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TEDS EXCEPTION SUBMITTAL DISTRIBUTION LIST

K10

File #: TED - 2010-071

Date of submittal: 6/3/10

Site location: 535 N 12th

~~80000000~~

Parent Project:

Name: STOVER VARIANCE

File No.: VAR-2007-015

Distribution List:

Development Engineer: Eric

Planner: SENTA

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: TUES JUNE 22

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



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: June 22, 2010

To: TEDS Review Committee

From: Eric Hahn, Development Engineer

Project Number: TED- 2010-071

Project Location: 535 N. 12th Street

Parent Project:

Name: Stover Variance

File No.: VAR-2007-015

Planner: Senta Costello

TEDS Exception Request #1: TEDS 3.2.2 & 3.2.4

Comment: The subject property is at the SW corner of 12th & Chipeta. Historically, this lot had an access onto 12th Street, but this access was required to be removed during the review of a building setback variance request (VAR-2007-015). The applicant now requests that the 12th Street access be allowed to remain, in addition to the new access on Chipeta.

Staff believes the single access on Chipeta, which is a Local Street, is sufficient for this property and can find no reason to allow an additional access onto 12th Street, which is a Minor Arterial, regardless of whether such access has historically existed.

Recommendation:

Approve as requested.

Approve with the following modification(s): _____

Deny.

Hold until the following additional information is submitted and reviewed:

Senta Costello
David Thorton
City of Grand Junction – City Planning
544 Rood Avenue
Grand Junction, CO 81501

James Stover
Po Box 1092
Grand Junction, Co 81502

Ms Costello & Mr. Thorton,

This letter is in regards to securing a request for a TEDS Variance concerning the removal of our 12th street driveway for our property at 535 North 12th Street. (Parcel #2945-141-31-009)

Upon purchase of this lot and approval of the remodel plans it was suggested by the city that we would be allowed to install a driveway on the Chepeta side of the lot should we agree to the removal of the 12th street entrance. Being new homeowners, excited about getting this project started as well as having not used the property entrances and assessed the functionality of the driveways, we agreed to this trade.

We have been living in the property for two years now and have adequately assessed the functionality of the driveways and have determined that the removal of our 12th street entrance will create unnecessary hazards due to dangers of backing out so close to the intersection with a minor arterial street.

Sitting chapter 4 of the Grand Junction TEDS manual, "driveways should provide proper site circulation in the efforts to minimize safety issues, and promote proper functionality of the street system". With the removal of our 12th street driveway this will force us to back out of the Chepeta side causing a temporary full street blockage and reduced driver vision so close to the intersection. The Minimum driveway/corner clearance so close to a minor arterial street such as 12th is 100' now since not one single corner lot adjacent to 12th street downtown conforms to the 100' minimum I am assuming it is understood that this is an accepted practice. This however does not detract from the safety issues resulted from full sized vehicles taking up the entire street when backing out. Drivers coming around that corner at 15 MPH have just over 2 seconds before striking our vehicles backing out of the driveway, (And much less if going any faster) this is not much of a safety margin for either parties.

Due to the uniqueness of our corner lot at 12th & Chepeta, the solution is already in place and has already presented itself. Understandably city engineering does not want us backing out onto 12th street and stopping the flow of traffic, for the same reasons that backing out onto Chepeta has proved dangerous. This situation demands a circulatory driveway system. By maintaining a circulatory driveway we will be able to pull directly onto either 12th or Chepeta and automatically enter the line of traffic drastically reducing interruptions and increasing driver vision when entering the traffic flow. This circulatory driveway system is already in place and by removing the 12th street driveway the city would be forcing us to use a much more dangerous method of vehicular connection with our property.

Our 12th street entrance is the original entrance to this lot and is consistent with at least 20 other driveways on this minor arterial street including at least two business entrances entertaining large regular amounts of traffic. I feel that by forcing the removal of this driveway the City of Grand Junction would be going out of its way to put an unfair and dangerous hardship on this property in comparison to other lots on the same street.

Based on these reasons we the owners of Parcel # (2945-141-31-009) formally request a TEDS Design Exception to the approved lot plan currently existing on file.

Regards, and thank you for your time.

James & Elizabeth Stover

4.0 ACCESS DESIGN AND SITE CIRCULATION

Access is defined as any driveway or other point of ingress/egress such as a street, road, highway or driveway that connects to the public street system. This chapter defines the types of access, their locations, and geometric requirements.

Acceptable site design is achieved when three major elements – access location and design, site circulation and parking, building footprint and location – are integrated. Site circulation can directly affect the safety, traffic operations and the assigned functional purpose of the street system. Good site circulation is necessary to protect the integrity of the public streets as well as public safety within the site.

4.1 Access Locations

All entrances and exits to vehicular traffic areas shall be located and constructed to minimize traffic congestion on the public street system.

4.1.1 Spacing

On local residential streets, single-family residential driveways shall be spaced a minimum of 5' measured from property line to allow for maneuvering to occur without trespass. In locations where the 5' minimum spacing cannot be met due to limited lot frontage or other field constraint, the Development Engineer may permit a variance from the spacing standard.

On local commercial and industrial streets, driveways shall be spaced a minimum of 50 feet, measured from edge of access to edge of access. On collector streets, driveways shall be spaced a minimum of 150 feet apart. On arterial streets where no other access to lower order streets is available, commercial driveways may be allowed where spaced a minimum of 300 feet and may be restricted to right-in, right-out movements. No new residential driveways shall be allowed on arterial streets.

4.1.2 Offsets

Where properties are not large enough to allow accesses on opposite sides of the street to be aligned, the center of accesses and intersections not in alignment shall be offset a minimum of 50 feet on local commercial streets, offset 150 feet or greater on all collector streets and offset 300 feet or greater on all arterial streets. Greater distances may be required for left turn storage lanes. Shared accesses shall be encouraged wherever possible.

to minimize the number of access points along a street. Shared access provides for safer and more efficient operation of the flow of traffic on the street and shall meet the above requirements.

4.1.3 Corner Clearance

Corner clearances are defined as the distance between a driveway and the 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.

Minimum Corner Clearance (ft) Measured from Flowline to Near Edge of Access

| Street Classification | Clearance From Unsignalized Intersections | Clearance From Signalized Intersections | Single Family Residential Driveways |
|-----------------------|---|---|-------------------------------------|
| Local | 50' | 150' | 50' |
| Collector | 150' | 150' | 100' |
| Minor Arterial | 150' * | 300' * | 100' * |
| Major Arterial | 300' * | 300' * | 150' * |

*May be restricted to right-in, right-out only access. Single family access to arterial streets is not acceptable practice and will be permitted only in extreme hardship cases.

4.2 Access Design

4.2.1 Types of Access

Generally, all new private property access shall be designed as curb cuts. Radii type curb returns with handicap ramps will be required for accesses when the peak hour right turn entering volume exceeds 20 vehicles in the peak hour. Auxiliary lanes shall be constructed when turn volumes meet the minimum criteria in the right turn warrant chart.

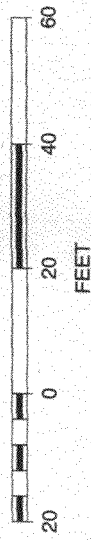
4.2.2 Design Vehicles

All accesses shall be designed to accommodate the turning characteristics of the largest vehicle that will most commonly utilize the proposed access. Most residential and small commercial driveways only need to accommodate passenger cars; other commercial or industrial developments will usually require at least one access that can accommodate the efficient entry or exit of larger vehicles.

535 N. 12th St.



SCALE 1 : 360



July 9, 2010

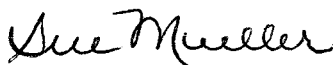
James Stover
535 N. 12th Street
Grand Junction CO 81501

Re: TEDS Exception 2010-071 – Stover Variance

The TED's Exception Committee has denied your request for a 12th Street access.

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
Senta Costello, Sr. Planner
File

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

Project Number: TED- 2010-071

Site Location: 535 N. 12th Street

Applicant: James Stover

Representative: James Stover

Development Engr.: Eric Hahn

Parent Project:

Name: Stover Variance

File No.: VAR-2007-015

Planner: Senta Costello

TEDS Exception Request #1: TEDS 3.2.2 & 3.2.4

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:~~

Charles Mathis

Date: 7-6-2010

~~FIRE~~

Planning Division:

Isa Elex

Date: 7-6-2010

~~Fire Department:~~

Tom Now

Date: 7-6-10

~~Public
works~~