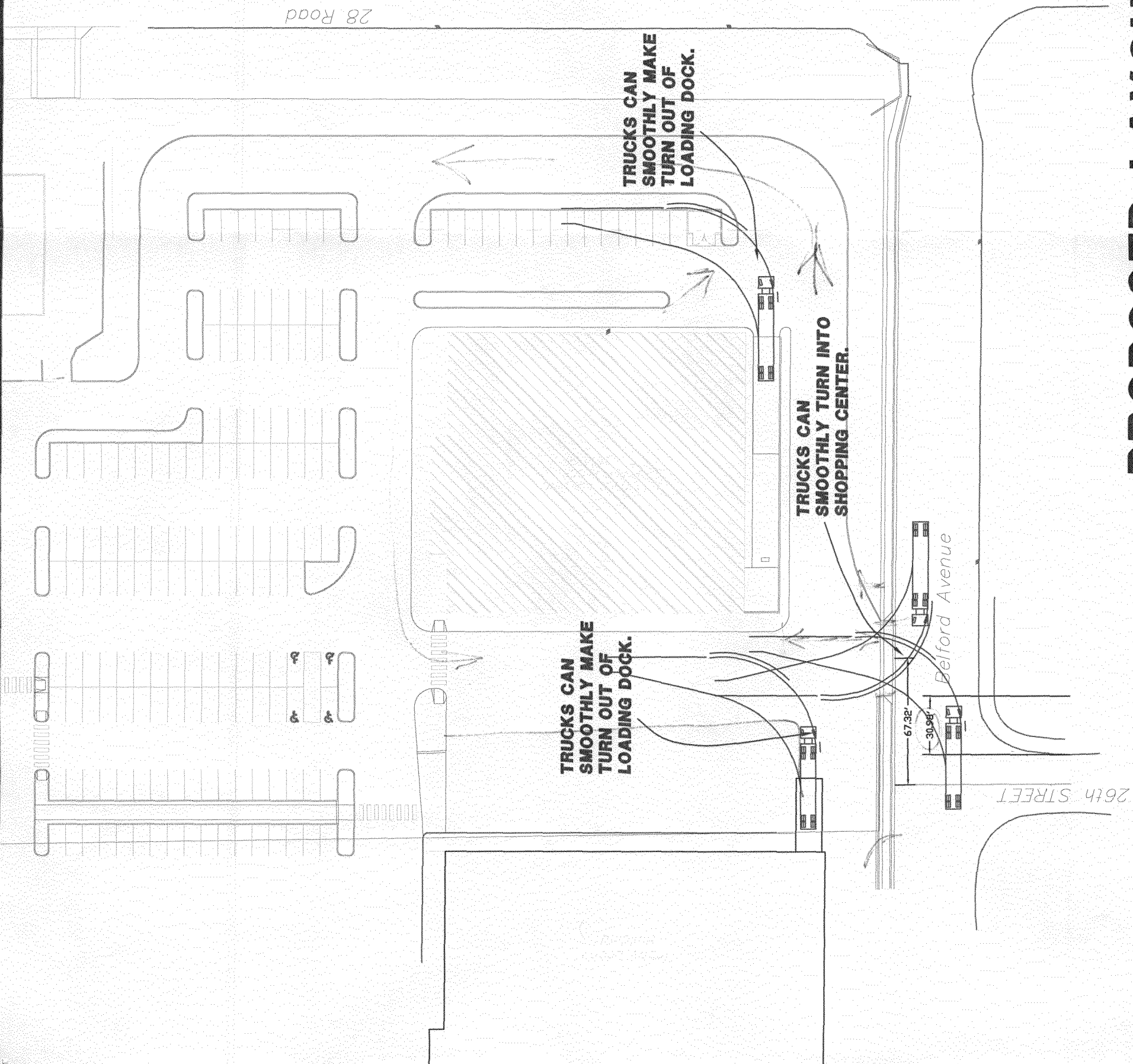
TRUCK TRAFFIC HAS ROOM TO MANEUVER,  
PLENTY OF AVAILABLE SPACE TO  
STRAIGHTEN OUT IN FRONT OF LOADING  
DOCKS AND BACK INTO THEM.

TRUCKS TURNING INTO SHOPPING CENTER  
FROM BELFORD ARE ABLE TO TURN  
DIRECTLY INTO NORTH/SOUTH DRIVE.

15 PARKING SPACES AND ROOM FOR  
DUMPSTER ON EAST SIDE OF BUILDING,  
KEEPS DUMPSTER AND TRASH TRUCKS  
AWAY FROM CUSTOMER PARKING.

**NEGATIVES:**

TRUCKS FROM BELFORD AVE. MAY HAVE TO  
MANEUVER TO GET EASTBOUND ONTO DRIVE  
THAT IS PARALLEL TO BELFORD AVE.  
HOWEVER, THIS SHOULD BE FEASIBLE.



**PROPOSED LAYOUT**



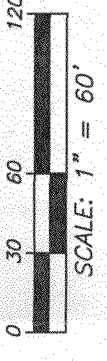
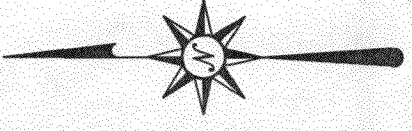
TELLER ARMS  
BLOCK 7  
HASTINGS

ALTERNATE A

SHEET 1 OF 1  
DATE NO. BY

DATE: 09/15/06 DRAWN: wsm CHK'D: wsm

PRJ # 206028 FILE NAME:



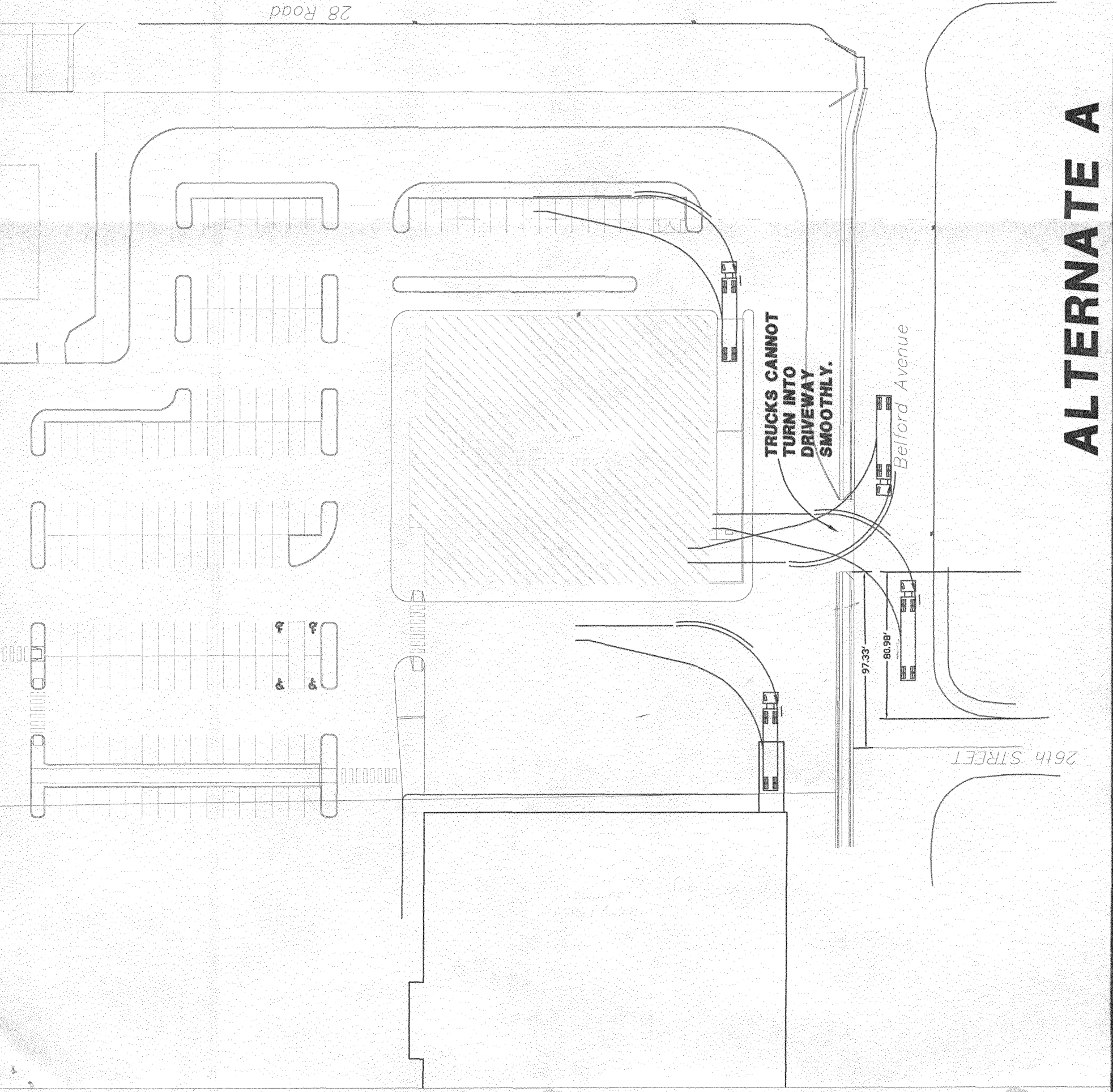
**POSITIVES:**

MEETS TEDS STANDARDS.

**NEGATIVES:**

TRUCKS CANNOT EASILY USE THIS ENTRANCE. THERE IS NO NORTH/SOUTH DRIVE TO TURN INTO AND TRUCKS WILL HAVE TO TURN INTO A DRIVE THAT IS PARALLEL TO BELFORD AVE. THIS WILL REQUIRE BACKING AND MANEUVERING IN MANY CASES.

IF IT IS AWKWARD FOR TRUCKS TO USE THE ENTRANCE ADJACENT TO THE LOADING DOCKS, THEN THEY WILL COME INTO THE SHOPPING CENTER OFF OF NORTH AVE.



**ALTERNATE A**

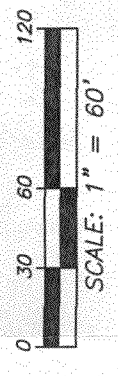
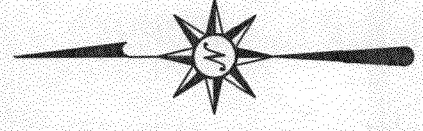
TELLER ARMS  
 BLOCK 7  
 HASTINGS

ALTERNATE B

DATE: 09/15/06 DRAWN: wsm CHK'D: wsm

PRJ # 206028-40 FILE NAME:

|       |     |    |
|-------|-----|----|
| DATE  | NO. | BY |
| 1     | 1   | 1  |
| SHEET | OF  |    |
| 1     | 1   |    |



**POSITIVES:**

MEETS TEDS STANDARDS. TRUCKS HAVE A NORTH/SOUTH DRIVE TO TURN INTO.

**NEGATIVES:**

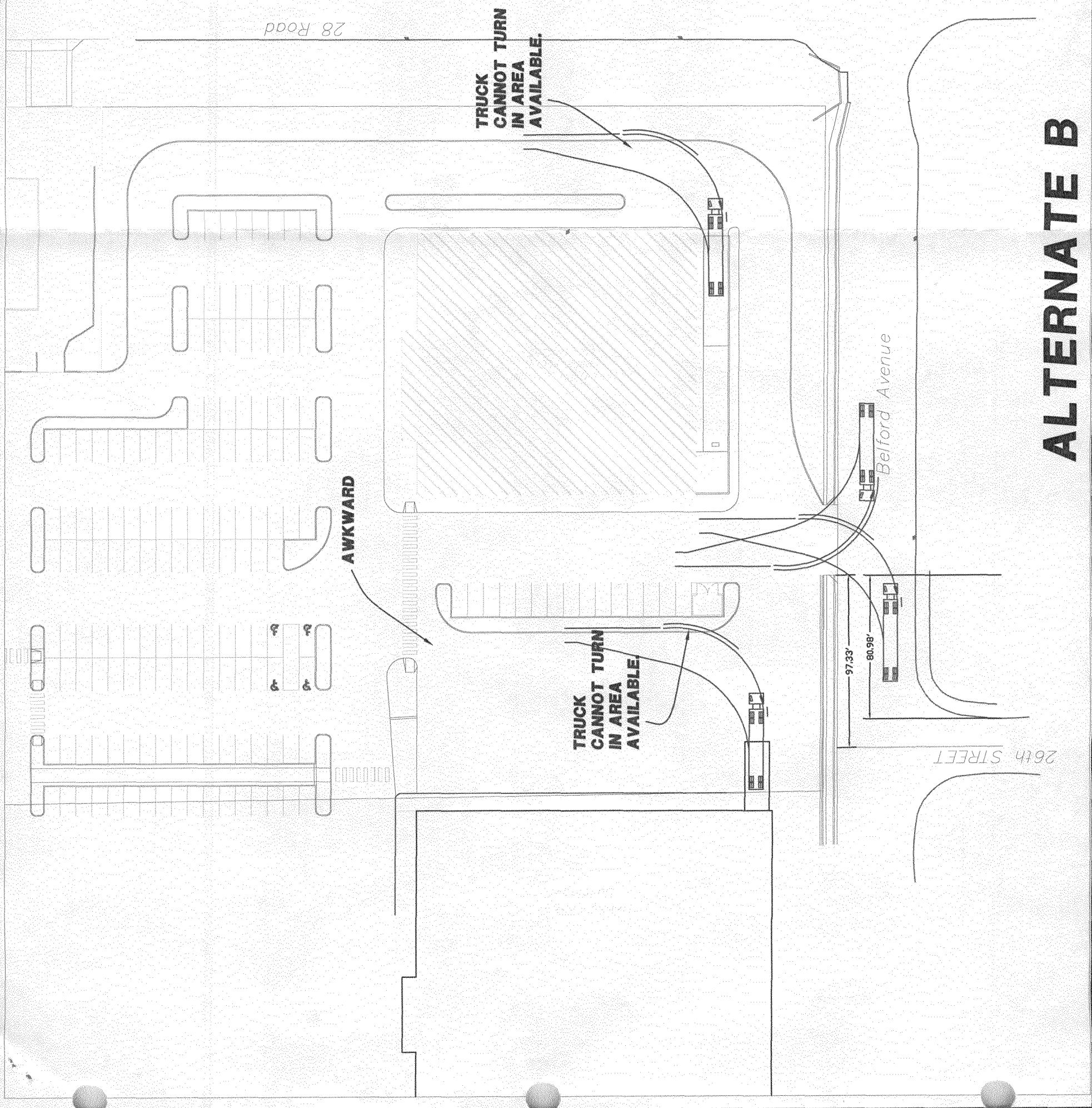
PEDESITRIAL ACCESS FROM NORTH IS MORE COMPLICATED AND CORSESSES MORE DRIVEWAY.

TRUCKS WILL ONLY HAVE EASY ACCES TO NORTH/SOUTH DRIVE.

TRUCKS WILL NOT BE ABLE TO STRAIGHTEN OUT AND BACK EASILY INTO HASTINGS LOADING DOCK. THERE DOESN'T SEEM TO BE ANY LOGICAL WAY FOR A TRUCK TO GET INTO THE HASTINGS LOADING DOCK.

THE SPACE IN FRONT OF THE HOBBY LOBBY LOADING DOCK IS MORE RESTRICTED. THERE IS AN AWKWARD TURN/ENTRANCE AT THE NORTHEAST OF THE HOBBY LOBBY BUILDING, UNLESS THE PARKING AND DUMPSTER AREA IS ELIMINATED.

THIS LAYOUT SEEMS AWKWARD FOR TRUCKS COMING FROM BELFORD AVE.



**ALTERNATE B**

November 14, 2006

Landesign Consulting Engineers  
326 Main Street, Suite 100  
Grand Junction, CO 81501

COPY

Re: Design Exception #DE #34-06 – 2410 North Avenue Driveway Spacing and Throat Length (Teller Arms)

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**.

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)  
DPC Development



## DESIGN EXCEPTION #34-06

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

From: Tim Moore, Public Works Manager

Copy to: Rick Dorris

Date: October 30, 2006

RE: 2410 North Ave. Driveway Spacing and Throat Length (Teller Arms)

### DESCRIPTION OF THE SITUATION

The applicant desires to re-develop the Teller Arms Twin Cinema located at 2410 North Ave. There are currently two access points on Belford Ave. to this site and the applicant proposes to eliminate the eastern one of these entrances with the proposed redevelopment of the Cinema site which will accommodate a new Hastings retail store. The applicant is requesting an exception to the Driveway Offsets to corner clearance and to the Throat Length and Vehicle Storage requirements found in Sections 4.1.2 and 4.2.5 of the TEDS manual.

#### Site Description:

The existing Cinema building will be removed as part of the site plan. There are however issues with the adjacent retail store, Hobby Lobby, related to truck deliveries and turning requirements and how those existing uses relate to 26<sup>th</sup> Street.

### EXCEPTION CONSIDERATIONS

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

Staff does not believe the exception will compromise safety at this time. There is a concern that the completion of the Riverside Parkway and 25 Road connection will increase traffic volumes and may necessitate the need to restrict the proposed 25 Road access to right in – right-out.

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

Yes. Alternative A moves the driveway to a point where it meets the TEDS spacing requirements. The concern was that large trucks may not be able to make the turn

the building to the east to allow for easier truck movements. Both alternatives are described in detail on the attached submittal.

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

Yes, other exceptions to this TEDS requirement have been allowed.

**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 both exceptions as requested.


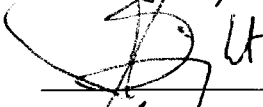
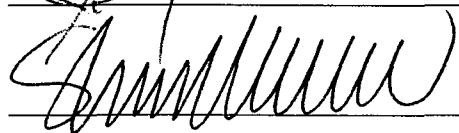
Recommended by: \_\_\_\_\_

Approved as Requested: \_\_\_\_\_

Approved as Modified:  SEE ATTACHMENT "A"

Denied \_\_\_\_\_

Dated: 11/1/06

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

DE# 34-06 - 2410 North Ave. Driveway Spacing & Throat Length

## Attachment A

The TEDS Committee agreed that the minimum throat length requirement could be reduced to accommodate your plans for access onto Belford, but did not agree to vary the 50' offset requirement between 26<sup>th</sup> Street and the access point to the development measured from edge of access to edge of access.