

COPY

DESIGN EXCEPTION REQUEST 08-07

Project: **Links Subdivision**

Site Address: **750 27 Road**

City File Number PRE-2007-113

Applicant: **Terry Broom**

Representative: **Rolland Engineering**

Date: **5-3-2007**

1. BRIEF DESCRIPTION OF THE REQUEST

Construct a private shared driveway for a 3 lot subdivision longer than the maximum allowed length of 150'.

2. SITE DESCRIPTION

The project site is situated in the SW ¼ of the NW¼ section 36 T1N, R1W of the Ute Meridian, at the physical address of 750 27 Road.

There is an existing House that occupies the eastern portion of the property that has a paved driveway approximately 375' long and 14' wide along the south boundary to 27 Road.

The proposed 3 lot subdivision would utilize the existing driveway as a private shared access to 27 Road. The driveway would be widened and a provision made for a fire truck turnaround at the end. The driveway and turnaround will be placed in a tract and owned and maintained by the future homeowners association.

3. REQUEST

a. Description

Based in part by recommendations made in a general meeting on 1-29-07 for this project. A TEDS exception is requested to allow a private shared driveway with a 314' length and 20' width including a hammer head style fire truck turnaround at the end.

TEDS section 13.2.1 shared driveway standards states the shared driveways shall have a minimum width of 16' and a maximum length of 150'. Granting this exception will provide a more appropriate location for the fire truck turnaround for the fire protection needs of lots in the subdivision and a more desirable lot configuration. See attached Alternate 1 exhibit.

The driveway will meet all other aspects of the shared driveway standards in section 13.2.1 with the added benefit of having more than the minimum required width.

The TEDS maximum shared driveway length can be met, but it creates an awkward arrangement of lots and would place the fire truck turnaround at a far greater distance from the eastern most lot (lot 3) which may compromise fire protection service to that lot. Lot 1 would be encumbered by one leg of the fire truck turnaround and lot 3 would need a 'flag' portion almost 100' long to meet the end of the 150' long shared driveway. See attached Alternate 2 exhibit.

b. Exception Considerations

1. Will the exception compromise safety?

In our estimation the exception will enhance safety by placing the fire truck turnaround closer to the most distant lot in the subdivision and providing additional driveway width.

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

As discussed above, the attached exhibits: Alternate 1 (preferred) and Alternate 2 illustrate the options considered.

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

No known instances of shared driveways longer than 150' maximum in use, but it seems probable there would be some.

4. Will the exception require CDOT or FHWA coordination?

No.

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

One-time exception.

Recommended by: Rich Harris

Approved as Requested:

Approved as Modified:

More Information Needed:

Denied:

Dated: 5-29-07

Tom Moran
Bjhl
Lisa E Cox



BASIS OF BEARING
N 14°16'05" E 1319.45'

27 ROAD

TRACT B (LANDSCAPE)

CORNER
ON 36
W 1/4 U.M.

TRACT A

MARSH LANE MARSH LN

2704 MARSH LN

2708 MARSH LN

2712 MARSH LN

2718 MARSH LN

LOT 1
732 27 RD

LOT 14
2716 MARSH LN

762 1/2 27 RD
015

GARAGE

NOTE: LOTS 2 AND 3 WILL NOT BE PERMITTED ACCESS FROM THE NORTH LEG OF THE FIRETRUCK TURNAROUND.

LOT 3

LOT 2

FIRE TRUCK TURNAROUND

250' TO HYD.

760 27 RD
016

PARKING

N 59° 39' 58" W

2509' 17' 20" W 12.84'

CENTERLINE OF GOVERNMENT HIGHWAY LATERAL NUMBER 6 IRRIGATION CASSEMENT BY ARTICLES OF INCORPORATION GRAND VALLEY WATER USERS ASSOCIATION RECEPTION NUMBER 73441, BOOK 130 PAGE 222

748 27 RD
006

746 27 RD
007

LINKS SUBDIVISION
ALTERNATE 1 (Preferred)

749 27 RD
008