

July 12, 2007

Kay Eyl
Development Construction Services, Inc.
2350 G Road
Grand Junction CO 81505

Re: *Design Exception #12-07, Cobble Creek Subdivision PP 2006-332*

Dear Kay,

Please find attached the committee's decision for the above referenced request. Your request for a non-standard curb return and handicap ramp design on the west side of the subdivision entrance was **denied**. The remaining three items were approved as requested.

If you have any questions, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works and Planning Director at 970.244.1557.

Sincerely,

COPY

Sue Mueller
Sr. Administrative Assistant

Cc: Rick Dorris, Development Engineer
Divine Guidance, LLC
File

TO: Sue Mueller

FROM: Rick Dorris

DATE: May 31, 2007



SUBJECT: Cobble Creek TEDS Exception Request

Please find attached 3 copies of the proposed TEDS exception.

Can you fill in the appropriate TEDS exception number, distribute to the committee, and set up the next meeting.

To the Committee:

This project has a long history. The parcel is very narrow and long. Developments on both sides tried to buy it when they developed and the owner wouldn't sell. Now he has sold to Blue Star Industries.

I recommend the following for the exception requests.

#1 Denial, they show alternative 11 in exhibit E which meets standards.

#2 Approval, there is no other way to develop this parcel assuming it will be developed.

#3 & 4 Approval, the adjacent drives are very low volume.

DESIGN EXCEPTION REQUEST 12-07

Project: Cobble Creek Subdivision

Site Address: 2524 F ½ Road, Grand Junction, CO

City File Number (If Applicable) – Pre-2006-332

Applicant: Divine Guidance, LLC

Representative: Kay Eyl, Development Construction Services, Inc.

Date: 05/02/07

1. BRIEF DESCRIPTION OF THE REQUEST(S)

- #1 Non-standard curb return and handicap ramp design on the west side of the subdivision entrance.
- #2 Extend length of cul-de-sac to 913'.
- #3 Reduce spacing between subdivision entrance and access on opposite side of F ½ Road from 150' to 140.86'.
- #4 Reduce spacing between subdivision entrance and adjacent access to the west from 150' to 112.18'.

2. SITE DESCRIPTION

The parcel Parcel No. 2945-032-00-118 is located on the north side of F ½ Road and approximately ¼ mile west of 25 ½ Road at 2524 F ½ Road. The property is approximately 3.002 acres in size. The parcels surrounding the property to the north, east and west are zoned as Planned Developments with single family and town home lots. The area to the south of the property is zoned I-0, Industrial/Office Park. The southern boundary, across F ½ Road consists of commercial – industrial establishments including the Western Colorado Community College campus and Qwest Communications. *See Attachment A.*

The owners of this property would like to develop 12 separate lots from the south to the north to be used for single family residential homes. The parcel is zoned RSF-R with a future land use of residential medium. We also propose to rezone this land from RSF-R to Planned Development (PD) combining design elements from other zones.

This property meets the City Infill definition as it is in an established area of the City and is bordered along at least three-quarters of the parcel's perimeter by developed land. One old mobile home is on the property. The mobile home will be removed soon, so the property will be vacant in the near future. This parcel has utilities and street access available near-by.

This site is undeveloped because the previous owner lived in the old mobile home, on the 3.002 acre parcel until his health no longer allowed him to stay. He had not wanted to subdivide the property when approached at an earlier time when the adjacent properties were developing.

The long narrow lot puts many constraints on site layout. Developing this property without creating double fronted lots was not feasible. By staff direction the road was placed on the west edge of the property with a 6' landscape strip to eliminate the double fronted lots. The location of the lot in relation to the other accesses to F ½ Road prevent any access from the subdivision to F ½ Road from being in compliance with the TEDS. This property is not in the flood plain or the floodway per the City maps. See *Attachment B*

3. REQUEST #1

- a. **Description** – Non-standard curb return and handicap ramp design on the west side of the subdivision entrance at 2524 F ½ Road.

The roadway for the sub-division needs to be placed near the west property line in order to create lots with viable building pads, and meet minimum lot size and offset requirements. Because of the road's proximity to the property line a standard curb return would encroach on the neighbor's property. The owner of the adjacent property was approached about purchasing a small parcel of land to allow a standard curb return. The applicant was informed that the owner would prefer to purchase the property rather than allow it to be developed and refused to sell the needed parcel.

Due to the site constraints and the inability to purchase the necessary ROW an exception to the TEDS is needed.

The requested change to the standard curb return and handicap ramp design required in section 6.2.9 of the TEDS is:

- Move the handicap ramp from the standard angled position used for sidewalks coming from each direction; to an in-line ramp along F ½ Road.
 - Place the handicap ramp far enough back from the intersection to eliminate conflicts with pedestrians and vehicles making right turns onto F ½ Road.
 - Provide adequate room for rear axle tracking on large trucks turning right onto F ½ Road.
 - Adjust curb return to eliminate encroachment onto neighboring property.
- An illustration of the proposed curb return is included in *Attachment C*.

The standard curb return shown on page C-12 of the Construction Standards (Attachment D) is designed to accommodate sidewalk from both directions. Only the east side of the intersection has sidewalk coming from the north, the west side of the intersection does not have sidewalk from the north and doesn't need a northern connection.

The proposed curb return layout would allow room for turning maneuvers and maintain handicap access across the intersection. The proposed exception would also allow the approach street to remain straight and subsequently meet the vehicle storage requirements.

The requested TEDS exception would allow the applicant to meet the requirements of the development code and still maintain a safe and functional access.

This configuration also allows for 12 lots on the property. If it is not granted and the access is required to go into the proposed detention area there will be one less lot which will be a financial hardship on the owners. The original plan was for 15 lots and this has been pared down to 12 lots which is already a financial burden on the property owners.

Describe the request in detail including the applicable section(s) of the TEDS. Why should this request be granted? What does it do for the applicant? What problems/benefits does not granting it create? How does it fit the site better/worse? Why can't TEDS be met?

b. Exception Considerations

1. Will the exception compromise safety? No.

This exception does not impair the sight distance for any vehicle leaving the site nor does it adversely affect right turn movements onto F ½ Road. The design will maintain safe pedestrian access across the intersection.

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

Yes. Numerous layouts have been tried. *See Attachment E.*

The owner of the property to the west was approached to purchase land from him to create the required turning radius. The owners of Cobble Creek offered him an irrigation tap, access onto Cobblestone Way and monetary compensation for the property needed but he did not want to sell. He stated he would rather buy the Cobble Creek property than see it develop but he did not make an offer to the current owners.

Show as many alternatives as possible including those that meet TEDS. This is critical. Think out of the box. The committee will ask questions like "Can they buy this parcel and make it meet TEDS?"

Include pictures and drawings.

Any applications submitted without examples will be returned. Only in rare instances are there requests that don't have alternatives when thinking out of the box.

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

A similar design is shown on page C-08 of the City of Grand Junction Construction Standards that is used for driveways and not necessarily incoming streets. The design allows for a pedestrian ramp parallel to the street where no sidewalk connects from the side. A copy of page C-08 is included with the application. *See Attachment F.*

Describe how this request has been used in other areas; here or in other locales. Be sure to describe the advantages or disadvantages seen in these areas. Pictures and drawings would be helpful.

4. Will the exception require CDOT or FHWA coordination?

No

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

This is a one time exception.

4. REQUEST #2

a. Description - Extend length of cul-de-sac to 913'

b. Exception Considerations

1. Will the exception compromise safety? No. The bulb of the cul-de-sac meets Fire Department requirements for turn-arounds

2. Have other alternatives been considered that would meet the standard? Yes. A hammer head and a stub street were proposed but the Fire Chief stated that he would prefer a cul-de-sac & that the single entrance to the subdivision did not concern him because it was less than 30 lots. *See Attachments E & G.*

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

4. Will the exception require CDOT or FHWA coordination? No

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

One-time exception

5. REQUESTS #3 & #4

a. Description - Reduce distances between accesses on to F ½ Road

Due to the size of the property frontage and the location of the adjacent street accesses it is not possible to meet the spacing requirements in sections 4.1.1 and 4.1.2 of the TEDS. An illustration of the distances between the neighboring accesses is included in the Application. *See Attachment H.*

b. Exception Considerations

6. Will the exception compromise safety? No, the volume of traffic coming from the driveway to the single family residence to the west will not be enough to compromise safety. The distance to the Qwest driveway across F ½ Road fails the 150' spacing requirement by less than 9' and once again the volume of traffic from both the subdivision and the Qwest facility will not be enough to compromise safety.

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

This is a very narrow infill lot that will not allow the spacing of the access on this property to meet the required 150' spacing.

8. Has the proposed design been used in other areas? Yes, an access with similar constraints was allowed on Colex Drive, for the same reasons.

9. Will the exception require CDOT or FHWA coordination? No

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

Include more as needed.

Recommended by: _____

Approved as Requested: _____

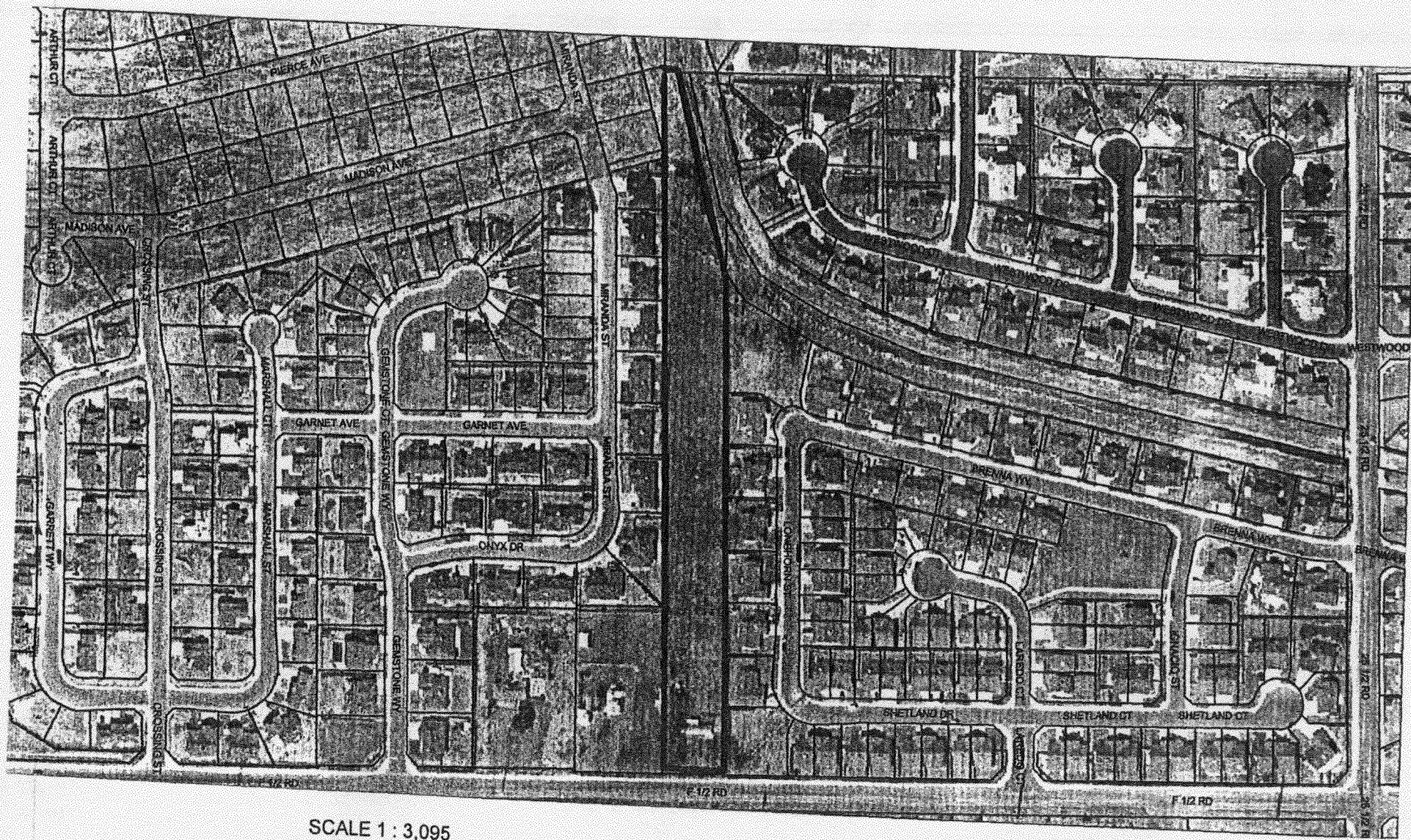
Approved as Modified: REQUEST #1 DENIED
More Information Needed: _____ REQUESTS #2,3,4 APPROVED

Denied: _____

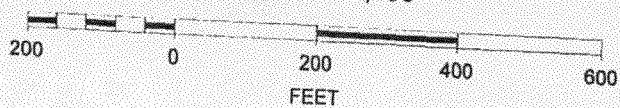
Dated: 6-13-07

Jim Mow
Tom Wulfsberg
Risa Cox

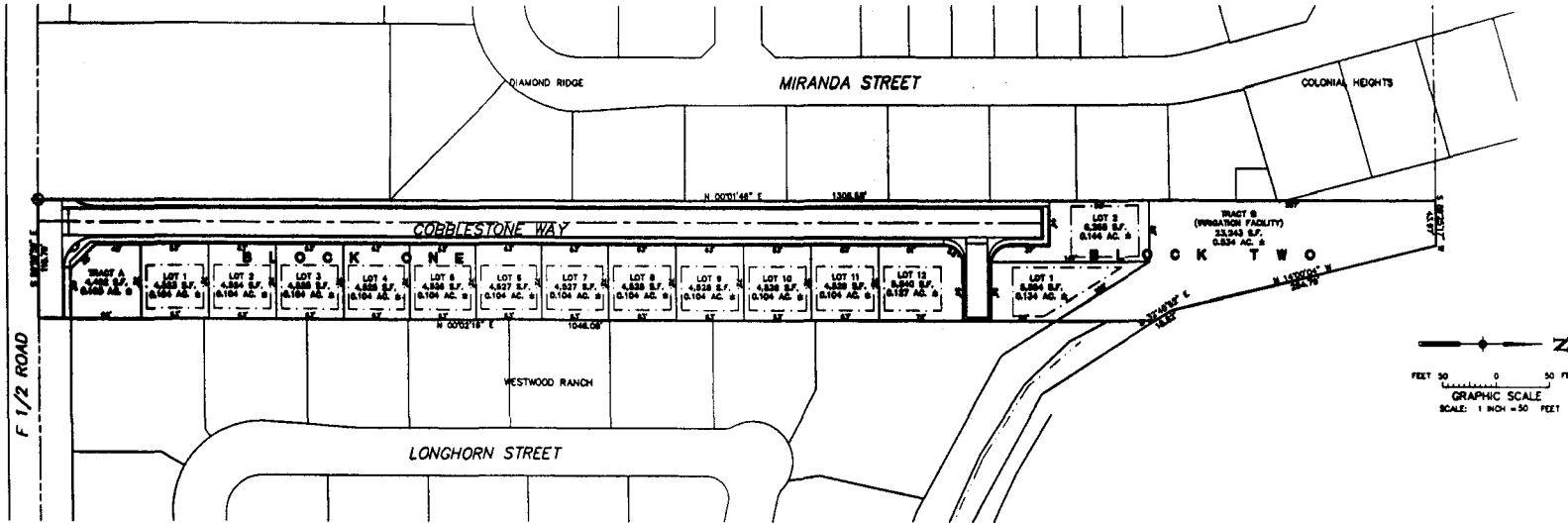
Location Map of 2524 F 1/2 Road



SCALE 1 : 3,095



Attachment A

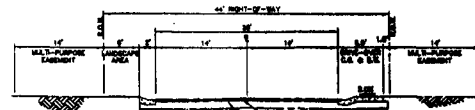
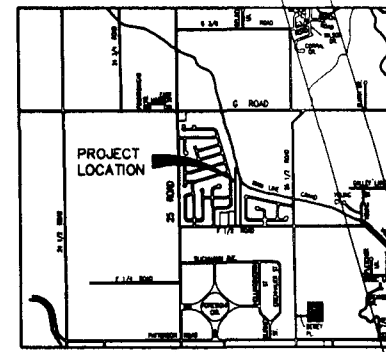


BULK REQUIREMENTS FOR RMF-B

MINIMUM LOT AREA	4,500 S.F.
MINIMUM STREET FRONTAGE	20 FEET
MAXIMUM HEIGHT OF STRUCTURES	38 FEET
MINIMUM LOT WIDTH	40 FEET
MINIMUM SIDE YARD SETBACK	
PRINCIPAL STRUCTURE	5 FEET
ACCESSORY STRUCTURE (ON REAR HALF OF PARCEL)	3 FEET
MINIMUM REAR YARD SETBACK	
PRINCIPAL STRUCTURE	10 FEET
ACCESSORY STRUCTURE	5 FEET
MINIMUM FRONT YARD SETBACK	
PRINCIPAL STRUCTURE	20 FEET
ACCESSORY STRUCTURE	25 FEET
MAXIMUM COVERAGE OF LOT BY STRUCTURES	70%
MAXIMUM UNITS PER GROSS ACRE	8.0

AREA BREAKDOWN

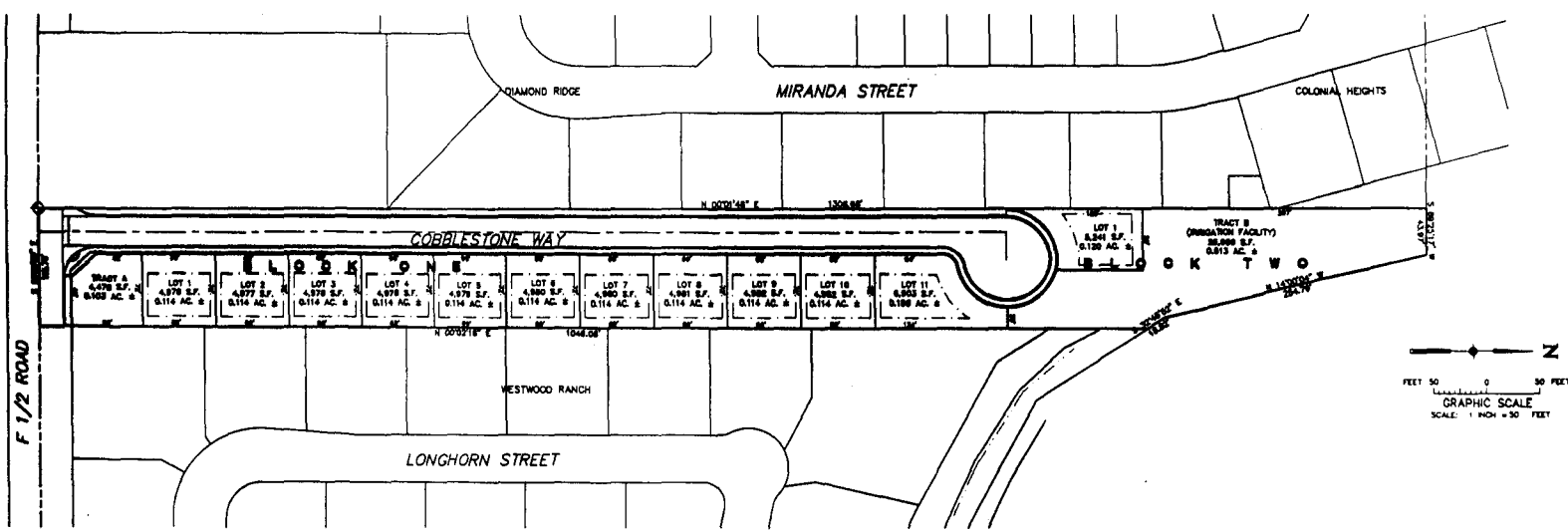
RESIDENTIAL LOTS (12)	1.849 ACRES	47.7%
INTERIOR ROADS	0.061 ACRES	20.2%
OPEN SPACE	0.637 ACRES	19.8%
F 1/2 ROAD DEDICATION	0.060 ACRES	2.0%
TOTAL	3.207 ACRES	100.0%



TYPICAL ROADWAY SECTION
NOT TO SCALE

DRAWN BY: F.J.B. CHECKED BY: _____ DATE: _____	VISTA ENGINEERING CORP. CONSULTING ENGINEERS AND LAND SURVEYORS 808 28 1/4 ROAD, SUITE B • GRAND JUNCTION, CO 81508 • 970 248-2242	REVISION: _____ DATE: _____	DEVELOPMENT CONSTRUCTION SERVICES, INC. GRAND JUNCTION, COLORADO SCALE: 1" = 50' SHEET NO. 2524 F 1/2 ROAD 1 of 1
--	---	--------------------------------	---

I:\Spencer\CIP\proj\arch\4204253.08-01\DWG\ALTERNATIVE 10.dwg, 2/26/2007 2:32:24 PM, Owner, FRANCES

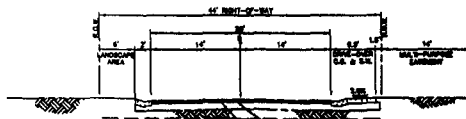


BULK REQUIREMENTS FOR RMF-8

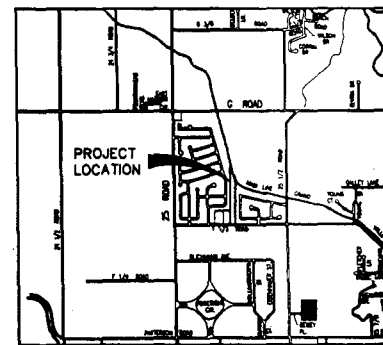
MINIMUM LOT AREA	4,500 S.F.
MINIMUM STREET FRONTAGE	20 FEET
MAXIMUM HEIGHT OF STRUCTURES	35 FEET
MINIMUM LOT WIDTH	40 FEET
MINIMUM SIDE YARD SETBACK	5 FEET
PRINCIPAL STRUCTURE	
ACCESSORY STRUCTURE (ON REAR HALF OF PARCEL)	3 FEET
MINIMUM REAR YARD SETBACK	10 FEET
PRINCIPAL STRUCTURE	5 FEET
ACCESSORY STRUCTURE	
MINIMUM FRONT YARD SETBACK	20 FEET
PRINCIPAL STRUCTURE	25 FEET
ACCESSORY STRUCTURE	
MAXIMUM COVERAGE OF LOT BY STRUCTURES	70%
MAXIMUM UNITS PER GROSS ACRE	8.0

AREA BREAKDOWN

RESIDENTIAL LOTS (11)	1.422 ACRES	43.0%
INTERIOR ROADS	1.630 ACRES	31.7%
OPEN SPACE	0.716 ACRES	22.0%
F 1/2 ROAD DEDICATION	0.000 ACRES	0.0%
TOTAL	3.768 ACRES	100.0%

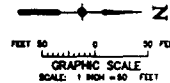
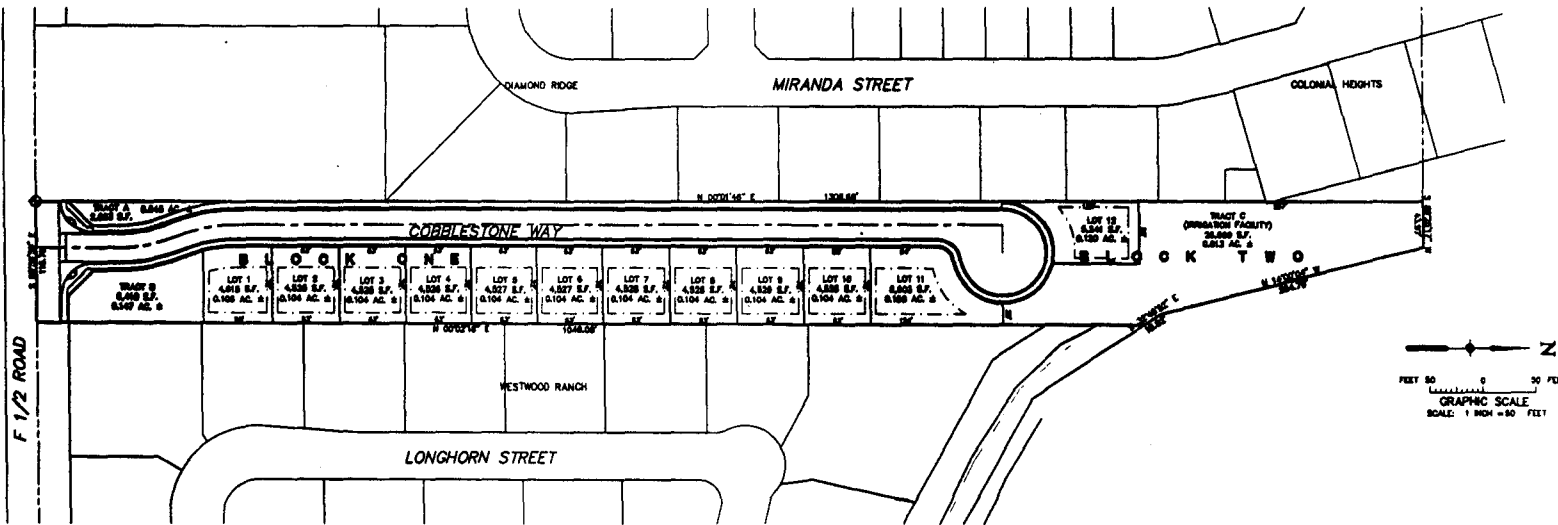


TYPICAL ROADWAY SECTION
NOT TO SCALE



VICINITY MAP

DATE	2/26/07
SCALE	1" = 50'
SHEET NO.	1 of 1
PROJECT	2524 F 1/2 ROAD - COBBLECREEK SUBDIVISION
CLIENT	DEVELOPMENT CONSTRUCTION SERVICES, INC. GRAND JUNCTION, COLORADO
DESIGNER	DCS
DATE	2/26/07
SCALE	1" = 50'
SHEET NO.	1 of 1

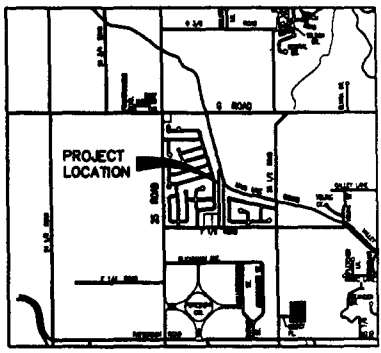
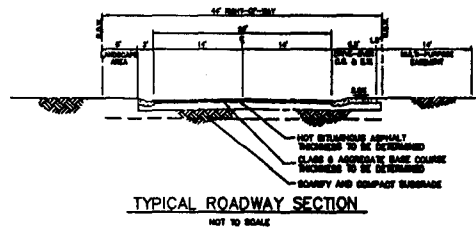


BULK REQUIREMENTS FOR RMF-B

MINIMUM LOT AREA	4,500 S.F.
MINIMUM STREET FRONTAGE	20 FEET
MINIMUM HEIGHT OF STRUCTURES	35 FEET
MINIMUM LOT WIDTH	40 FEET
MINIMUM SIDE YARD SETBACK	
PRINCIPAL STRUCTURE	5 FEET
ACCESSORY STRUCTURE (ON REAR HALF OF PARCEL)	3 FEET
MINIMUM REAR YARD SETBACK	
PRINCIPAL STRUCTURE	10 FEET
ACCESSORY STRUCTURE	9 FEET
MINIMUM FRONT YARD SETBACK	
PRINCIPAL STRUCTURE	20 FEET
ACCESSORY STRUCTURE	25 FEET
MAXIMUM COVERAGE OF LOT BY STRUCTURES	70%
MAXIMUM UNITS PER GROSS ACRE	8.0

AREA BREAKDOWN

RESIDENTIAL UNITS (118)	1,446 ACRES	44.8%
INTERIOR ROADS	1,482 ACRES	31.7%
OPEN SPACE	9,482 ACRES	31.3%
F 1/2 ROAD INFRASTRUCTURE	0,000 ACRES	2.2%
TOTAL	9,947 ACRES	100.0%



DEVELOPMENT CONSTRUCTION SERVICES, INC. GRAND JUNCTION, COLORADO

PROJECT NO. 2524 F 1/2 ROAD - COBBLECREEK SUBDIVISION

ALTERNATIVE NO. 1

DATE: 3-08-07

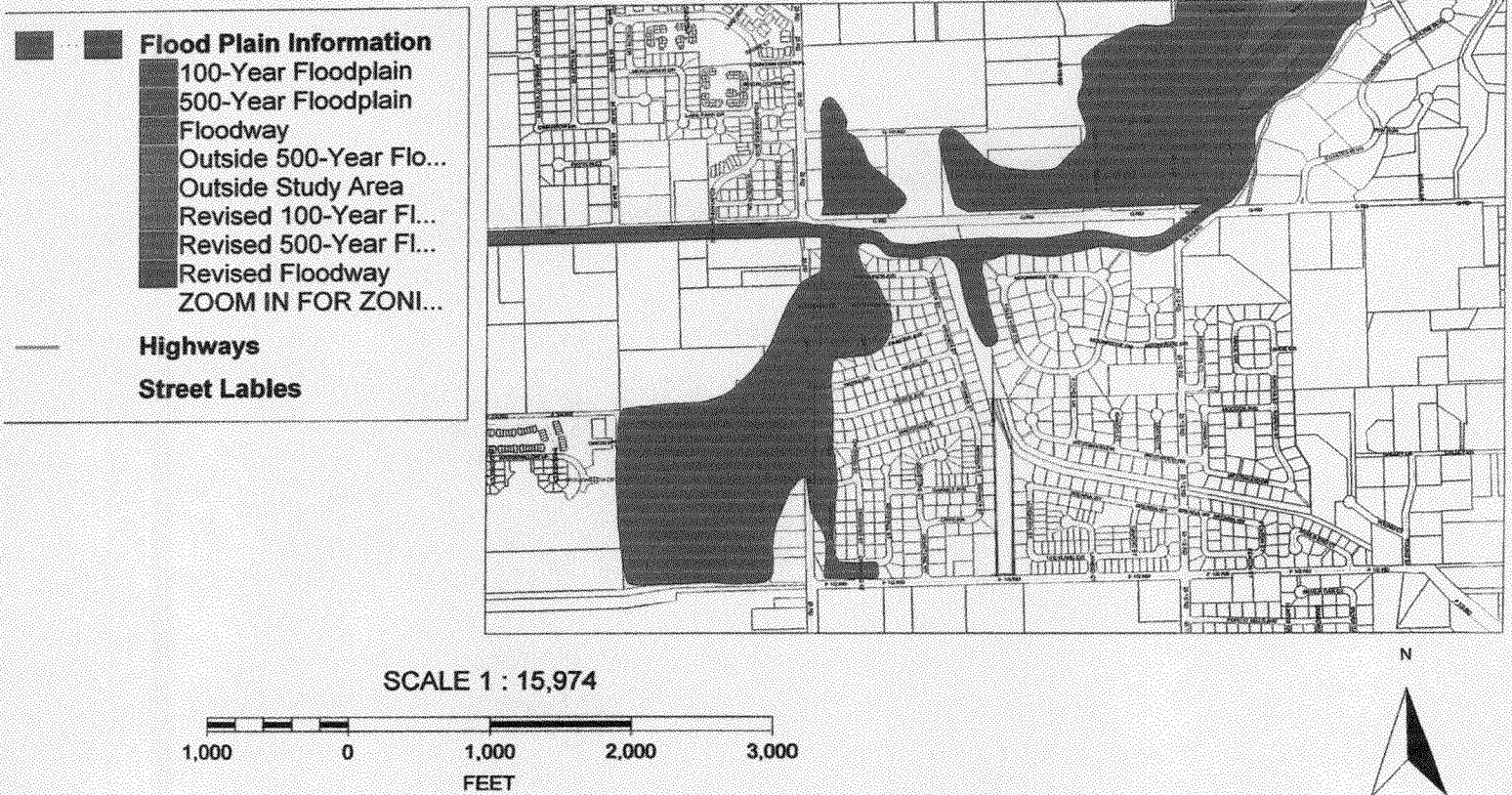
SCALE: 1" = 80'

SHEET NO. 1 of 1

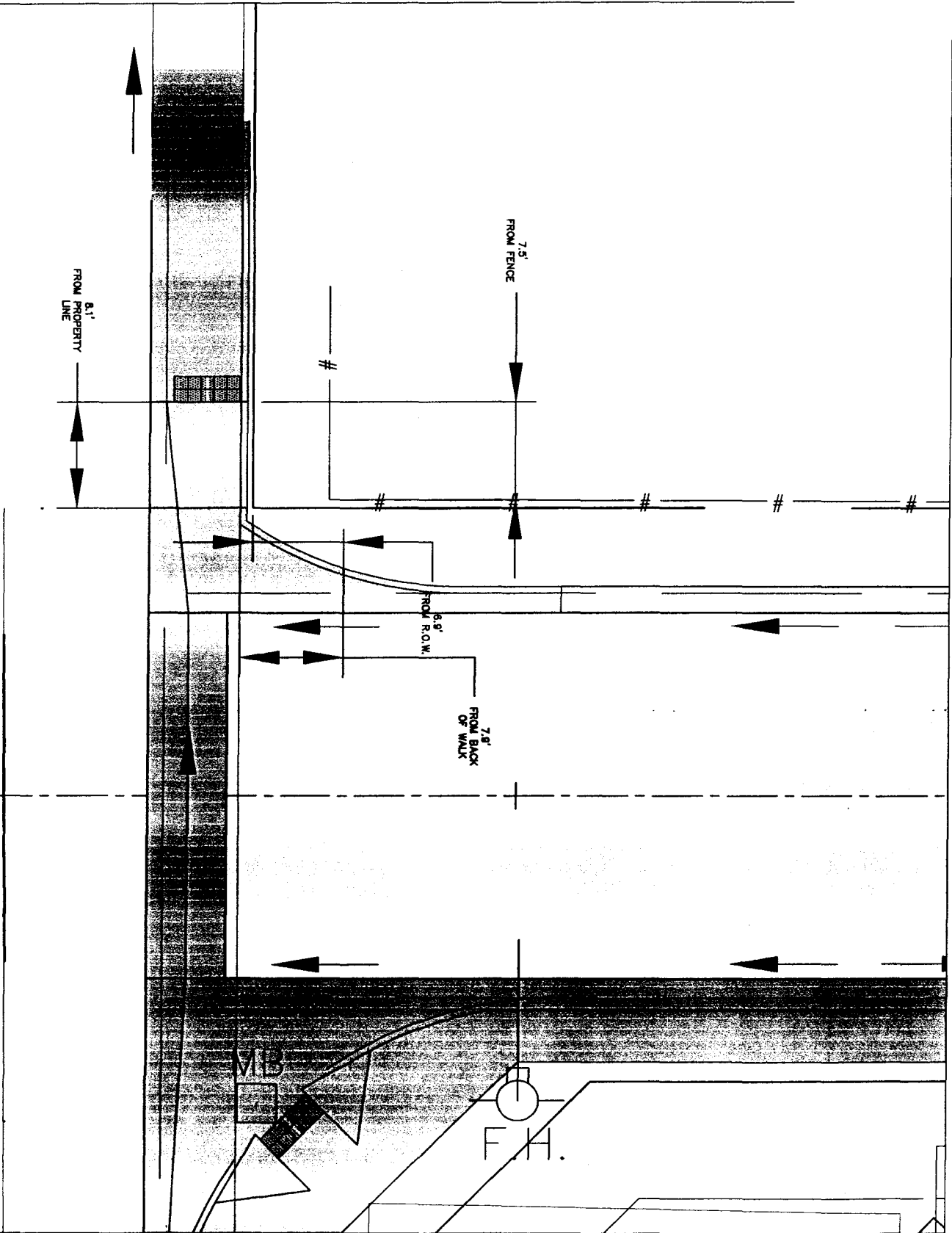
DCS

City of Grand Junction GIS Master Map ©

Attachment B



S:\design\0592-016 Cobble Creek\dwg\0592-016.dwg, 4/26/2007 2:56:25 PM, PDF995

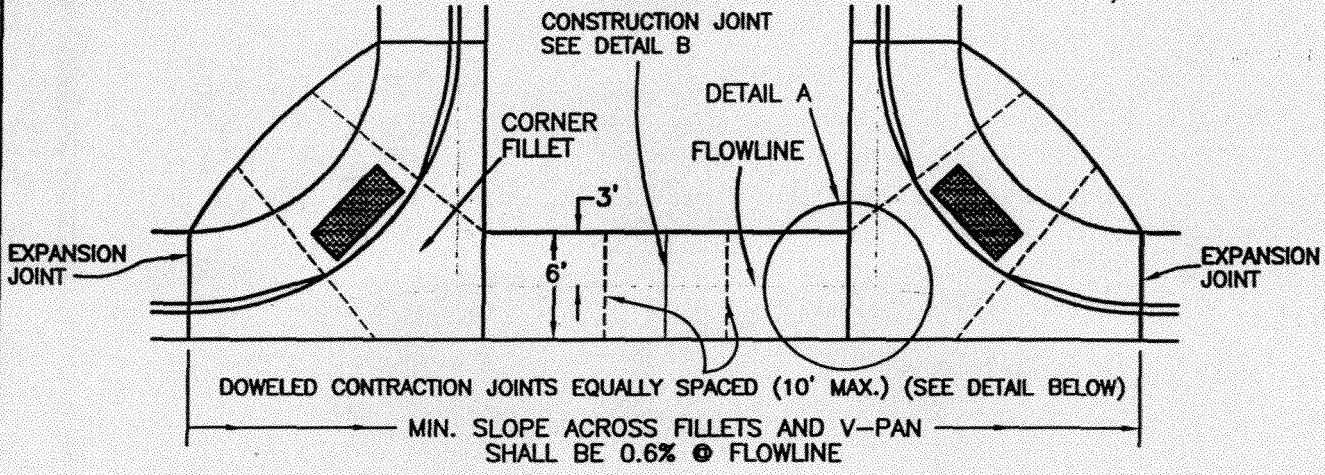


NO.	DATE	DESCRIPTION	BY	CHKD

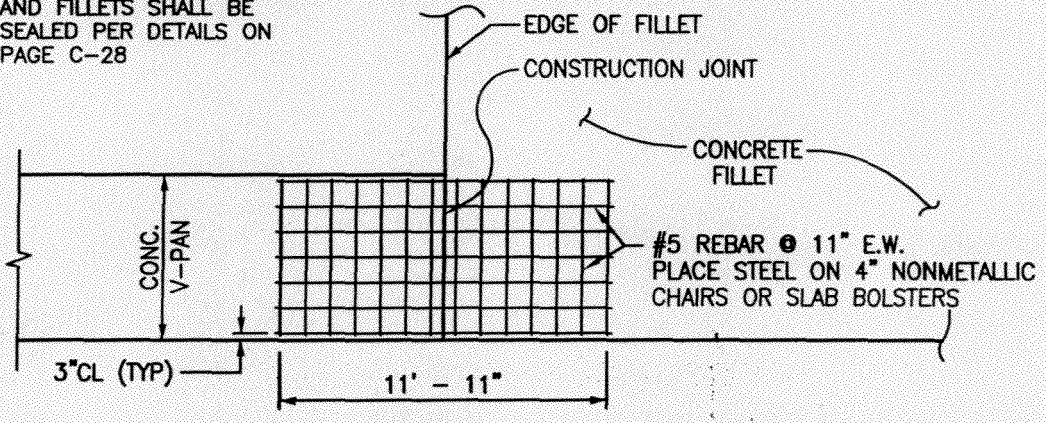
THE LANGFORD CORPORATION
CIVIL ENGINEERS
 529 25 1/2 RD., SUITE 8210
 GRAND JUNCTION, COLORADO 81505
 PHL (970) 243-8087
 FAX (970) 241-2845
 tc@cweel.com

DEVELOPEMENT CONSTRUCTION SERVICES GRAND JUNCTION
COBBLE STONE SUBDIVISION
WEST CURB RETURN OPTION 1

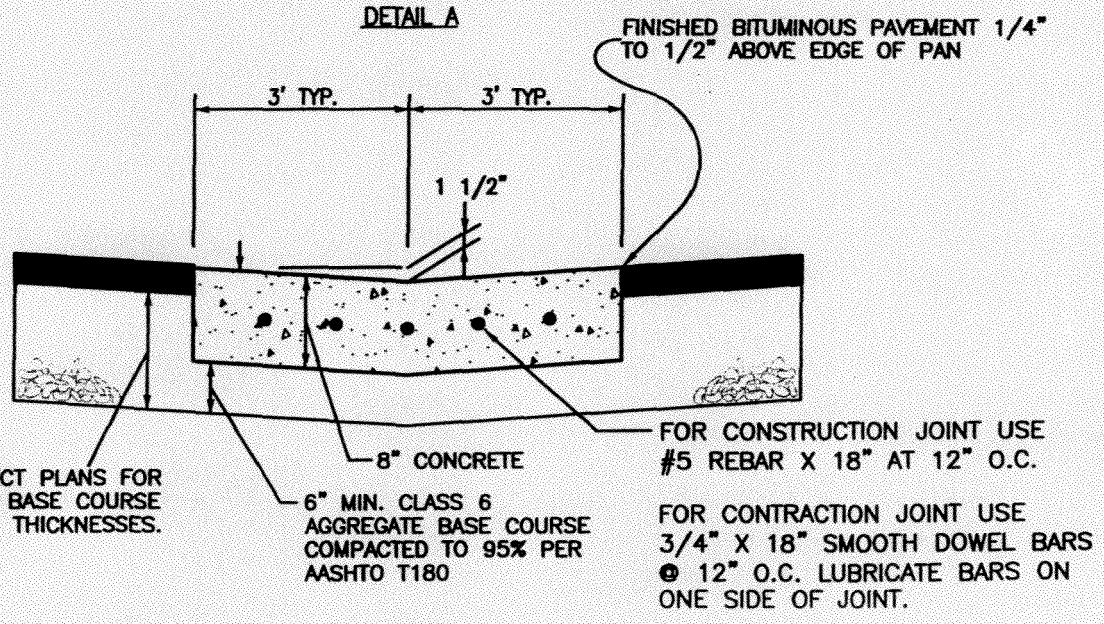
DRAWN BY: CJA
 CHECKED BY: CJA
 DATE: 03/19/07
 PROJECT NO: 0592.016



NOTE: ALL CONSTRUCTION AND CONTRACTION JOINTS IN PAN AND FILLETS SHALL BE SEALED PER DETAILS ON PAGE C-28



DETAIL A



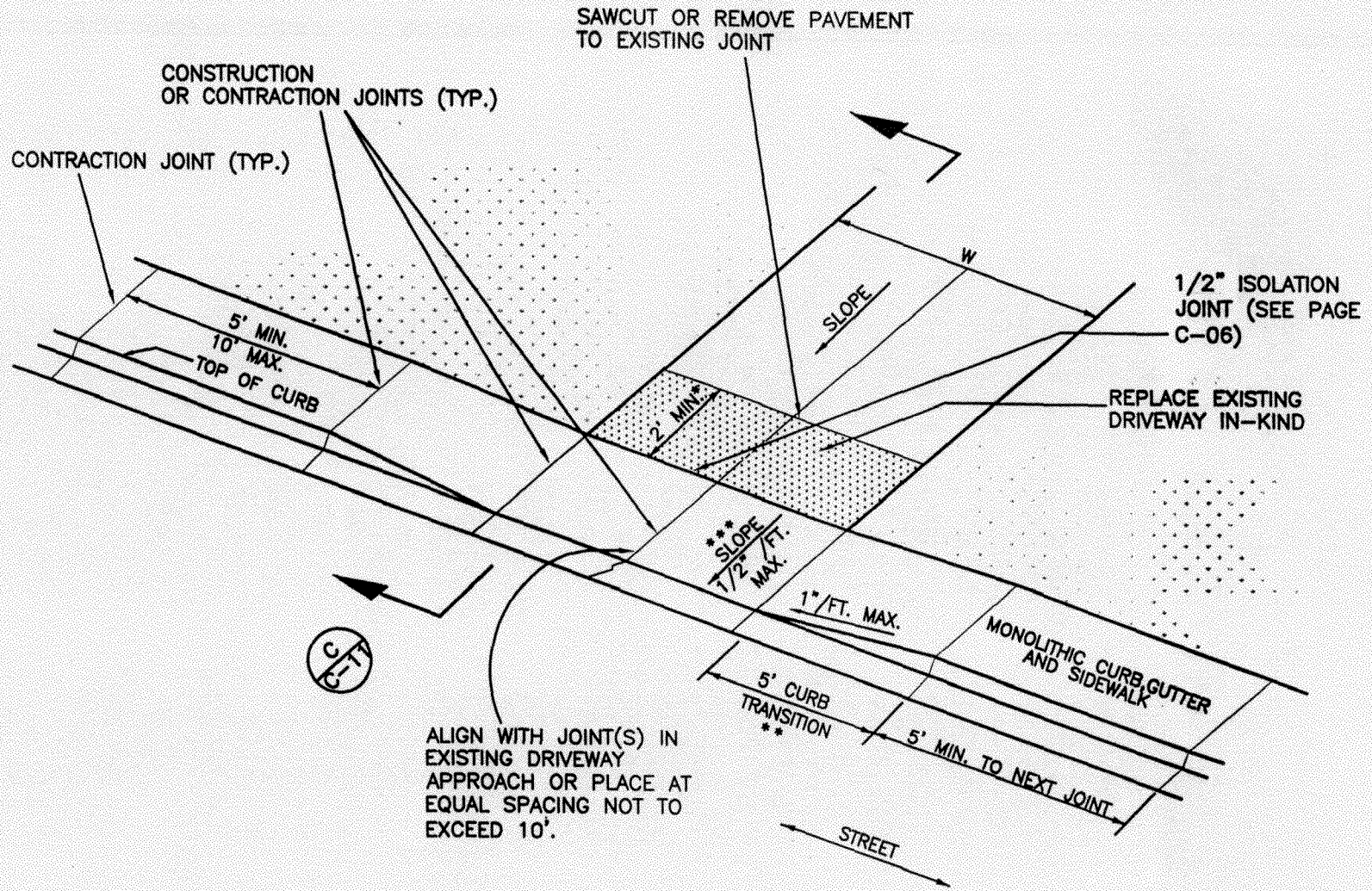
DETAIL B

CONTRACTION/CONSTRUCTION JOINT DETAIL

V-PAN DETAIL AND JOINT REINFORCEMENT

DEPARTMENT OF PUBLIC WORKS AND UTILITIES ENGINEERING AND TECHNICAL SERVICES DIVISIONS CITY OF GRAND JUNCTION, COLORADO	STANDARD CONCRETE DETAIL	APPROVED: <i>DN</i> REVISED: <i>FEB 2007</i> DRAWN: <i>TLT</i>	PAGE C-12
--	-----------------------------	--	--------------

DRIVEWAY - MONOLITHIC CURB, GUTTER AND SIDEWALK



SEE C-07 FOR DRIVEWAY WIDTH, W.

* SEE PAGE C-34 FOR MAXIMUM DRIVEWAY GRADES.

** TRANSITION SECTION SHALL BE SAME THICKNESS AS DRIVEWAY (SEE PAGE C-11).

*** SIDEWALK CROSS SLOPE SHALL NOT EXCEED 1/4" / FT. WHEN LONGITUDINAL SLOPE OF GUTTER IS GREATER THAN 4%.

From: Hank Masterson [mailto:hankm@ci.grandjct.co.us]
Sent: Wednesday, May 24, 2006 5:27 PM
To: Jana Gerow
Cc: James Bright; Kent Marsh; Pat Cecil; Jeff Mace
Subject: Re: 2524 F.5 Road Project

Jana,

The preliminary plan for 15 lots on this narrow parcel will work. The Fire Code allows up to 30 lots with a single access. The main concern here is the length of the street. The Fire Code requires that we give "special approval" for dead-end streets exceeding 750'. Past practice has been for the applicant to request a TEDS exception in such cases.

Another unusual feature of this proposal is the hammerhead turn around. Your design appears to meet our standards for a hammerhead, but we usually see a cul-de-sac. Since the lot is not wide enough for a cul-de-sac, I don't see a problem with the hammerhead proposal. We will want to make sure this area is clearly marked with "no parking" signs. The last issue for us would be to make sure there is adequate parking provided. If the street is the standard 28' width, we should be OK with it.

Let me know if you have questions. Thanks,

Hank Masterson,
Grand Junction Fire Department
Office: 244-1414
Fax: 244-1471
E-mail: hankm@gjcity.org

>>> "Jana Gerow" <jana@developmentconstructionservices.com> 5/24/2006 5:05 pm >>>

Hank - thanks for taking time to review the drawing that I dropped off to you on Monday for a "long narrow 15 lot subdivision". I understand that you spoke with Kent Marsh yesterday and are willing to work with us on the length of street. Please confirm by email, the approval or constraints that you see for this street section so that we may move forward with the planning and engineering department in further defining this project.

Thanks again for your call and review.

Jana Gerow
Development Construction Services, Inc.
2350 G Road Su. 240
Grand Junction, CO 81505
(970) 242-3674 or fax (970) 245-3674
jana@developmentconstructionservices.com
www.developmentconstructionservices.com

5/9/2007

Kay Eyl

From: Jana Gerow [jana@developmentconstructionservices.com]
Sent: Monday, January 15, 2007 7:33 AM
To: 'Hank Masterson'
Cc: 'Kay Eyl'
Subject: RE: 2524 F.5 Road Project

Thank you for your time, Hank.

Jana

I've stopped **3,223** spam and fraud messages. You can too!
Free trial of spam and fraud protection at www.cloudmark.com



From: Hank Masterson [mailto:hankm@ci.grandjct.co.us]
Sent: Thursday, January 11, 2007 5:23 PM
To: Jana Gerow
Subject: RE: 2524 F.5 Road Project

Jana,

My original comments are still applicable to this proposal. Also, a standard sized cul-de-sac will work. Both designs will require a TEDS exception because of the length of the dead-end street.

thanks,
hank

>>> "Jana Gerow" <jana@developmentconstructionservices.com> 1/11/2007 3:09 pm >>>

Hank - this is the note you had sent previously on this project. I just found it and wanted to reconfirm that when we keep the hammerhead we are less length then the cul de sac. I have attached both drawings, and I believe you indicated Lisa did a review for the pre-app, but we have not seen her comments, just a letter from Lori Bowers dated 12/29/07.

Based on our conversation yesterday, I am under the impression the fire department will not have issue with either layout attached, hammer head or cul de sac.

We are still working on the cul de sac plan, as we do not like that it reduces the number of lots, but it is generally where we would head, if Community Development insists on requiring a cul de sac.

Thanks, Jana Gerow

I've stopped **3,201** spam and fraud messages. You can too!
Free trial of spam and fraud protection at www.cloudmark.com



5/9/2007