

November 10, 2008

Joe Carter
Ciavonne, Roberts & Associates, Inc.
222 N. 7th Street
Grand Junction CO 81501

Re: TED-2008-317 Corner Square

The TED's Exception Committee denied your request to TEDS Section 4.1.3 – Corner Clearance.

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: Eric Hahn, Development Engineer
Greg Moberg, Planning Supervisor
File

APPLICATION

Transportation Engineering Design Standards (TEDS) Exception Request

Attached are six (6) copies of the application and associated drawings. Use the instruction provided to fill out this form. Additional sheets are recommended; it is important to provide complete information.

Project: Corner Square
Site Address: Southwest Corner of 1st Street and Patterson Road
City File Number:
Applicant: Constructors West
Representative: Ciavonne, Roberts & Associates, Inc. c/o Joe Carter
Date: September 19, 2009

1. Referenced section in TEDS and a brief description of the request(s)

Request – TEDS 4.1.3 Corner Clearance – To allow 25 ¾ Road paving and access connection to Patterson Road.

2. Site Description

The Corner Square development is located on the southwest corner of the intersection of North 1st Street and Patterson Road. The project consists of a mix of commercial, residential and office uses. The surrounding land uses include commercial, medical, multi-family residential and single-family residential development. There are two access points into the subject property. These accesses are a full movement intersection at North 1st Street and West Park Drive and a three-quarter intersection at Meander Drive and Patterson Road. Dedicated right-of-way exists as an unpaved full movement intersection at 25 ¾ Road and Patterson Road.

Within the bounds of the property Phase 1 consists of the commercial development pad sites along Patterson Road. The Phase 2 portion of the development consists of 48 multi-family units in the southwest corner of the site and is currently going through the City of Grand Junction Development Review process.

Over the last four years, the Planning Commission and the City Council approved and then reaffirmed that a commercial designation is suitable for this property. In 2003, both the Planning Commission and City Council unanimously approved amending the Growth Plan to change the land use designation of this parcel from a straight residential use to a mix of commercial and residential uses.

Last year the commercial and residential land use designation layouts were reviewed and approved by both the Planning Commission and City Council under a Growth Plan Consistency Review application. Both the Planning Commission and City Council agreed with the applicant and staff that the plan as configured, and more importantly that the commercial designation as shown on the ODP, was consistent with the Growth Plan.

The applicant has worked with city staff on creating the safest and most viable access points for this property and surrounding undeveloped properties. Beginning with a Pre-Application meeting in 2005, the Preliminary Plan was amended and revised multiple times to best meet the access demands and traffic issues related to Phase 1 and the Patterson Road corridor. These revisions resulted in the dedication of 25 ¾ Road right-of-way although the road would remain unpaved through Phase 1 (commercial) build out. The project is now entering Phase 2 (residential) development and requesting that the 25 ¾ Road connection to Patterson Road be paved.

Through the months leading up to the Phase 1 approval Constructors West approached the Baughman Family about sharing the right-of-way width of 25 ¾ Road whereby ½ of the right-of-way would be constructed on each property thus giving each property full movement access onto Patterson Road. Constructors West offered to pay for the construction of 25 ¾ Road. Other options presented to the Baughman family included purchasing the northern three-hundred feet of the Baughman's property, constructing 25 ¾ Road completely on the Corner Square property and constructing a gated alternative driveway access off of 25 ¾ Road.

Through a cooperative effort with city staff and the applicant's first traffic engineer (Kimley-Horn) and current traffic engineer (Skip Hudson), the applicant maintains that the proposed TEDS exception promotes the least amount of adverse impact to surrounding traffic, provides the best access points along this section of Patterson Road, and provides the most direct access point for the Corner Square property and the future development of the 17 acres associated with the Baughman parcels.

REQUEST # 1

The applicant is requesting that a TEDS exception be granted to allow the connection of 25 ¾ Road to Patterson Road. The applicant would like to pave and use the 25 ¾ access point as a full movement intersection onto Patterson Road. This request requires an exception to TEDS Section 4.1.3 Corner Clearance. 25 ¾ Road can be paved without a right-turn deceleration lane because the number of right-turns do not warrant the construction of a right-turn lane. *See the attached TIS update provided by Turnkey Consultants, Inc.*

TEDS Section 4.1.3 Corner Clearance:

Corner Clearances are defined as the distance between a driveway and 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".

A. Description

Why should this request be granted?

The connection of 25 ¾ Road to Patterson Road is a benefit to the tenants, site users motorists along Patterson Road, and North 1st Street and the majority of the neighbors in the vicinity of the project (North 1st Street Neighborhood.) The TEDS Exception should be granted because 25 ¾ Road is the most suitable intersection location to service both the Corner Square property and the 17 acre Baughman parcels. Since the Baughman parcel has limited access, 25 ¾ Road will ultimately serve as the primary, if not sole, access point for their parcels. The original Corner Square Phase 1 approval included the dedication of the 25 ¾ Road right-of-way. Corner Square Phase 2 has been submitted Within the Phase 2 development application, the applicant requested that the City allow the connection of 25 ¾ Road to Patterson Road. Per the attached analysis, no right-turn lane is warranted for Phase 1 or Phase 2 development of Corner Square.

The TEDS exception should be granted because direct single-family driveway access off of an arterial street is not desirable. The TEDS manual states in Section 4.1.3 *"Single-family access to arterial streets is not acceptable practice and will be permitted only in extremely hardship cases."* Improving this street right-of-way does not require the elimination of the existing Baughman driveway. The applicant continues to maintain that the Baughman family can take direct driveway access off of 25 ¾ Road, which is a lower order street. Connecting the Baughman driveway to 25 ¾ Road provides benefit to the Baughman family by allowing direct access to North 1st Street and its signalized intersection with Patterson Road. By allowing the paving and the secondary connection to 25 ¾ Road, the access to either driveway now becomes a choice of which access is easier to use for the single family driveway user.

The TEDS exception should be granted because the proposed condition is functioning at other locations throughout the City. The Shell Station at Horizon Drive and the west bound on-ramp for Interstate 70 is one such condition. See the attached TIS Update from Turnkey Consultants Inc.

What does the 25 ¾ Road connection do for this project?

Allowing the 25 ¾ Road connection gives the project a full movement intersection onto Patterson Road. The site traffic will function better with this improvement and lessen Phase 1 and Phase 2 impact on North 1st Street. It is agreed by all parties that 25 ¾ Road will serve the entire 37 acres associated with the Baughman parcels and the Corner Square development. It has also been agreed that 25 ¾ Road is the most suitable access location for a major intersection between 25 ½ Road and 26 Road. 25 ¾ Road exists ¼ mile equidistant between these two existing signalized intersections.

Describe problems created by not granting the TEDS exception.

The TEDS Section 3.2.2 states that *"If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. This primary access shall be on the lower-order street."* By granting the right-of-way for 25 ¾ Road, the Baughman Parcel has more than one street frontage and by definition should take driveway access of the lower order street. By not granting the TEDS exception the City is perpetuating an undesirable condition as described by the TEDS Manual.

The City of Grand Junction is denying the Corner Square property and the Baughman property an opportunity for better controlled access to arterial streets, more and varied access to arterial streets and placing undo hardship on traffic movements along North 1st Street. Providing a full movement paved access at the intersection of 25 ¾ Road and Patterson Road betters the traffic movements along this corridor and adjoining streets. Not granting the TEDS exception is ignoring the solution and embracing lesser service through this corridor.

Why can't the TEDS requirement be met?

The TEDS requirement cannot be met due to the corner clearance spacing between the existing driveway and the proposed flowline of 25 ¾ Road. The required spacing requirement is 150 feet. The existing separation between the right-of-way and the existing driveway is less than 20 feet (18.54 feet).

Describe benefits created by granting the TEDS exception.

As stated above, allowing the 25 ¾ Road connection would create better access for the Corner Square development, lessens traffic impacts to North 1st Street, create better access for the Baughman property and create a direct connection from the Baughman property to the closest signalized intersection.

B. Exception Considerations

- 1) How will the exception affect safety?
 - i. The exception will provide access off of a lower order street for a single-family driveway which is deemed desirable by the TEDS manual. The connection will also provide more opportunities for vehicles to access Patterson Road from the Corner Square development.

- 2) Have other alternatives been considered that would meet the standard?
 - i. Numerous access alternatives have been considered and rejected or denied as stated below.

Alternatives Considered

Multiple alternatives addressing site access have been considered by the applicant. These alternatives have considered principals of traffic engineering, site design, and the development potential of the 37 undeveloped acres in this quadrant of North First Street and Patterson Road. The alternatives considered are as follows:

Alternative 1 – Initial Plan

Proposed

The applicant and his representatives met with staff prior to the Pre-Application meeting to determine the most suitable access for the project. The site access was scoped at a full movement unsignalized intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Access was neither proposed, nor recommended by staff, at 25 ³/₄ Road. Street stubs were proposed to the western and southern property lines.

Alternative Dismissed Because

This plan was dismissed because the LOS (level of service) for northbound to westbound left turns at Meander Drive proved to be unacceptable. Another alternative for access needed to be found.

Alternative 2

Proposed

The applicant and his representatives revised the plan to create a ³/₄ movement intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Street stubs were proposed to the western and southern property lines.

Alternative 2 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road.

Alternative 3

Proposed

The applicant and his representatives revised the plan to create a ³/₄ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with Park Drive and North First Street, and a connection to the south to Knollwood. A street stub was proposed to the western property line.

Alternative 3 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road. Also the single most important issue to the surrounding neighborhood was the potential connection to Knollwood. Staff agreed that this connection was not necessary at this time.

Alternative 4

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a full movement signalized intersection with 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 4 Dismissed Because

This alternative is acceptable to the applicant due to short and long term acceptable LOS created at all impacted intersections. Per the TIS by Kimley Horn, the signalization of the 25 ¾ Road intersection also is the only alternative that provides *“adequate storage necessary to accommodate the northbound to westbound left turn storage demand at the intersection of First Street and Patterson Road in the near term 2007 horizon.”* A TEDS Exception was submitted seeking a signalized intersection at 25 ¾ Road, but City staff denied the application request.

Alternative 5

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a round-a-bout at the intersection of 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 5 Dismissed Because

This alternative is acceptable due to short and long term acceptable LOS created at all impacted intersections. This alternative was dismissed due to potential costs of construction and right-of-way acquisition.

Alternative 6

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 6 is Acceptable

This alternative was acceptable because it allowed for two full movement intersections to serve the property and the LOS for these intersections is above a LOS of F in the near term.

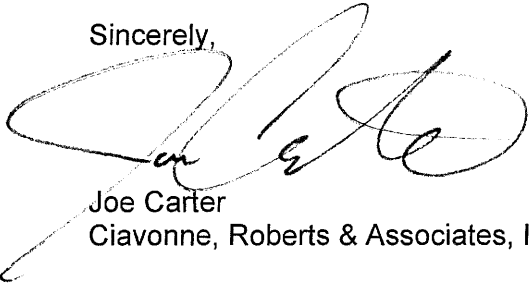
3. Has the proposed design been used in other areas?

- i. Directly north of the project site several existing driveways have been encroached upon by newly developed projects. None of these examples meets the minimum spacing requirements.

- ii. The car wash along Patterson Road east of the mall has two driveway cuts less than 90 feet apart.
- 4. Will the exception require CDOT or FHWA coordination?
 - i. No
- 5. Is this a one-time exception or a request to change the TEDS manual?
 - a. This is not a one-time extension request. This is a request to change the TEDS Manual. With the proposed changes to the comprehensive plan and the City of Grand Junction encouraging development within the Infill Boundary, these conflicts will become more common. As the City is placing an emphasis on protecting farm land and developing within the urban core, the City of Grand Junction development manuals (TEDS, Zoning and Development Code, etc) should be updated in anticipation of these problems.

Thank you for the opportunity to submit this TEDS exception request and we look forward to a positive recommendation from staff so we can move forward on the 25 ¾ Road connection.

Sincerely,



Joe Carter
Ciavonne, Roberts & Associates, Inc.

MAPS

Sheet C8

See File

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

Parent project
PP- 2008-172

Site location: Corner Square SW Corner of 1st Street and
Patterson Rd.

DATE of submittal October 9, 2008

File #: TED - 2008-317

Public Works & Planning Development Engineer Eric Hahn

Public Works & Planning Director Tim Moore

Public Works & Planning Manager Lisa Cox

Fire Department Chuck Mathis

Transportation Engineer Jody Kliska

Other: (Planner) Greg Moberg

Date and Time of Development Review Meeting: _____

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: Oct 28th Development Review

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



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: Oct. 28, 2008

To: TEDS Review Committee

From: Eric Hahn, Development Engineer

Project Number: TED- 2008-317

Project Location: SW corner - 1st Street & Patterson Rd.

Parent Project:

Name: Corner Square

File No.: PP-2008-172

Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

Comments:

The applicant proposes to construct a new public street intersection (25th Road) approximately 20' east (measured from nearest edge of access to nearest edge of street) of an existing private driveway on Patterson Road. TEDS Section 4.1.3 requires that private driveways on Major Arterials be located at least 150' away from an adjacent intersection.

The applicant argues that the construction of 25th Road will improve access patterns to the Corner Square site and benefit the overall circulation patterns for the surrounding area. The Traffic Impact Study prepared by the applicant's engineer implies that allowing this full-movement access on Patterson Road will provide a slight reduction of vehicle trips on 1st Street, while also providing opportunity for safer access to the Baughman property.

However, the construction of the 25th Road intersection within 20' of the existing Baughman driveway will create a situation where ingress and egress onto Patterson Road from the driveway and the new street will be in direct conflict. Such conflict will eventually cause blockage of the turning maneuvers, which will immediately reduce traffic capacity on Patterson Road and may cause traffic on Patterson Road to become completely blocked.

Although 25th Road may benefit the entire area, the construction of the intersection within 20' of the existing Baughman driveway will create an unsafe situation that cannot be allowed, and therefore staff recommends denial of this TEDS Exception Request.

Recommendation:

- Approve as requested.
 - Approve with the following modification(s):
 - Deny.
 - Hold until the following additional information is submitted and reviewed:
-

As discussed above, staff cannot recommend approval of this TEDS Exception. However, it should be clearly understood that 25³/₄ Road will eventually be constructed, and at that time it will be necessary to remove the existing Baughman driveway cut on Patterson Road, and provide a new access for the Baughman driveway onto 25³/₄ Road. Such a configuration meets all TEDS requirements, and would provide an access to the Baughman property that is safer than the current access location. **Staff recommends that the Corner Square developer be allowed to build 25³/₄ Road, with the condition that, as part of such construction, the Baughman driveway cut on Patterson be removed and a new driveway access be provided on 25³/₄ Road.**

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

Project Number: TED- 2008-317

Site Location: SW corner - 1st Street & Patterson Rd.

Applicant: Constructors West

Representative: Ciavonne, Roberts & Associates, Inc.

Development Engr.: Eric Hahn, PE

Parent Project:

Name: Corner Square

File No.: PP-2008-172

Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

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:

Public Works: *Tom Moberg*

Date: 10/28/08

Planning Division: *Lisa E Cox*

Date: 10/28/08

Fire Department: *Charles Moberg*

Date: 10/28/08