

TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)
DRIVEWAY DESIGN EXCEPTION REQUEST
EL PALOMINO MOTEL ADDITION
March, 2009

INTRODUCTION – This request is prepared in response to Chapter 14 of the current TEDS manual and initial Review Comments to the Sketch Plan application for the El Palomino Motel Addition. Supplementary information about the motel addition can be found in file number PRE-2009-009 at the City of Grand Junction’s Public Works and Planning Department.

LOCATION – The El Palomino Motel site consists of 1.01 acres located at 2400 North Avenue in the City of Grand Junction.

REQUESTED DESIGN EXCEPTION – The area under consideration is the requirement of the abandonment and removal of one of the two existing access drives current serving the property.

REDEVELOPMENT PROPOSAL – Exhibit “A”, a 2008 air photo, within the APPENDIX shows the existing site conditions. The existing land uses evident on the property is a 20 unit motel that was constructed in 1955. The motel units are within two structures, one of which also functions as the 143 square foot registration office and a 947 square foot business residence. In addition to an outdoor swimming pool and patio area, 27 paved parking spaces area provide for the guests of the motel.

The initial submitted Sketch Plan proposed the development of a new structure that would house ten motel rooms and a 575 square foot storage room. After consideration of the Review Comments received on the application it has since been modified to now include eight motel rooms and a 1,200 square foot storage room, ice machine and laundry area for use by the guests of the lodging facility. Exhibit “B” illustrates the various features of the redevelopment proposal.

Access to the site is gained from two existing driveways on North Avenue, and a paved alley. North Avenue is a multi-lane divided roadway that is also designated as: US Highway 6 By-Pass. During 2007, the Colorado Department of Transportation, counted approximately 25,900 average daily trips, of which, 2.4 percent were trucks, east of 15th Street. The posted speed limit for North Avenue adjacent to the subject property is: 35 MPH.

It is the applicants desire to utilize the two existing driveways on North Avenue. Because of the raised landscaped median in North Avenue turn movements on each driveway are limited to “right in”, “right out”. The proposal calls for the following modifications to the driveway access and parking area:

- Define the driveway entrances with the addition of landscape islands.
- Eliminate two existing parking spaces.
- Add two disabled parking spaces.
- Add three new parking spaces.

By using the Colorado Department of Transportation’s, *Trip Generator*, “Motel” category. The following traffic volumes are projected, assuming full occupancy and 10.14 trips per room:

FULL OCCUPANCY TRIP GENERATION TABLE									
LAND USE	Week Day Trips			AM Peak Hour			PM Peak Hour		
	Avg.	Max.	Min.	Avg.	Max.	Min.	Avg.	Max.	Min.
Existing	203	344	144	18	20	8	15	29	10
Proposed 8 units	81	117	38	7	11	3	7	10	4
Total	284	461	182	25	31	11	22	29	14
% Increase	40	34	26	39	55	38	47	34	40

Historically the facility does not operate at full occupancy on a regular base. According to the *Rocky Mountain Lodging Report*, "Grand Junction's, November, 2008 occupancy rate was, 61.3 percent". This rate is about ten percent higher than is the Denver metro area. In order to correctly portray anticipated traffic volumes for the El Palomino Motel the following trip generations are projected for a 60 percent occupancy:

60 PERCENT OCCUPANCY TRIP GENERATION TABLE									
LAND USE	Week Day Trips			AM Peak Hour			PM Peak Hour		
	Avg.	Max.	Min.	Avg.	Max.	Min.	Avg.	Max.	Min.
Existing	122	206	86	11	12	5	9	17	6
Proposed 8 units	49	70	23	4	7	2	4	6	2
Total	171	276	109	15	19	7	13	23	8

NORTH AVENUE CORRIDOR PLAN – In 2007 the City of Grand Junction completed a North Avenue corridor plan. The plan includes an overall strategy to revitalize the corridor in order to promote future development opportunities and to sustain and increase the vitality of the corridor. The plan contains numerous recommendations, those related to this request are:

- Revise regulation to eliminate barrier to investment in neighborhoods on the corridor.
- Link parking lots, minimize curb cuts and consolidate drives – selectively– where feasible.
- Parking lots adjacent to street should have a defined curb cut entrance, added sidewalks and additional planting to define parking lot circulation and enhance way finding.
- Curb cuts should be reduce and consolidate in order to enhance the overall character of the corridor and improve vehicular and pedestrian circulation.
- Establish street standards – define the street's role by district based on the vision and desired character.

ALTERNATIVE – Exhibit C illustrates a design alternative that has been prepared in accordance with the requested elimination of one of the two existing driveways on North Avenue. The alternative utilizes the existing west driveway as its primary access point into the facility because of the proximity to the motel office.

This arrangement allows guests to park adjacent to the office while checking in before they receive their room assignment. An existing conflict exists near the northeast corner of the canopy area adjacent to the motel office. Guests who drive larger vehicles, such as, rented moving vans and larger trucks with trailers have difficulty accessing the parking area without coming into contact with the canopy overhang. The easterly driveway allows these oversized vehicles a secondary option to access parking.

COST ANALYSIS – Cost to remove and replace the existing west driveway are presented on the following page. The accompanying cost estimate is based on today's costs and is subject to future economic fluctuations and inflation. This estimate is an opinion without the benefit of final construction documents and is based on previous projects which are similar in nature prior to the estimate date. The

estimate should not be considered as a guarantee that the project can be constructed within the estimated amounts.

CONSTRUCTION COST ESTIMATE					
ITEM	DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
1	Mobilization	LS			\$500.00
2	Remove Existing Concrete	SY	30	\$6.00	\$180.00
3	Excavation	CY	5	\$14.00	\$70.00
4	Sub-Grade Preparation	SY	30	\$5.00	\$150.00
5	Class 6 ABC	TON	10	\$28.00	\$280.00
6	2'-0" Curb and Gutter	LF	44	\$15.00	\$660.00
7	4'-0" Sidewalk	LF	44	\$20.00	\$880.00
8	Traffic Control Services (Passive)	DAY	10	\$65.00	\$650.00
9	Traffic Control Services (Active)	DAY	2	\$240.00	\$480.00
10	Construction Staking	LS			\$150.00
11	Compliance Testing	LS			\$200.00
					Sub-Total
					\$4,200.00
12	Survey for Design	LS			\$150.00
13	Design Engineering	LS			\$250.00
14	Construction Bidding	LS			\$150.00
15	Construction Management	LS			\$200.00
16	Prepare As Built Drawings	LS			\$200.00
					Sub-Total
					\$950.00
17	Contingency	LS			\$650.00
					GRAND TOTAL
					\$5,800.00

A comparison between the proposed condition and the presented alternative is presented on the following table:

COMPARISON TABLE						
CATEGORY	PROPOSED			ALTERNATIVE		
	Positive	Negative	Neutral	Positive	Negative	Neutral
Safety			✓			✓
Operators Desire	✓				✓	
Ease of Use By Guests	✓				✓	
Affect on Total Parking Spaces			✓			✓
Cost Effectiveness	✓				✓	

SUMMARY – According to Section 3.2.4 of the *Transportation Engineering Design Standards* manual, “one access point per property ownership will be permitted, unless an approved site plan or TIS shows that additional access points are required to adequately handle driveway volumes and that the additional access points will not be detrimental to safety and traffic flow on adjacent public streets. Following are justifications for acceptance of the requested Design Exemption to allow continued use of both existing driveway on North Avenue:

1. Access by emergency service vehicles is not compromised.
2. Traffic volumes using the proposed driveway configuration are less than 23 peak hour trips.
3. The request will result in a \$ 5,800.00 cost savings.
4. Disruption to traffic and pedestrian flow will occur during the construction efforts to remove the existing driveway.
5. Access by oversized vehicles is not compromised.
6. The North Avenue Corridor Plan encourages the elimination of regulatory barriers to investment in redevelopment efforts.
7. The corridor plan provide for the opportunity to evaluate the feasibility and selectiveness in minimizing curb cuts.
8. Abandonment of the existing driveway would be premature until new street standards are established for North Avenue, as recommended in the corridor plan.
9. A fully signalized intersection is located approximately 340 feet east of the subject driveways.
10. It is the operators desire to continue use of both curb openings on North Avenue.

APPENDIX

Exhibit A – Existing Conditions

Exhibit B – Proposed Condition

Exhibit C – Alternative

EXISTING ACCESS CONDITIONS (2008 Air Photo)

20 ft. Asphalt Alley

INDEX	
ID	DESCRIPTION
1	143 sf Office and 967 sf Apartment
2	10 Motel Rooms
3	10 Motel Rooms
4	6,200 sf Vacant Land
5	Pool Area
6	Outdoor Patio
7	Identification Sign and planter
8	726 sf Landscaped Planter
9	30 ft. Driveway

Property Boundary
44,100 s.f.

NORTH AVE.



Scale: 1 in. = 50 ft.

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

File #: TED - 2009-077

Date of submittal: 3/23/09

Site location: 2400 North Ave

Parent Project:

Name: El Palomino Motel Addition

File No.: PRE-2009-009

2945-124-24-014

Distribution List:

Development Engineer: Eric Hahn

Planner: Ronnie Edwards

PW&P Director: Tim Moore

Planning Manager: Lisa Cox

Fire Department: Chuck Mathis

Transportation Engineer: Jody Kliska

Other: _____

Date and Time of ~~Department~~ ^{Committee} Review Meeting: Tuesday, April 7, 2009 10:30 AM

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: _____

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

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: April 6, 2009

To: TEDS Review Committee

From: Eric Hahn, Development Engineer

Project Number: **TED-2009-077**

Primary Project: PRE-2009-009 – El Palomino Motel Add'n

Planner: Ronnie Edwards

TEDS Exception Request #1: TEDS 3.2.4 – Request to allow two existing accesses on North Avenue to remain.

Comments:

The day-to-day operations of the proposed expansion of this motel can be adequately served by a single access. Additionally, closure of one access will help accommodate the recently adopted North Avenue Corridor Plan, which states the following:

“Curb cuts should be reduced and consolidated in order to enhance the overall character of the corridor and improve vehicular and pedestrian circulation. . . . Parking lots adjacent to the street should have a defined curb cut entrance, added sidewalks, and additional planting to define parking lot circulation and enhance way-finding.”

However, the Fire Dept indicates the following:

“Fire Prevention would not be in favor of closing either of the existing driveways. The existing property exceeds the 150 foot rule without a turnaround which for the existing location would be acceptable. If either of the driveways were to be eliminated it would require us to cross over the existing pool area for firefighting and or ambulance access. If the East entrance were to be closed and parking were allowed as shown a fire truck would not be able to enter the area around the office canopy. The alley on the North would allow for a fire truck however we would use it only as protection for the single family dwellings to the North.”

Recommendation:

Approve as requested.

Approve with the following modification(s):

Deny.

Hold until the following additional information is submitted and reviewed:

Eric Hahn - Re: TED-2009-077

From: Eric Hahn
To: Kliska, Jody; Moberg, Greg; Rhonda Edwards; Tim Moore
Date: 4/8/2009 2:17 PM
Subject: Re: TED-2009-077
CC: Charles Mathis; Kollar, Steven; Masterson, Hank

All,

Chuck's comments significantly change the nature of this TEDS Exception. I don't see any way to close an access AND resolve Fire's concerns, it appears that we are forced to approve the request. I think we need to meet again to discuss this further.

Comments, anyone??

-Eric

>>> Charles Mathis 4/7/2009 4:26 PM >>>
El Palomino Motel Addition.

Fire Prevention would not be in favor of closing either of the existing driveways.

The existing property exceeds the 150 foot rule without a turnaround which for the existing location would be acceptable. If either of the driveways were to be eliminated it would require us to cross over the existing pool area for firefighting and or ambulance access. If the East entrance were to be closed and parking were allowed as shown a fire truck would not be able to enter the area around the office canopy. The alley on the North would allow for a fire truck however we would use it only as protection for the single family dwellings to the North.

April 14, 2009

Thomas A. Logue
Land Development Consultant
537 Fruitwood Drive
Grand Junction CO 81501

Re: TEDS Exception-2009-077 – El Palomino Motel Addition

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: Eric Hahn, Development Engineer
Ronnie Edwards, Planner
File

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

Project Number: **TED-2009-077**

Project: El Palomino Motel Add'n

Site Address: 2400 North Ave.

Applicant: Kowalczyk Family

Representative: Thomas A. Logue

Development Engr.: Eric Hahn

Planner: Ronnie Edwards

TEDS Exception Request #1: TEDS 3.2.4 – Request to allow two existing accesses on North Avenue to remain.

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 Mow

Date:

4-10-09

Planning Division:

[Signature]

Date:

4-10-09

Fire Department:

Charles Mathis

Date:

4-10-09

- Establish street standards – define the street’s role by district based on the vision and desired character.
- Parking lots adjacent to streets should a defined curb cut entrances, added sidewalks and additional planting to define parking lot circulation and enhance way finding.

ALTERNATIVE – Exhibit C illustrates a design alternative that has been prepared in accordance with the requested removal of the attached sidewalk and the construction of a detached sidewalk. The exhibit includes a photo essay that identifies three areas within the proposed construction zone that are problematic:

Conflict One – An existing fire hydrant and valve. Abandonment of the existing sidewalk will require special care in the vicinity of the valve to avoid damage to it and the ageing supply line. Relocation of the existing hydrant may be required without the dedication of additional right-of-way for the requested detached sidewalk.

Conflict Two – The existing water meter should be relocated out-side of the requested detached sidewalk. Because of the age of the existing service lines, damage to them will most likely result during the relocation efforts. Additionally, the existing identification sign will overhang the new sidewalk. A small reduction in the width of the sidewalk may be necessary adjacent to the existing planter box.

Conflict Three – An innovative engineering design alternative will be required for the area around the existing inlet box. All of the subject sites drainage flow in a shallow swale presently located in the area that the new sidewalk must be constructed. A unique approach must be developed to deal with each of the two driveway access aprons, as well.

COST ANALYSIS – Cost to construct the requested detached sidewalk are presented on the following page. The accompanying cost estimate is based on today’s costs and is subject to future economic fluctuations and inflation. This estimate is an opinion without the benefit of final construction documents and is based on previous projects which are similar in nature prior to the estimate date. The estimate should not be considered as a guarantee that the project can be constructed within the estimated amounts.

DETACHED SIDEWALK CONSTRUCTION ESTIMATE

ITEM	DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
1	Mobilization	LS			\$1,000.00
2	Remove Existing Concrete	SY	130	\$6.00	\$780.00
3	Remove Existing Asphalt Pavement	SY	146	\$12.50	\$1,825.00
4	Excavation	CY	60	\$14.00	\$840.00
5	Sub-Grade Preparation	SY	200	\$5.00	\$1,000.00
6	Class 6 ABC	TON	70	\$28.00	\$1,960.00
7	Six Foot Sidewalk	LF	157	\$45.00	\$7,065.00
8	8 in. Thick Concrete Driveway	SF	575	\$8.00	\$4,600.00
9	Reconstruct Exist. Area Inlet	LS			\$2,800.00
10	Adjust Water Valve	EA	1	\$400.00	\$400.00
11	Adjust Relocate Water Meter	EA	1	\$1,200.00	\$1,200.00
12	Traffic Control Services (Passive)	DAY	5	\$65.00	\$325.00
13	Traffic Control Services (Active)	DAY	10	\$240.00	\$2,400.00
14	Construction Staking	LS			\$1,000.00
15	Compliance Testing	LS			\$1,000.00
	Sub-Total				\$28,195.00
16	Survey for Design	LS			\$1,000.00
17	Design Engineering	LS			\$2,000.00
18	Construction Bidding	LS			\$750.00
19	Construction Management	LS			\$1,250.00
20	Prepare As Built Drawings	LS			\$1,000.00
	Sub-Total				\$6,000.00
21	Contingency	LS			\$4,500.00
	GRAND TOTAL				\$38,695.00

A comparison between the proposed condition and the presented alternative is presented on the following table:

COMPARISON TABLE						
CATEGORY	PROPOSED			ALTERNATIVE		
	Positive	Negative	Neutral	Positive	Negative	Neutral
Safety			✓			✓
Operators Desire	✓				✓	
Ease of Use By Guests			✓			✓
Affect on Surface Drainage	✓				✓	✓
Cost Effectiveness	✓				✓	

SUMMARY – Following are justifications for acceptance of the requested Design Exemption to allow continued use of the attached sidewalk on North Avenue:

1. Access by pedestrians would not be compromised.
2. Traffic volumes crossing the sidewalk would be less than 23 peak hour trips.
3. The request will result in a \$19,431.00 cost savings, assuming that the TCP could be used to offset the construction cost.
4. Disruption to traffic and pedestrian flow will occur during the construction efforts to relocate the sidewalk.
5. Disruption of fire protection and water service to the motel will happen during construction efforts to relocate the sidewalk.
6. The *North Avenue Corridor Plan* encourages the elimination of regulatory barriers to investment in redevelopment efforts.
7. Page 61 of the *North Avenue Corridor Plan* illustrates an attached sidewalk as a redevelopment option.
8. Relocation of the detached sidewalk would be premature until new street standards are established for North Avenue as recommended in the corridor plan.
9. It is the operators desire to continue use of attached sidewalk on North Avenue.

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