

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

File #: TED - 2009-004
Date of submittal: 12/31/08
Site location: 415 30th Road
Parent Project: Pear Park
Name: Village
File No.: PFP-2008-178

Distribution List:

Development Engineer: Kent Haubert
Planner: Brian Rusche
PW&P Director: Tim Moore
Planning Manager: Lisa Cox
Fire Department: Chuck Mathis
Transportation Engineer: Jody Kliska
Other: _____

Date and Time of Development Review Meeting: Tuesday, Jan 13, 2009
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
Attendance is expected of all agencies involved with the TEDS Exception process

2943-163-00-143

Transportation Engineering Design Standards (TEDS) Exception Request

Submit six (6) copies of the application and associated drawings using the following instructions.

City File No.: _____ (To be filled in by City Staff)
Project: Pear Park Village Subdivision
Site Address: 415 30-1/4 Road Grand Junction, CO 81504
Applicant: Jobhandler Construction
Representative: Jana Gerow
Date: 12/31/08
Parent Project:
Project Name: Pear Park Village Subdivision
City File No.: _____

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

Request #1 - TEDS 4.1.2 for the intersection offset less than 150' between Ute Park Avenue and the proposed street to the east on the east side of 30 $\frac{1}{4}$ Road.

Request #2 -- TEDS Fire Department Access A.1, dead end access greater than 150', the length of the shared driveway in Pear Park is 187.20 feet. Approximately 157 feet.

Request #3 - TEDS 13.2.1.4. Parking on shared driveways shall be prohibited. The shared drive street width has been widened to 25 feet (9 feet in access of the 16' minimum) to allow for the required 4 parking spaces per unit on the shared drive

Request #4 - TEDS – 13.2.1.2 Number of lots touching shared drive, 4 are allowed, a 5th corner lot is adjacent to the private street at Pear Park, but does not draw access from the private street.

Request #5 – TEDS 13.2.1.7 – Each lot abutting a shared driveway shall draw access off the shared driveway. Lot 18 is adjacent to Tract D but will not access the shared driveway.

2. Site Description

Pear Park Village Subdivision is located on the west side of 30 ¼ Road, approximately 1700 feet south of D ½ Road. It is in the neighborhood known as Pear Park, and was annexed into the City of Grand Junction within the past 12 months as a project within the Persigo 201 Boundary. The property will be accessed from an entry off of 30 ¼ Road, just north of the Central Grand Valley Canal. The main entry street off of 30 ¼ Road is to be called Ute Park Avenue and will pass through the project with a hammer head turnaround on the west end of the site, pending further development of a project thus far known as Autumn Glen filing two.

The project includes one single family detached home the remaining 20 homes are by the City of Grand Junction planning code definition 'two family dwellings'. As noted in the pre-application review comments dated February 22, 2008, Two Family Dwellings are 'a single-family dwelling attached to only one (1) other single family dwelling unit by a common wall, with each dwelling located on separate lots.' The developer is also the builder on the project and is providing IRC modular units, which will be installed on site as attached homes on individual lots, with a property line down the middle of the home. The homes are constructed to meet the building codes requirements for such construction and the covenants include specific guidelines which require the installation of these specially designed homes.

The proposed use of the subdivision is to provide 21 single family homes, with lots designed within the R-8 Zoning standards as recently approved for this project as part of the annexation and rezone completed earlier this year.

REQUEST #1-

- A. **Description** -TEDS 4.1.2 for the intersection offset less than 150' between Ute Park Avenue and the proposed street to the east on the east side of 30¼ Road.

The narrowness of this property at 30-1/4 Road, and the closeness of adjacent property entrances to this subdivision make it impossible for the developer to locate this drive 150 feet from the adjacent proposed streets. Care was taken to balance the location of this drive to best utilize the site and keep as great a distances as possible, however, the distance between drives is less than 150 feet. With the exception it allows for a greater number of lots, balanced on each side of the entry and laid out to best conform to the bulk standards of this zone. The benefits of approving this exception is that Pear Park Village with the road as proposed provides interconnection between subdivisions and reasonably priced housing for a growing area of our community.

- B. Exception Considerations**

1. **How will the exception affect safety?** Due to the limited traffic on this dead end street, and open vision between the proposed and existing streets, it is not seen as a compromise to safety. In addition the future development to the west will provide an additional ingress/egress to this subdivision.
2. **Have other alternatives been considered that would meet the standard?** Options were considered to slide the entrance to the north or south to give further distance from one of the other drive, this only reduced the number of lots and made the entrance closer to one existing drive then the other. Purchasing property on either side of the entrance was NOT an option available to the developer, as owners were not willing to sell.
3. **Has the proposed design been used in other areas?** Other areas do have intersections with street adjacencies closer then 150 feet, some with less visibility then others, such as Sherwood Park area Redlands. This street is less impacted due to the clear view from access and the straight drive.
4. **Will the exception require CDOT or FHWA coordination?** No. There are no CDOT controlled roads in the area and or issues with FHWA.
5. **Is this a one-time exception or a request to change the TEDS manual?** This is a onetime exception, not a request to change the TEDS manual.

REQUEST #2

A. Description –

TEDS Fire Department Access A.1, dead end access greater than 150', the length of the shared driveway in Pear Park is 187.20 feet.

The Fire department has reviewed this exception and does not have issue with the requested extension (confirmed w/Hank Maesterson). The drive design meets the standards for the department other then length, giving clear access for the fire trucks to reach all homes. This request should be granted to allow for the lots and homes as designed. Should this exception not be granted, the number of houses on this street would have to be reduced by 2 and / or the lot widths modified and house designs changed. The benefits of granting the exception are the development moves forward with minimal exceptions and provides an efficient and reasonably designed subdivision allows for more affordable housing within the Pear Park area. The TEDs amendment cannot be met due to the irregular shape of this property and the limited access options from surrounding properties.

B. Exception Considerations

1. How will the exception affect safety?

Based on the Fire Departments current equipment, the safety will not be compromised as the homes will be able to be reached from the existing fire hydrants and hose lengths.

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

Other alternatives include: (1) a cul de sac and shorter street, (2) shortening the length of the shared driveway and (3) a through street. (1) This resulted in lots becoming too small to provide the development proposed. Additionally this would greatly increase the impervious area and further increase runoff with minimal benefit. (2) This would require a reduction in the number of units or smaller units, resulting in a less efficient project for the R-8 zoning. Additionally, the last 60 feet plus or minus, of the proposed layout, though part of the shared driveway, will be utilized primarily by only one homeowner. (3) A through street was not feasible with the adjacent canal and general lack of space. This would have required a full width ROW rather than the proposed tract, again resulting in fewer units. Additionally, the property owners to the south were not interested in developing, therefore forcing a turnaround at this point and creating more "lost" space.

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

Exceptions to the 150 foot rule have been made in various other subdivisions, however each had their own unique issues. In speaking with Hank Maesterson, this exception is of no concern to them or Clifton Fire.

4. Will the exception require CDOT or FHWA coordination?

No exception is required for CDOT or FHWA coordination, as the project is not located on a highway or other.

5. Is this a one-time exception or a request to change the TEDS manual?

This is a one-time exception NOT a request to change TEDS.

REQUEST #3 – TEDS 13.2.1.4. parking on shared driveways shall be prohibited. The shared drive street width has been widened to 25 feet (9 feet in access of the 16' minimum) to allow for the required 4 parking spaces per unit on the shared drive

a. Description -

The TEDS requirement for 13.2.1.4 ca not be met under the proposed configuration. A combination of the small lots (R-8 zoning) and the general site constraints does not allow the site to comply with section 13.2.1.6 (4 parking spaces per unit). The design is based on Section 13.2.1.3 (16' minimum width)

and 4.3.2.1 (parking stall dimensions, 22.0' x 9.0'). As seen in the included exhibits, there is a 16' drive isle and parking on one side of the street resulting in the 25' wide section. This configuration complies with Section 13.2.1.6 with 2 parking spaces in the driveway, 1 space in the garage and the last space in the parking isle of the shared driveway. The second exhibit shows the backing movement from the residence's driveway into the shared driveway without impact to the "on street" parking.

This request should be granted to provide for more parking with fairly standard and reasonably provided "on street" parking. Approval of this Exception allows the proposed density of the site, with a minor adjustment to increase street width which not only allows for parking, but provides greater public space. If this exception is NOT approved, it would leave the ratio of parking per unit at 3:1 versus 4:1 which would either required reducing lots, or staff to consider amending the TEDS requirement for this varied ratio.

b. Exception Considerations**1. How will the exception affect safety?**

Safety will NOT be compromised by this exception. Widening of the street for the additional parking is an improvement for safety, by having wider streets and additional space for parking. Signage for no parking on one side of the street and yellow painting of the curb will help detour parking both sides of the street.

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

Other alternatives considered include 1) adding a second car garage, however space width was not available, 2) paving for a 3rd car width in front of each house, which is not an attractive option for buyers, typically wanting a front yard and less concrete in their front yard, 3) applying the 9 feet of proposed street increased width to the lots versus the street width, and reducing rear yard setbacks. However, this would take rear yards below standard bulk requirements and at best gives only one row of houses additional space for parking. 4) Purchasing property adjacent to the lots was considered, but the canal restricts on one side and the land is not available for sale on the other side.

3. Has the proposed design been used in other areas? We are not aware of similar examples.**4. Will the exception require CDOT or FHWA coordination?**

No impact to CDOT or FHWA is anticipated.

- 5. Is this a one-time exception or a request to change the TEDS manual?**
This is a onetime exception – NOT a request to change the TEDS manual.

REQUEST #4 –13.2.1.2 Number of lots touching shared drive, 4 are allowed, a 5th corner lot is adjacent to the private street at Pear Park, but does not draw access from the private street.

a. Description -

Section 13.2.1.2 of TEDS specifies the following: ‘Not more than four single-family lots shall abut or touch any portion of the shared driveway and no more than four single-family units may access a shared driveway’. This exception request proposes that five single family lots be allowed to abut to driveway track, but only four lots will be allowed to access the shared driveway. The fifth lot will have frontage on a public street and will take access directly from the street rather than the shared drive. It should be noted that Section 13.2.1.7 of TEDS appears to support such an approach, stating: “Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.

The lot # 18 which is the 5th lot to be adjacent to the private street does not draw any access off the private street and is designed to be fully serviced off of the main street in the subdivision , Ute Park Ave. This Exception is requested as in order to allow the approval of the subdivision as designed. Options were considered to neck down the shared driveway to keep the 5th lot from being adjacent to the shared driveway and to create an additional open space tract between the shared driveway and the 5th lot. As plans developed further and setbacks were met in other areas of the site, the property constraints eliminated our ability to develop the extra tract. The resulting configuration was determined to be the most effective configuration for the property and the site constraints.

B .Exception Considerations

1.How will the exception affect safety?

The exception will NOT compromise safety. Lots are reasonably sized and the parking for lot 18 is adequate on Ute Park Avenue.

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

Options considered included:

Alter the lot layout so that the corner lot has a tract between the shared drive and the lot which will create a much smaller lot.

Reduce the overall number of lots so that there were only four lots abutting the shared driveway.

Streets were laid out and options considered where a single family detached home was used, however to keep the design of the homes consistent and use economies of the attached homes, this layout was the best alternative.

Grant the TEDS exception to allow five lots to abut the shared driveway, but will only be accessed by four lots.

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

Yes, the Pear Park Place Subdivision was approved with a TEDS exception on July 9, 2007 to allow five lots to front on the shared driveway, but only four lots were to access it. We are asking for the same request to be approved.

4. Will the exception require CDOT or FHWA coordination?

No CDOT impact is made by this exception, as no roads connect to CDOT roads. FHWA is also NOT impacted.

5. Is this a one-time exception or a request to change the TEDS manual?

This is a onetime exception, not a proposed change to the TEDS manual.

REQUEST #5 – TEDS 13.2.1.7 – Each lot abutting a shared driveway shall draw access off the shared driveway. Lot 18 is adjacent to Tract D but will not access the shared driveway.

a. Description -

Section 13.2.1.2 of TEDS specifies the following: 'Not more than four single-family lots shall abut or touch any portion of the shared driveway and no more than four single-family units may access a shared driveway'. This exception request proposes that five single family lots be allowed to abut to driveway track, but only four lots will be allowed to access the shared driveway. The fifth lot will have frontage on a public street and will take access directly from the street rather than the shared drive. It should be noted that Section 13.2.1.7 of TEDS appears to support such an approach, stating: "Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.

b. Exception Considerations

1. How will the exception affect safety?

The exception will NOT compromise Safety.

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

Options considered included:

Alter the lot layout so that the corner lot has a tract between the shared drive and the lot which will create a much smaller lot.

Reduce the overall number of lots so that there were only four lots abutting the shared driveway.

Streets were laid out and options considered where a single family detached home was used, however to keep the design of the homes consistent and use economies of the attached homes, this layout was the best alternative.

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

Yes, the Pear Park Place Subdivision was approved with a TEDS exception on July 9, 2007 to allow five lots to front on the shared driveway, but only four lots were to access it. We are asking for the same request to be approved.

4. Will the exception require CDOT or FHWA coordination?

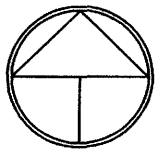
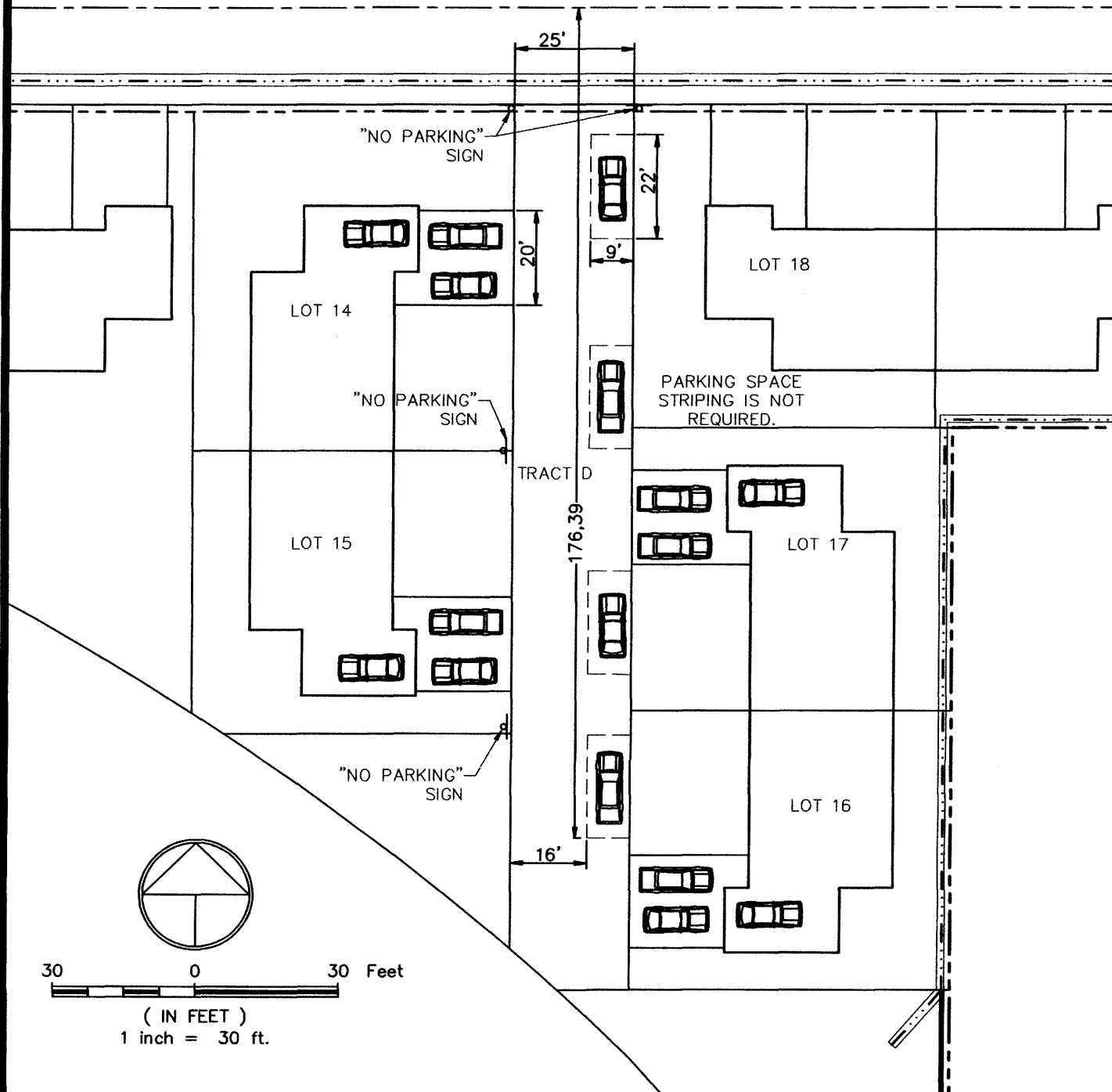
NO – this project is not adjacent to Colorado State or Federal Highway access roads.

5. Is this a one-time exception or a request to change the TEDS manual?

This is a one-time request.

PARKING PLAN LOTS 14, 15, 16, 17

UTE PARK AVENUE



30 0 30 Feet
 (IN FEET)
 1 inch = 30 ft.



200 South College Avenue, Suite 200
 Fort Collins, Colorado 80504

**NORTHERN
 ENGINEERING**

PHONE: 970.221.4188 FAX: 970.221.4189
 www.northernengineering.com

PEAR PARK VILLAGE

DRAWN BY: K. Dell

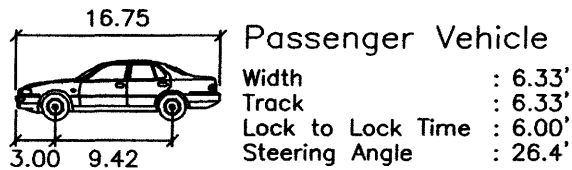
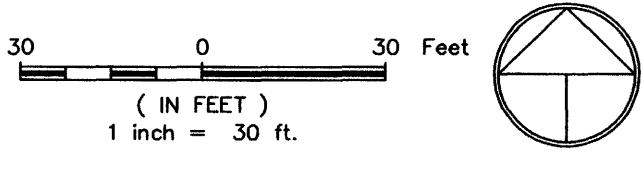
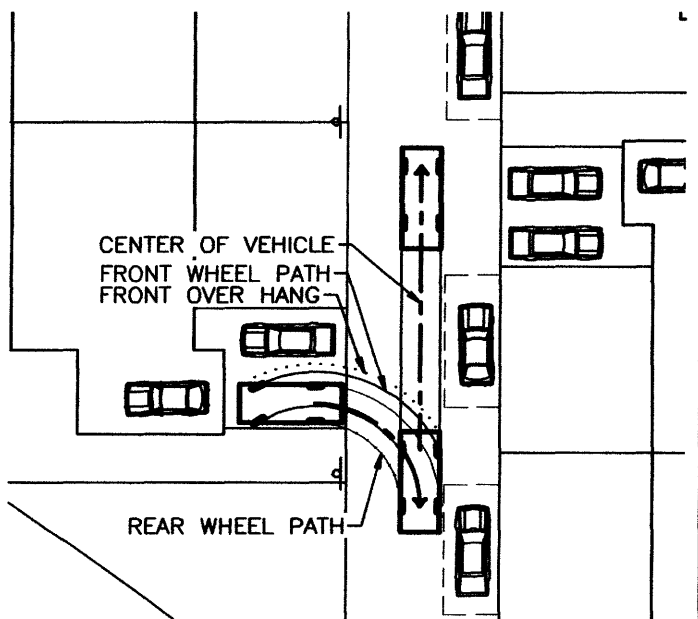
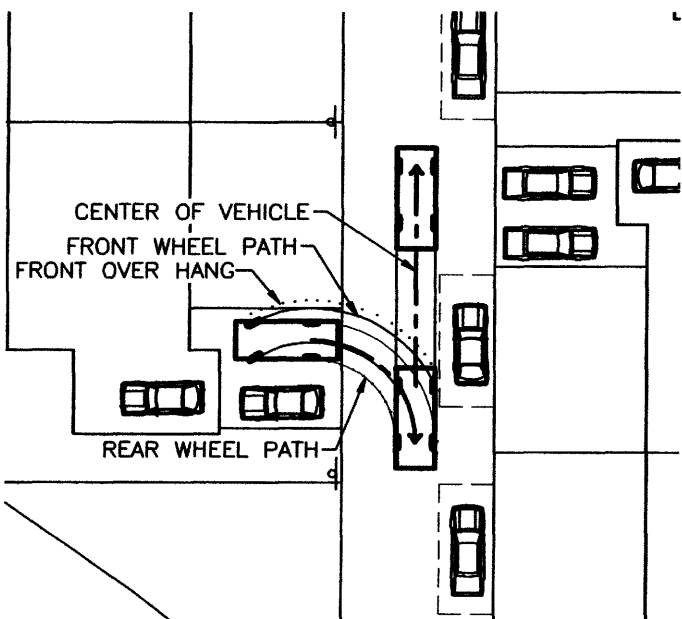
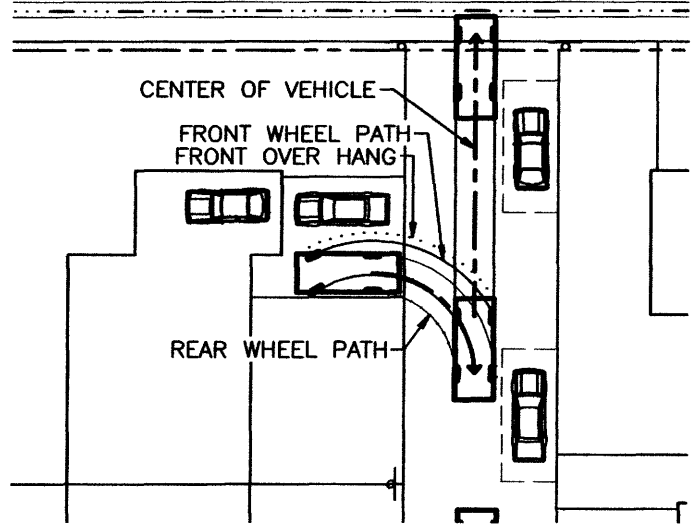
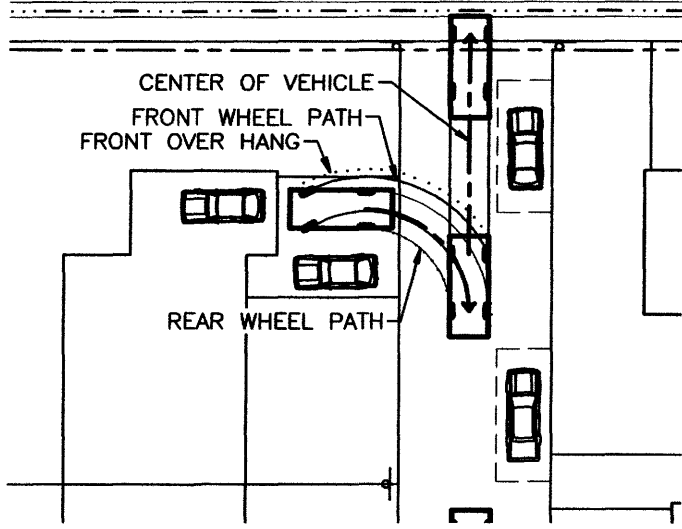
SCALE: 1/4"=30'

ISSUED: December 19, 2008

SHEET NO:

1

AUTOTURN ANALYSIS



NORTHERN
ENGINEERING

PHONE: 970.221.4188 FAX: 970.221.4188
www.northernengineering.com

PEAR PARK VILLAGE

DRAWN BY: K. Dell	SHEET NO.:
SCALE: 1/4"=30'	2
ISSUED: December 19, 2008	

January 20, 2008/9

-br

Jana Gerow
Western Colorado Contractors Association
2470 F Rd., Suite 14
Grand Junction, CO 81505

Re: TEDS Exception-2009-004 Pear Park Village, 415 30¼ Road

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: Kent Harbert, Development Engineer
Brian Rusche, Sr. Planner
File

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

Project Number: **TED- 2009-004**

Site Location: Pear Park Village, 415 30¼ Road

Applicant: Jobhandler Construction

Representative: Jana Gerow, Development Construction Services

Development Engr.: Kent Harbert

Parent Project:

Name: Pear Park Village

File No.: PFP-2008-178

Planner: Brian Rusche

TEDS Exception Request #1: TEDS 4.1.2 – Request for a reduction in the intersection offset distance requirement, from 150' to 103', between the proposed Ute Park Avenue in this subdivision on the west side of 30¼ Road and a proposed street in the Pear Meadows Subdivision on the east side of 30¼ Road.

Approve 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: TEDS Fire Department Access, A.1 – Request to allow a shared driveway 187.20 feet long, greater than the 150' limit.

Approve as requested.

Approve with the following modification(s): _____

Deny.

Hold until the following additional information is submitted and reviewed:

TEDS Exception Request #3: TEDS 13.2.1.4 – Request to override the prohibition of parking on shared driveways.

- N/A – no exception required
- Approve as requested.
- Approve with the following modification(s): _____
- Deny.
- Hold until the following additional information is submitted and reviewed:

TEDS Exception Request #4: TEDS 13.2.1.2 – Request to allow five lots to be adjacent to the shared driveway, instead of the prescribed limit of four lots.

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

TEDS Exception Request #5: TEDS 13.2.1.7 – Request to waive the requirement that each lot abutting a shared driveway shall draw access off the shared driveway.

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

TEDS Review Committee:

Public Works:	<u>Tom Moran</u>	Date: <u>1-19-09</u>
Planning Division:	<u>Lisa Cox</u>	Date: <u>1/15/09</u>
Fire Department:	<u>Charles Martin</u>	Date: <u>1/15/09</u>