

Transportation Engineering Design Standards (TEDS) Exception Request

City File No.: _____

Project: T-Four Simple Subdivision

Site Address: No Address on record, Parcel No is 2701-314-03-002

Applicant: Apex Consulting Engineers, LLC

Representative: Eric C. Marquez

Date: May 1, 2009

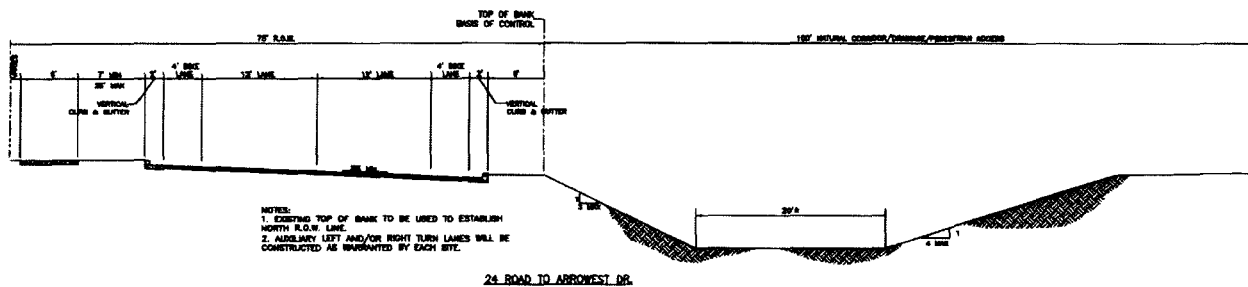
Parent Project: _____

Project Name: _____

City File No.: _____

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

Request #1 - TEDS 6.1.1 – Reduce width of “100’ natural corridor/drainage/pedestrian access” as shown below to 51’ in the area adjacent to the property described in this application.



G Road Street Section from TEDS Chapter 6

Transportation Engineering Design Standards (TEDS) Exception Request

City File No.: _____

Project: T-Four Simple Subdivision

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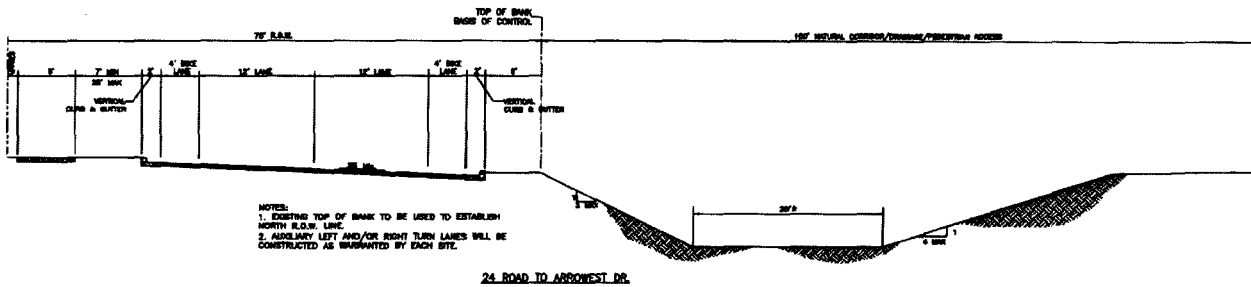
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G Road Street Section from TEDS Chapter 6

T-Four Subdivision
Simple Subdivision

Transportation Engineering Design
Standards (TEDS) Exception Request

Project Location: Parcel No 2701-314-03-002
Grand Junction, CO

Property Owner: T-4 LLC
2526 F Road, Unit 1
Grand Junction, CO 81505

Representative: APEX Consulting Engineers
570 E. Crete Circle, Unit 1
Grand Junction, CO 81505

Report Date: May 4, 2009

APEX

CONSULTING ENGINEERS
CIVIL ENGINEERS + LAND PLANNING

570 E. CRETE CIRCLE, UNIT 1, GRAND JUNCTION, CO 81505
(970) 424-5280 • (970) 424-5281 (FAX)

2. Site Description

A. LOCATION

The property is generally located within a triangular shaped industrial and commercial neighborhood between Highway 6 & 50, Interstate 70, and 23 Road. More specifically, it is located at the northwest corner of 23 and G Roads as shown in Figure 1. The Appleton Drain bounds the property on the west property line and the Canning Factory Drain bounds it on the south property line. Both drains are managed by the Grand Valley Drainage District. East and south property lines are bordered by road right-of-way. Grand West Business Park is south of the property, Arrowst Commercial subdivision is to the west, Grand Park South Subdivision is to the east and Walker Products/Screw Machine Specialties, Inc. neighbors the property on the north.

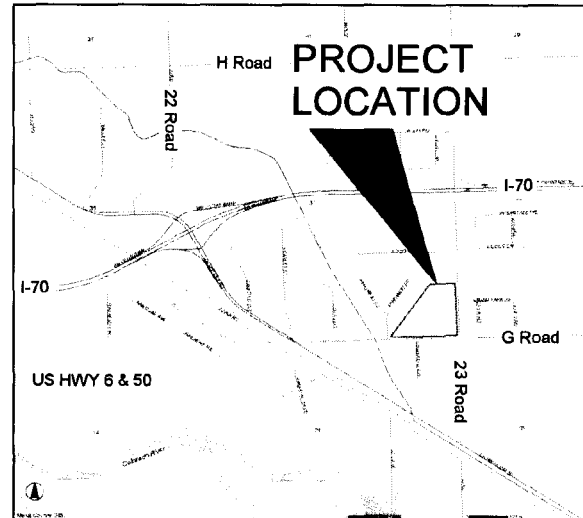


Figure 1

B. ACREAGE

The property is a single lot including an area of 18.62 acres (811,333 sf) of unimproved land. Site observations indicate the property was previously improved along the south portion of the east property line indicated by remnants of what appears to be concrete building foundations and irrigation controls. Review of the aerial photographs on the Mesa County GIS system confirm previous use of the property including irrigated agriculture though the property has been in its current vacant state for at least the last 15 years. Existing conditions are shown in Figure 2.

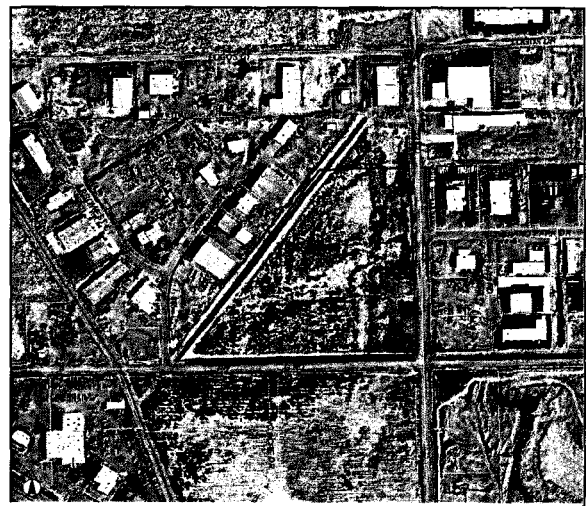


Figure 2

C. PROPOSED USE

The petitioner proposes to subdivide the property into two lots, the first lot being approximately 4- to 5-acres and the second lot containing roughly 13- to 14- acres as shown in Figure 3. The property is located in an I-2 zoning district

and each of the two lots will retain the I-2 zoning designation. The properties will be developed separately by different owners. Each property owner will be responsible for preparation and submittal of planning documents required for their individual projects.

D. PUBLIC BENEFIT

Approval of this application will provide two undeveloped, medium sized industrial lots within an area that includes mostly developed 1-3 acre commercial and industrial properties, with the majority of those being 1-acre.

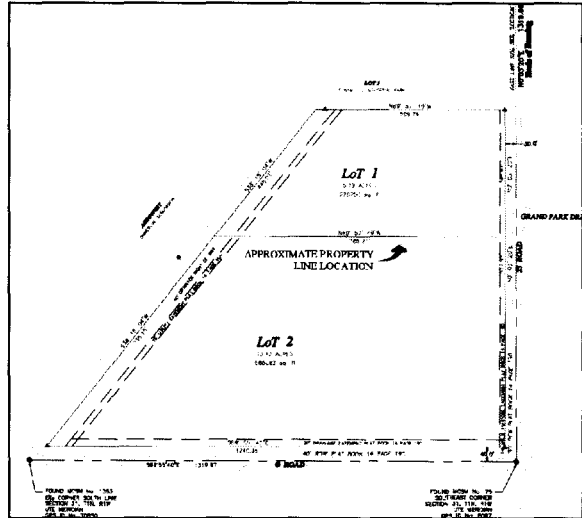


Figure 3

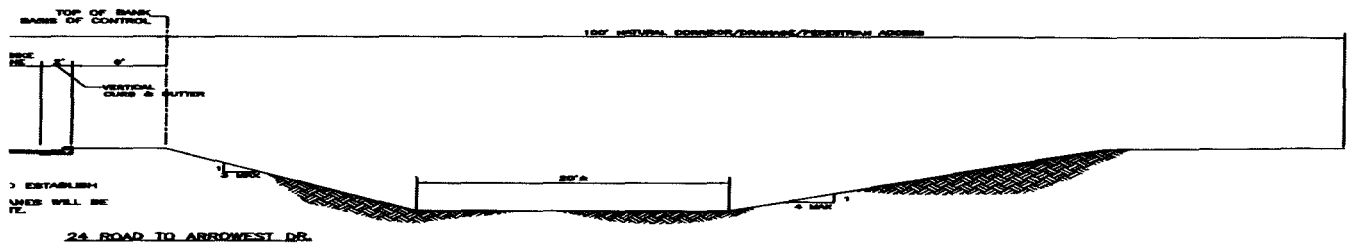
There are few undeveloped medium sized industrial properties available within the city. Providing more medium sized lots will allow smaller industrial businesses to grow without having to purchase much larger and expensive property. Further, a large industrial property such as this would likely have little need as an individual developed project, limited most likely to transportation or industrial equipment storage yards.

REQUEST #1

A. Description

The G Road Section referenced in Section 6.1.1 indicates a 100' corridor on the north side of G Road from 24 Road to Arrowwest Drive. The petitioner requests the corridor adjacent to the property described above be reduced per the following Criteria.

1. The TEDS cross section indicates the easement is to begin at the top of south bank of the drainage. The designation is labeled and identified by linetype.



- a. The top of the south bank of the existing drainage is the natural location for the easement to begin in order to allow for proper alignment with the intersecting Appleton Drain.
 - b. All Cross sections provided as exhibits within Chapter 6 of the TEDS manual indicate the basis of control as a centerline line type.
2. The G Road section indicates a bike lane is to be included within the ROW section south of the basis of control.

3. The G Road Section identifies the 100' corridor to include pedestrian access. However, the current Urban Trails Master Plan does not include a pedestrian path at this location. For this reason, a pedestrian access is not required for this section of G Road. A copy of the area of interest from the Urban Trails Master Plan is shown in Figure 4.

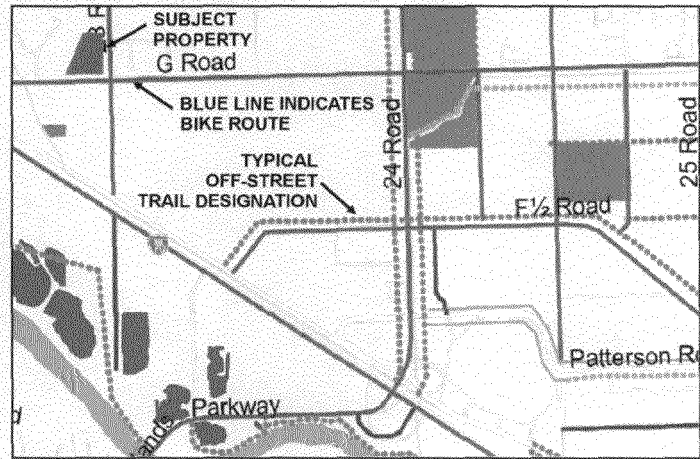


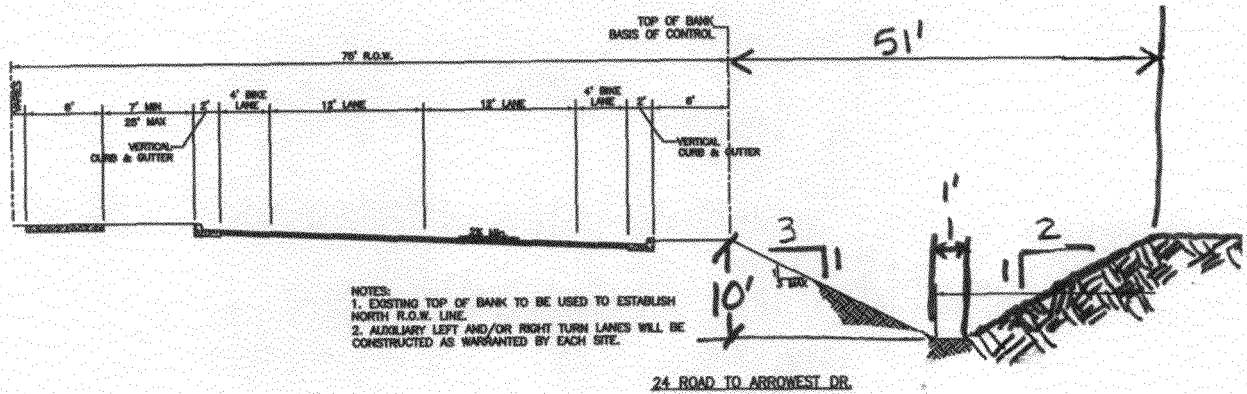
Figure 4

4. The existing slope for the drainage channel on the south varies from 1.5:1 to 2:1. The G Road Section indicates a 3:1 slope is required. The maximum elevation change is at the west end of the property at a elevation change of 10 feet. The required width to meet the 3:1 slope is 30 feet. No exception is requested.
5. The existing width of the channel bottom is roughly 1 foot. The width of the channel is assumed to be sufficient as indicated in the 1998 Grand Valley Stormwater Management Master Plan where the drain is identified as having sufficient capacity to act as a linear detention. Therefore this request does not include the 20' wide channel width as shown in the G Road Section and the historical 1' width is requested.
6. The existing slope for the drainage channel on the north varies from 1.5:1 to 2:1. The G Road Section indicates a 4:1 slope. We assume the decrease in slope on this side of the channel is to allow for the pedestrian access described above. This request includes changing to slope to 2:1 given that the north side of the channel will not include public access.

Considering the shortage of vacant property zoned for industrial use and that the 100' corridor requirement would reduce the usable industrial area by 1.3 acres. Acceptance of this exception request will lower that unusable area to 0.13 acres.

Acceptance of this exception request does not change the intent of the G Road Section, but rather defines the width of corridor based on existing conditions including the existing depth, shape, location, and hydrologic capabilities of the drainage.

The proposed section follows:



B. Exception Considerations

1. How will the exception affect safety?

The exception will not compromise safety as the components of the 100' corridor designed for public safety will fit in the reduced width as demonstrated above.

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

As described above this exception request does not change the intent of the G Road Section, but rather defines the width of corridor based on existing conditions including the existing depth, shape, location, and hydrologic capabilities of the drainage.

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

The G Road Section is limited to the area between 24 Road and Arrowest Drive. To the best of our knowledge, no other developments have adopted the section so this approach to defining the corridor width has not been exercised previously.

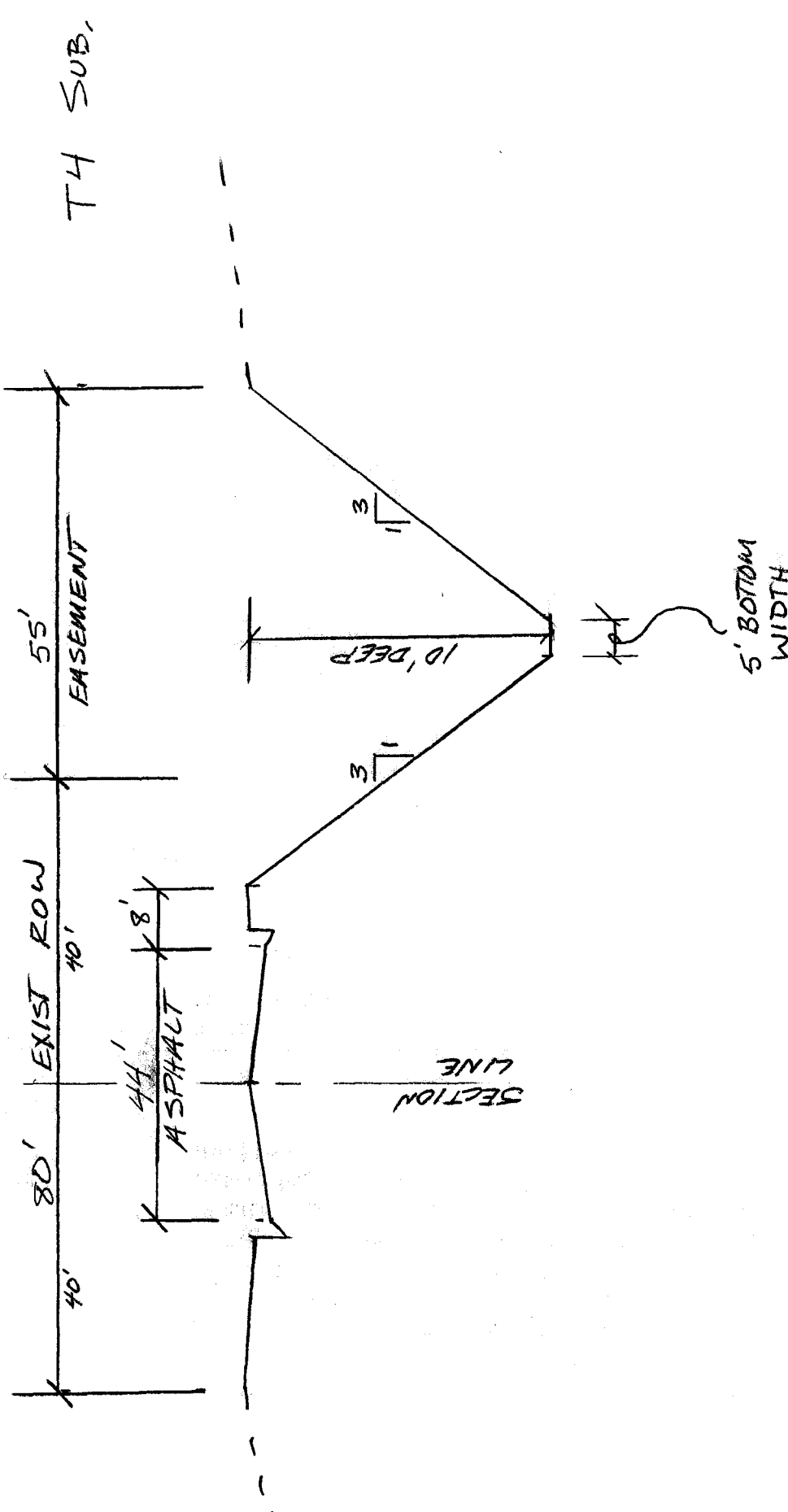
4. Will the exception require CDOT or FHWA coordination?

The exception will not require CDOT or FHWA coordination.

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

This is a one time exception request as each property along the corridor has varying conditions.

End of Application



MODIFIED G ROAD
CROSS SECTION

NTS



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: May 13, 2009

To: TEDS Review Committee

From: Rick Dorris, Development Engineer

Project Number: SS-2009-066

Project Location: Northwest corner of 23 and G

Parent Project:

Name: T 4 Subdivision

File No.: SS-2009-066

Planner: Lori Bowers

TEDS Exception Request #1: Modify the G Road cross section through the project.

Comment: _____

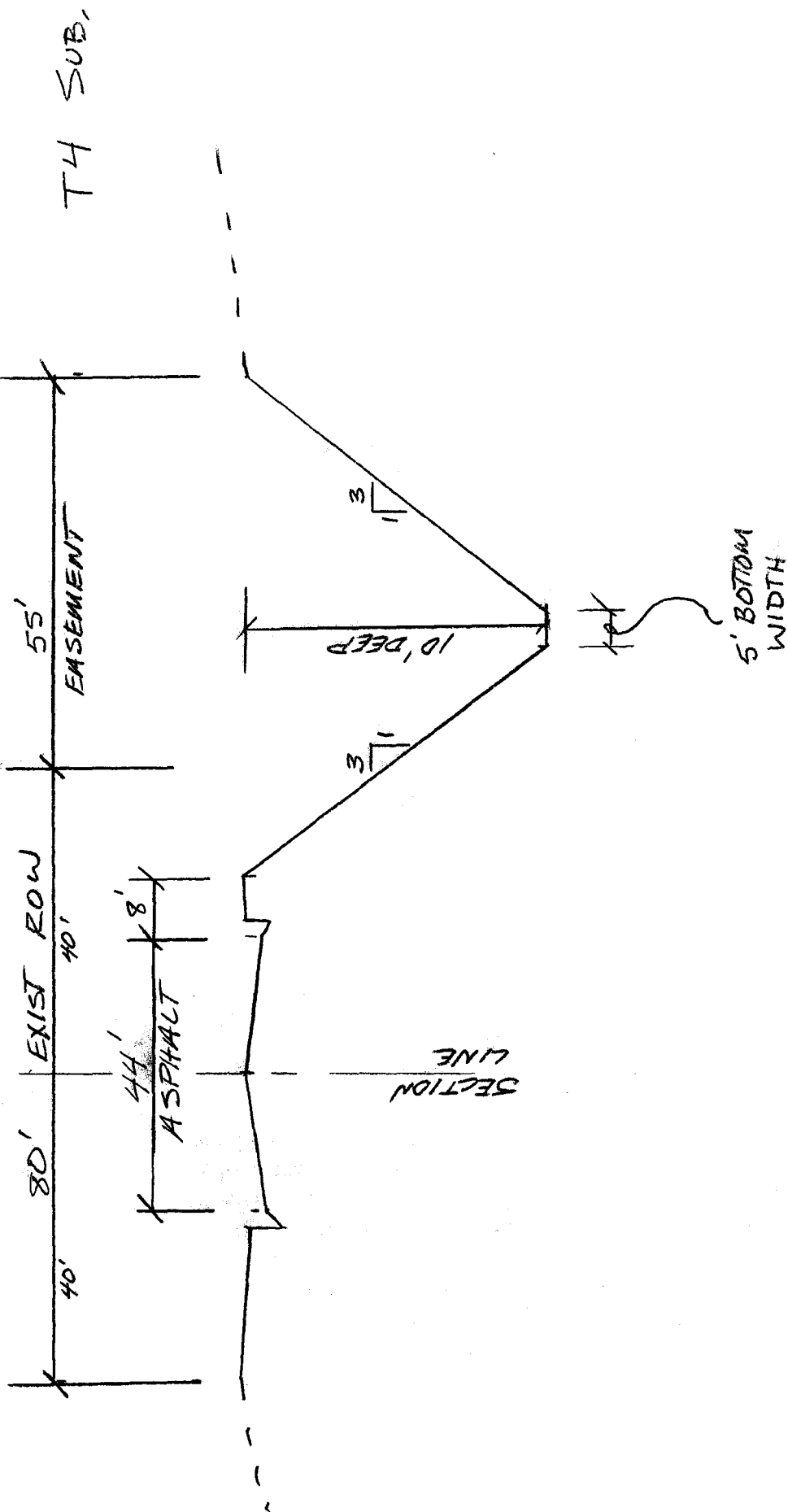
Recommendation:

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

The G Road section in chapter 6 of TEDS uses the top of bank as control. This was drawn for the area where G Road parallels Leach Creek and the top of bank should be used as control. The purpose was to keep Leach Creek and open channel obtain right of way on the north side of G Road to construct an adequate street section north of Leach Creek. Unfortunately, the G Road section west of 23 Road also uses top of bank as control. This is erroneous for this section of G Road. 80' of Right of way currently exists for this section, 40' north and south of the section line. The Cannery Drain is mostly in the existing right of way and they are proposing to use top of bank as control. This will limit our ability to widen G Road in the future. Again the purpose is to keep the Cannery Drain an open channel. This avoids the expense of piping it plus provide detention volume identified in the GV-SWMP. If it was piped, the lost detention volume would need to be created off channel. The logical place would be on this parcel.

The G road section also anticipated a pedestrian trail along the Cannery Drain but the Urban Trails master plan doesn't show one. The G Road section does have on street bike lanes. There is no sidewalk since this is an industrial area.

My recommendation is to center a three-lane section on the section line and construct a modified section as drawn on the attached sheet. This will reduce the 100' easement past top of bank to only 55' past right of way. The recommended section uses 3:1 side slopes for the channel with a 5' bottom width. They recommended 3:1 on the street side, a 1' bottom width, and 2:1 on the north side of the drain. I don't want to use a 2:1 because they are more susceptible to erosion and more difficult to maintain.



MODIFIED G ROAD
CROSS SECTION

NTS

May 21, 2009

Eric Marquez
Apex Consulting Engineers
570 E. Crete Circle, Unit 2
Grand Junction CO 81505

Re: TEDS Exception-2009-066 – NW Corner of 23 and G

The TED's Exception Committee has approved your request with modifications indicated on the attached.

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: Rick Dorris, Development Engineer
Lori Bowers, Sr. Planner

File

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

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To: TEDS Review Committee

From: Rick Dorris, Development Engineer



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Name: T 4 Subdivision

File No.: SS-2009-066

Planner: Lori Bowers

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Comment: _____

Recommendation:

- Approve as requested.
- Approve with the following modification(s): See attached.
- Deny.
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Transportation Engineering Design Standards (TEDS) Exception Approval / Denial Form

Project Number: ~~SS-2009-060~~ TED-2009-066

Site Location: NW Corner of 23 and G

Applicant: T 4 LLC

Representative: Eric Marquez, Apex Engineering

Development Engr.: Rick Dorris

Parent Project:

Name: T 4 Subdivision

File No.: SS-2009-~~060~~ 066

Planner: Lori Bowers

TEDS Exception Request #1: TEDS

Approved as requested.

Approved with the following modification(s): See attached cross section.

Denied.

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

TEDS Review Committee:

Public Works:

Tom Now

Date: 5-13-09

Planning Division:

Lisa Cox

Date: 5/14/09

Fire Department:

Charles Morris

Date: 5/14/09

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

Project Number: ~~SS-2009-000~~ TED-2009-066

Site Location: NW Corner of 23 and G

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Representative: Eric Marquez, Apex Engineering

Development Engr.: Rick Dorris

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Planner: Lori Bowers

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Date: 5-13-09

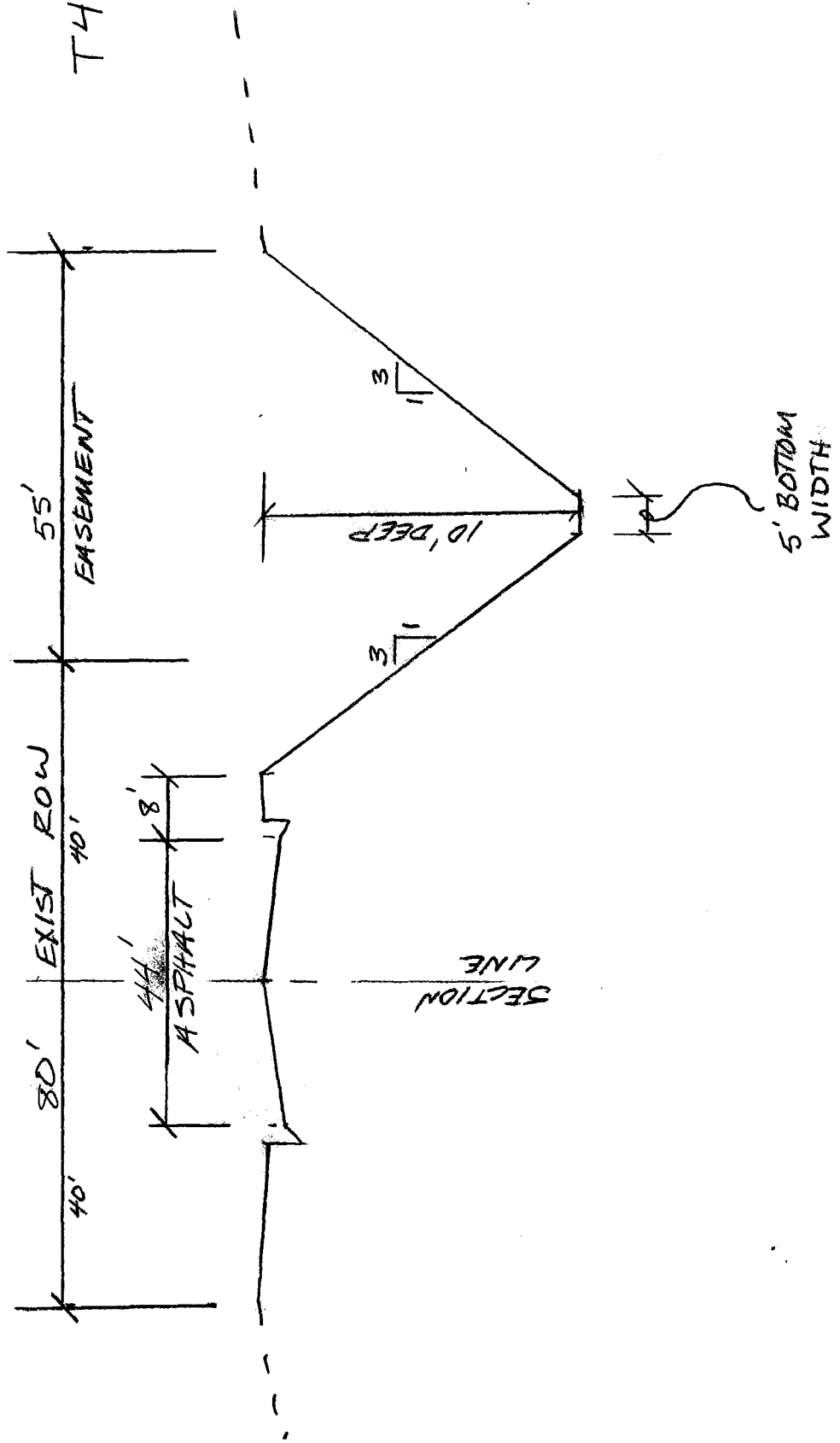
Planning Division: Lisa Eloy

Date: 5/14/09

Fire Department: Charles Morris

Date: 5/14/09

T4 SUB.



MODIFIED G ROAD
CROSS SECTION

NTS