



PUBLIC WORKS & PLANNING

June 19, 2008

Mark Austin
Austin Civil Group
336 Main Street, Suite 203
Grand Junction CO 81501

Re: TED-2008-079 –Munro Pump Warehouse Expansion

The TED's Exception Committee has approved your request as submitted.

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,

Sue Mueller
Sr. Administrative Assistant

Cc: Ken Fischer, Development Engineer
Ronnie Edwards, Associate Planner
File

Transportation Engineering Design Standards (TEDS) Exception Approval / Denial Form

Project Number: **TED- 2008-079**

Project: **Munro Pump Warehouse Expansion**

Site Address: **701 S 9th St**

Applicant: **Austin Civil Group - Mark Austin**

Representative: **Munro Pump**

Development Engr.: **Ken Fischer**

Planner: **Senta Costello**

TEDS Exception Request #1:

Approved as requested.

Approved with the following modification(s):

Denied.

The following additional information is required before a decision can be made:

TEDS Exception Request #2:

Approved as requested.

Approved with the following modification(s):

Denied.

The following additional information is required before a decision can be made:

TEDS Review Committee: *(See Attachment for Signatures)*

Public Works: _____

Date: _____

Planning Division: _____

Date: _____

Fire Department: _____

Date: _____

701 South 9TH St.
TED-2008-079

Recommended by: Kenneth E Fischer

Approved as Requested: X (for both TEDS exception requests)

Approved as Modified:

More Information Needed:

Denied:

Dated: 6-17-08

Tim Mon

Lisa E Cox

Charles Martin

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

Site location: 701 S. 9th Street

DATE of submittal June 5, 2008

File #: TED - 2008-079

SPR-2008-079

Public Works & Planning Development Engineer Ken Fischer

Public Works & Planning Director Tim Moore

Public Works & Planning Manager Lisa Cox

Fire Department Chuck Mathis

Transportation Engineer Jody Kliska

Other: (Planner) Senta Costello

Date and Time of Development Review Meeting: 6/17/08

To be scheduled at least seven days after review packet distribution date.

Place: Conference Room 135, Planning Division, City Hall, 250 N. 5th Street

Committee Meeting: 10:30 AM 6/17/08

**Attendance is expected of all agencies involved with the TEDS Exception
process**

A · C · G

Austin Civil Group, Inc.

Land Planning · Civil Engineering · Development Services

June 4, 2008

Mr. Ken Fisher, P.E.
City of Grand Junction Development Engineer
250 North 5th Street
Grand Junction, CO 81501

**Re: SPR-2008-079 Munroe Pump Warehouse Expansion
TEDS Exemption Requests**

Dear Mr. Fisher:

Attached to this letter are four copies of the requests for Transportation Engineering Design Standards (TEDS) exemptions for the above subject project. The exemption requests were requested by the City of Grand Junction as part of the site plan approval for the above subject project.

Please give me a call at 242-7540 if you have any additional questions or concerns. Thanks for your attention on this matter.

Sincerely,



Austin Civil Group, Inc.

Mark Austin, P.E.
President

RECEIVED

JUN 05 2008

COMMUNITY DEVELOPMENT
DEPT.

Attachments: As Stated

A ■ C ■ G

Austin Civil Group, Inc.

Land Planning ■ Civil Engineering ■ Development Services

DESIGN EXCEPTION REQUEST _____

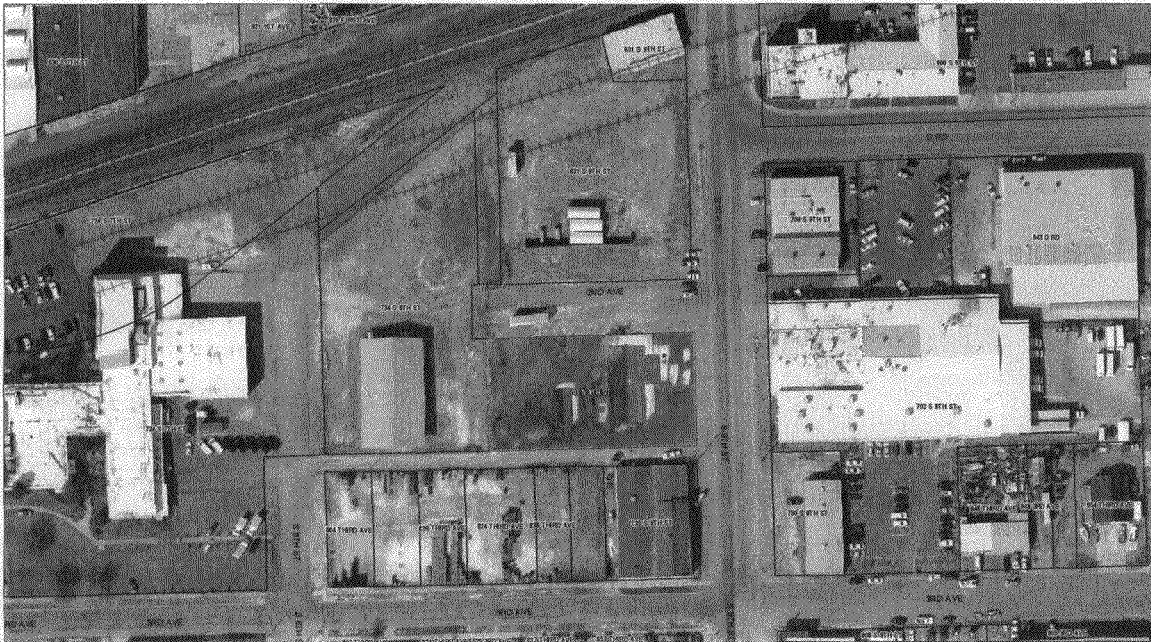
Project: Munro Warehouse Expansion
Site Address: 701 South 9th Street
Applicant: Allen Munro
Representative: Austin Civil Group, Inc.
Date: June 4, 2008

1. BRIEF DESCRIPTION OF THE REQUEST(S)

1. Allow delivery truck maneuvering into a dead-end street public right-of-way
2. Reducing the required 50-ft stacking distance at the site entrance location on a dead end public street.

2. SITE DESCRIPTION

The project is located at the southwest corner of 2nd Avenue and 9th Street in Grand Junction, Colorado. The 0.67 acre site currently has a 3,200 square foot warehouse/dock facility located along 9th Street and is used by Munro Pumps for warehouse, delivery and shipping of pump supply materials. A general location map of the site is shown below:

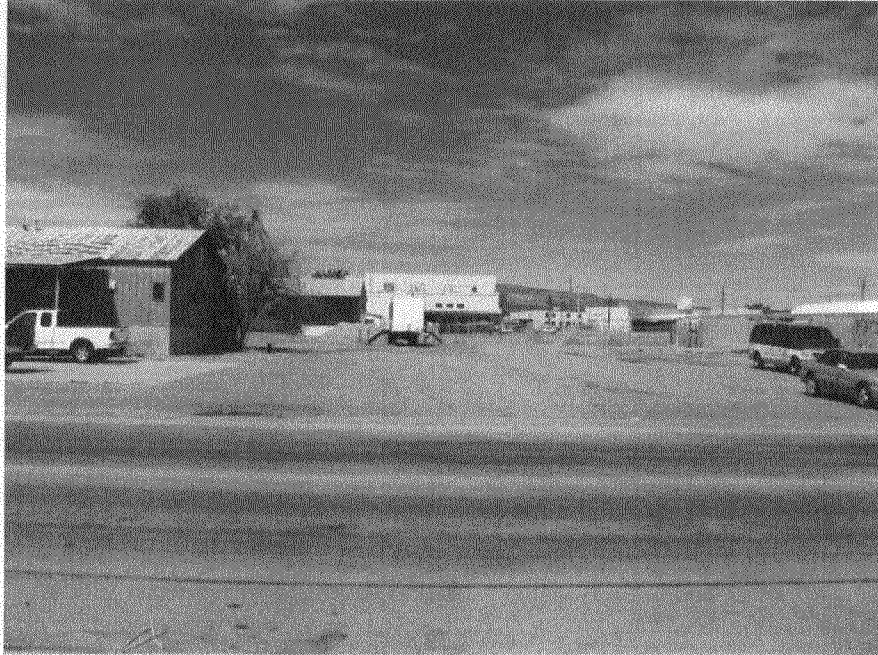




Existing Warehouse/Loading Dock along 9th Street

The 0.67-acre site consists of nine, 25-ft wide by 125-ft long individual industrial zoned lots. These small 25-ft wide lots were created many years ago and didn't consider the types of site design, setback, and minimum lot size issues that are required of current industrial subdivisions. These older industrial properties were specifically designed to utilize the public right of way for deliveries, parking, and backing maneuvers for delivery trucks. This property in particular, uses 9th Street for the truck backing maneuver to access the existing docks. When trying to re-develop these properties, there are several non-conformance issues that must be addressed in order to redevelop. In most cases, applying strict interpretation of the current zoning and development requirements to these lots is not possible. If redevelopment of these lots is to occur, logical compromises of codes, standards, and development potential of the property must be made by the City and the property owners for anything to occur.

In order to meet the City of Grand Junction's zoning and development code requirements, employee parking with parking lot landscaping and a 14-ft wide landscape strip is required to be constructed along 9th Street and 2nd Avenue. The primary intent of these requirements is to try and improve the property's appearance and streetscape from the roadways. Incorporating these requirements onto a property that is already 33% smaller than the minimum lot size for the zoning district, while constructing a new industrial building that meets the applicants needs, and finally meeting all of the TEDS requirements becomes an impossible task.



2nd Avenue Looking West From 9th Street

2nd Avenue, west of 9th Street, is a 220-ft long, dead end, 60-ft wide right-of-way width street that currently has no improvements or any indication of where it is physically located. A photo of the current right-of-way area is depicted in the photo above. There are currently no utilities in this section of right-of-way, and the right-of-way dead ends to property owned by John and Mark Bonella.

The applicant recently received approval from the City of Grand Junction to vacate the southern six feet of the 2nd Avenue right-of-way which now provides an overall right-of-way width of 54-ft.

The City of Grand Junction's transportation plans indicate 9th Street is classified as a collector street and 2nd Avenue is classified as a local street. Due to its location near the railroad track right-of-way, 2nd Avenue is not planned to be extended to the east or west.

3. REQUEST #1

a. Description

The applicant is requesting an exception to TEDS *Section 3.2.1 Backing Into the Right-Of-Way*.

The site plan proposed by the applicant locates the site's access on 2nd Avenue, 161-ft west of 9th Street. This location was selected in order to comply with TED's corner clearance spacing requirements specified in Section 4.1.3.

Larger semi-delivery trucks that utilize the facility will enter 2nd Avenue westbound, drive past the entrance then back southward through the 2nd Avenue right-of-way and into the loading dock area of the project. The trucks will then exit through the same entrance turn eastbound on 2nd Avenue then turn onto south 9th Street.

As previously discussed, 2nd Ave is an unimproved dead end street that is approximately 258.00 feet long. There are no access drives on 2nd Avenue, and the street essentially functions as a shared driveway for all adjacent parcels. Because of the existing railroad tracks, there are no transportation plans that call for the extension of 2nd Avenue.

b. Exception Considerations

1. Will the exception compromise safety?

Currently, 2nd Avenue is an unimproved, dead end street does not physically exist on the ground. The City's transportation plan does not call for 2nd Avenue to be extended due to the railroad tracks located to the west. Even if fully constructed as a dead end street, the street will be short enough and clearly visible from 9th Street such that traffic on 9th Street can see the street is not a continuous street and only provides access to three adjacent parcels (the applicant's property to the south, the Bonella property to the west, and the Homax Oil property to the north. Essentially, the street will function as a "public" shared access to these three parcels.

Because of these factors, allowing truck back-in movements within the 2nd Avenue will not compromise safety with the roadway because traffic volumes are minimal.

Further, if a semi-truck in the 2nd Avenue right-of-way were making a back up maneuver into the loading dock, there is still over 100-ft of stacking distance on 2nd Avenue for vehicles to stop and allow the backing maneuver to clear before proceeding into the Bonella property.

Allowing this exception will actually increase safety on 9th street by moving the current back in dock facilities off of the major collector roadway, 9th Street.

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

Several alternatives were examined with staff during the 6-ft right-of-way vacation process to try and determine the best approach for developing this property. As discussed previously, it is physically impossible for this property to comply with all of the zoning and development requirements and still allow redevelopment of this facility in a manner that provides for the warehouse expansion needs of the applicant.

Semi-truck delivery access through the alley was studied, but because the large turning radius requirements for the trucks entering the alley from 9th Street significantly encroach into oncoming traffic on 9th Street and encroach into the building when turning from the alley into the site.

Another possible option is to request a complete vacation of the 2nd Avenue right-of-way and provide a shared driveway for all three adjacent parcels. This option is currently being investigated by the applicant but met with strong resistance from the Bonella property. After several meetings with the Bonella's, they have agreed to consider this option but there are several other hurdles that will need to be addressed between their attorney and the applicant in order for this to be a viable option. The applicant has discussed this option with the Homax Oil property owners and they are agreeable to this alternative.

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

The majority of the older industrial zoned properties function with delivery services either parking in the right-of-way or backing in from the right-of-way to loading dock facilities, as is being done by the applicant at the current location using 9th Street.

4. Will the exception require CDOT or FHWA coordination?

This exemption does not occur within or near CDOT or FHWA property.

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

This is a one-time exception and will not require a manual revision.

4. REQUEST #2

a. Description

The applicant is also requesting a variance from *Section 4.2.5.1, Accesses Serving Off-Street Parking Lots – Vehicle Storage*, which requires 50-ft of vehicle stacking distance from the flowline of 2nd Avenue to the first parking stall.

The proposed 0.67-acre parcel consists of nine, 25-ft wide by 125-ft deep individual lots. This is not a realistic option for a parcel whose overall parcel depth is only 125-ft.

The facility is proposed to be used by Munro Pumps for warehouse storage /delivery of parts and equipment sold in their facility which is currently located south of the proposed project. This warehouse facility will not be used for customer sales except as possible pick up of special order or larger equipment which can't be manually loaded by a customer.

b. Exception Considerations

1. Will the exception compromise safety?

The stacking requirement in TEDS is in place to minimize the potential of having parking isles/spaces blocked by stacked vehicles exiting the site, which could cause inbound vehicles to stack unnecessarily in the public right of way. The exception will not compromise safety to the traffic on 2nd Avenue, 9th Street, or vehicles accessing the site because the traffic volumes on 2nd Avenue are currently non-existent and even if this area were completely developed, the short dead end street and types of industrial uses will not be large trip generators such that traffic volumes will be an issue.

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

Other parking, building, and truck loading/access alternatives were examined, but because the parcel is already 33% smaller than allowed for a current industrial zoned property, the options are extremely limited and result in such a small buildable area that is not economically feasible to construct.

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

There are several existing and older industrial zoned properties that do not provide the 50-ft stacking distance. In this particular area of industrial zoning, there isn't one property that provides 50-ft of stacking. The only recent construction that has occurred in this area is the CAPCO Industrial facility approximately one-half mile from this site, and it also does not provide 50-ft of stacking. Other recent examples include all of the industrial developed lots at 23 Road and G Road, and also along Logo's Court and Interstate Drive.

4. Will the exception require CDOT or FHWA coordination?

No.

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

This is an item the Committee should consider for revision. The fact is that industrial zoned properties and business are not large traffic generators and the industrial streets they typically have access from are low volume, low speed streets.

Munro Warehouse TEDS Exception Request
Page 7 of 7

Recommended by: _____

Approved as Requested: _____

Approved as Modified: _____

More Information Needed: _____

Denied: _____

Dated: _____
