

REVIEW SHEET SUMMARY

FILE # 45-79

DATE SENT TO REVIEW AGENCIES

ITEM CONDITIONAL USE - BURGER KING

DATE DUE

PC MEETING DATE 12-18-79

ACC/OC MEETING DATE

DATE REC.

AGENCY

COMMENTS

12-11-79

DESIGN &
DEVELOPMENT
PLANNER

Petitioner has worked with staff and city agencies to develop a design which is most workable on site, after a series of previous denials:

1. Parking spaces north of alley should be limited to employees only (possibly blocking off alley access).
2. Widening of curb cut on North Avenue has allowed better access. Directionalized islands permit improved traffic flow in and out of site. It is recommended that the two parking spaces on the southeastern end of the lot be eliminated to avoid congestion from traffic North Avenue. Bike racks could be located here.
3. Wider aisle than previous submittal allows easier flow of traffic through site. Speed bump is good idea .
4. Rear area of site is much better designed than previous submittal, with adequate stacking space for vehicles, and a more desirable location of the order station.
5. Limited space between structures permits only passenger vehicles, clearance sign is in best location to allow oversized vehicles to exit. The proposed concrete curb, or a guard rail appear to protect adjacent building.
6. Access to North Avenue across the area in the front of the existing building, allows some eating area to remain and proposes needed additional landscaping to the concrete jungle on North Avenue. However planter box on east side of building entrance should be limited in height due to maintaining visual clearance.
7. Vehicles exiting from the drive-up window should yield to vehicles exiting from the main lot---- height of the planter box should be low enough to allow for proper visual clearance.
This is the best available solution for a design for a drive-up window for this facility with the limited space available and limiting curb cuts onto North Avenue.

12-13-79

PUBLIC SERVICE

GAS: No objections
ELECTRIC: Utility Pole (with transformer bank) to be protected from traffic or relocated

12-17-79

CITY TRAFFIC
ENGINEER

1. For safety reasons, as well as possible legal liability, I am adamantly opposed to the installation of "speed bumps" or any other non-standard traffic control device.
2. Refer to the city engineers' comments regarding parking spaces adjacent to North Avenue.
3. With a 20' wide alley and a wooden fence on the north side, there is not adequate room for maneuvering into and out of the six 90° parking stall on the north property line. Access to parking stalls should be internal.

12-17-79 CITY ENGINEER (RISH)

I think the first two parking spaces next to the North Avenue entrance should be deleted. Vehicles backing out will conflict with smooth flow from North Avenue traffic. Sidewalks on North Avenue should be constructed as 5 foot detached concrete aprons as per City standards. Access from North Avenue and alley looks okay to me as shown.

12-17-79 FIRE DEPT.

The Fire Department, will have no objection to this use, if the flow of traffic can be controlled so as not to hinder access to the alley off 18th Street, north side of Station #2, and access to the rear of the station. It is possible that a build up of traffic into this area could hinder the movement of the fire apparatus.

12-17-79 CITY UTILITIES

None.

12-18-79 ENERGY OFFICE

Please give petitioner attached items.

12-18-79 STAFF RECOMMENDATIONS

Recommend approval of conditional use. The proposed design functions better than the previous submittal, and access into and from the site, as well as within the site is improved.

The following considerations should be addressed before the time of City Council hearing:

1. Move or protect the utility pole as per Public Service comments.
2. Speed bumps should be low as not to create a traffic hazard.
3. Eliminate two parking spaces in southeast corner of site adjacent to North Avenue.
4. Rear parking spaces, adjacent to north alley should be limited to employee parking.
5. Consider Design & Development Planner comments regarding visual clearance and circulation at North after drive-up. (#7).
6. Comply with city engineer comments regarding design of curb aprons on North Avenue.
7. Add bike racks on site, possibly in vacated parking spaces at North Avenue.

*access through rear alley
parking should be
closed!*

Although the proposed design conflicts with Item #2 on the Policy Statements for Drive-up Windows, the details in the design mitigate any problems with ingress-egress to the site.

- HISTORY.....
1. November 30th, 1977, Denial. Lack of information including effect on pedestrians, aesthetics, drive radii, patio layout.
 2. January 25th, 1977, Denial. Site doesn't have safe and adequate treatment for a drive-thru.
 3. June 26th, 1979, Denial. Conflicts with drive-up policies. Doesn't handle stack-up behind call box; alley shouldn't be primary traffic outlet.

DRIVE UP WINDOWS

STATEMENT OF COUNCIL ACTION

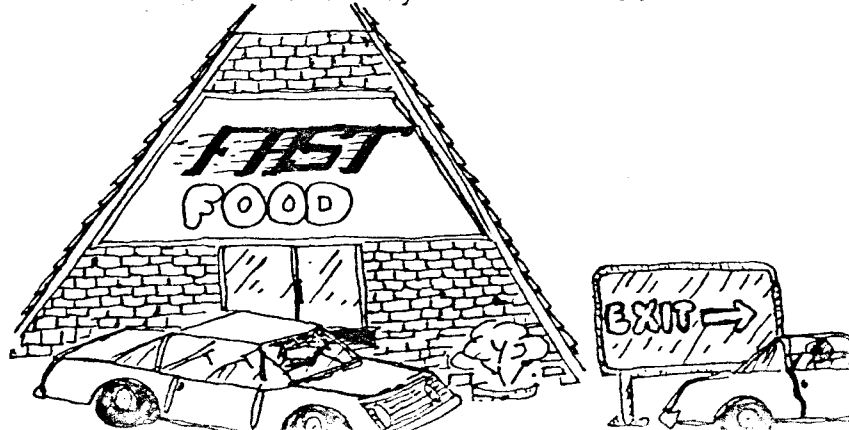
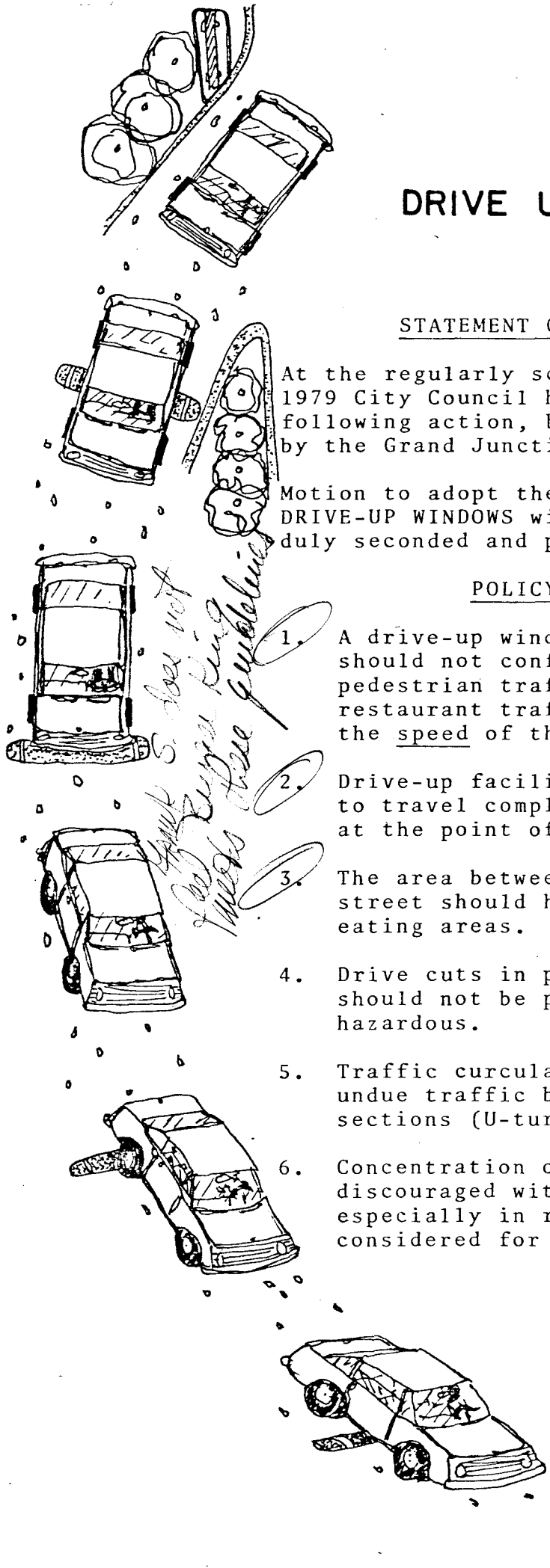
At the regularly scheduled meeting of August 15, 1979 City Council held a public hearing then took the following action, based upon favorable recommendation by the Grand Junction Planning Commission.

Motion to adopt the policy statements concerning DRIVE-UP WINDOWS within the City of Grand Junction, duly seconded and passed on roll call vote.

POLICY STATEMENTS

1. A drive-up window's vehicular traffic pattern should not conflict with other vehicular and pedestrian traffic. (For example, sit-down restaurant traffic) This includes control of the speed of the traffic, as well as the flow.
2. Drive-up facilities should not require traffic to travel completely around the facility and egress at the point of ingress.
3. The area between the front of the building and the street should have landscaping and/or outdoor eating areas.
4. Drive cuts in proximity to major intersections should not be permitted if they are deemed hazardous.
5. Traffic circulation should be designed to prevent undue traffic burdens at median breaks or intersections (U-turns, etc.).
6. Concentration of drive-up facilities should be discouraged with the impact on adjacent uses -- especially in regard to residential areas -- considered for each use on a case-by-case basis.

*Bank does not
allow drive up
window. These guidelines*



December 5, 1977

Norbert Lukas
c/o Burger King
1730 North Avenue
Grand Junction, CO 81501

Dear Sir:

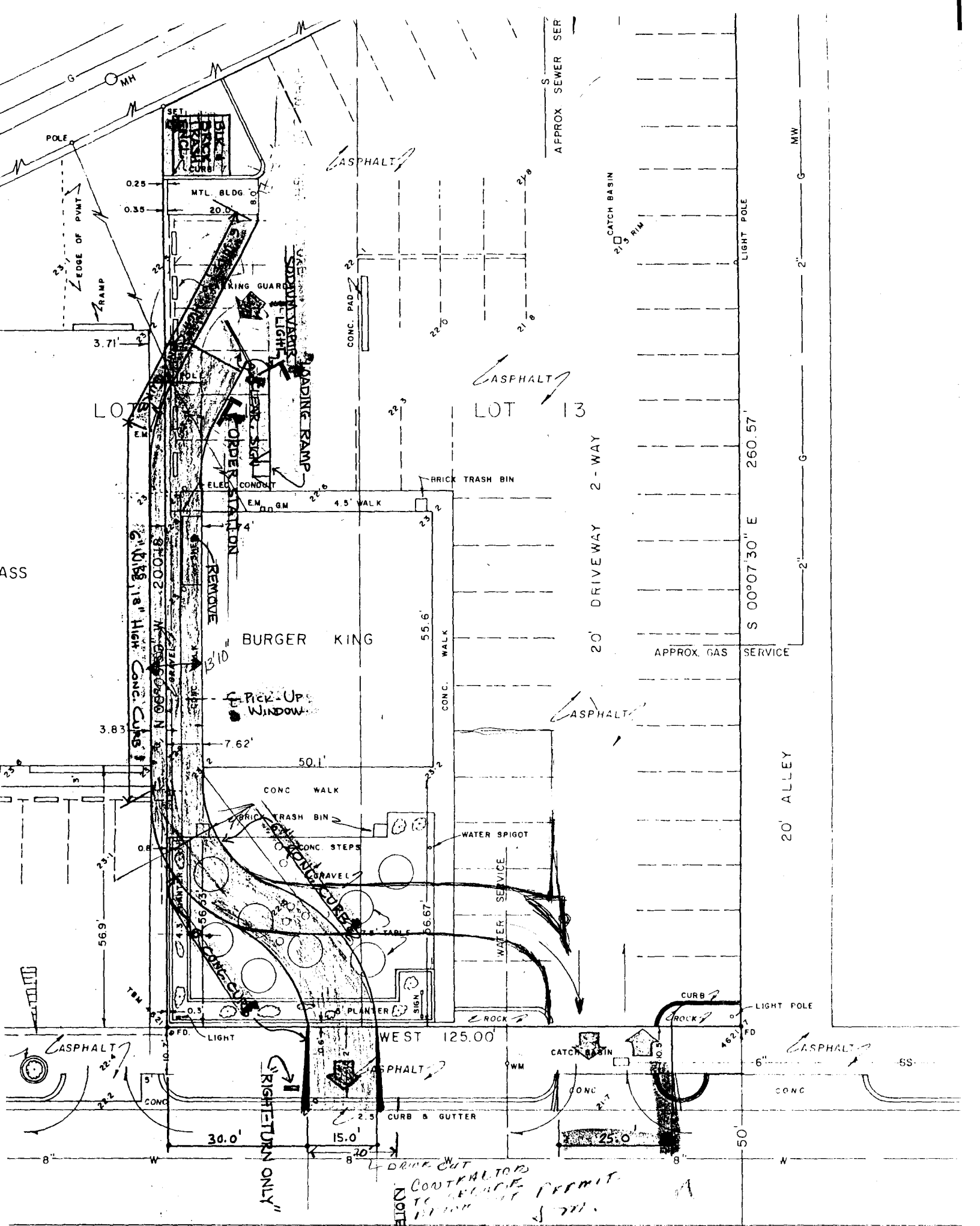
This is to inform you the request for a Conditional Use Revision, #85-77, for Burger King was denied at the regularly held Planning Commission hearing Wednesday, November 30, 1977. The Planning Commission was unclear as to how the proposed change would affect pedestrians, aesthetics, and present useability without additional information such as driveway radii, patio layout, pedestrian protection along North Avenue, and parking considerations. You may, if desired, appeal this decision to the Grand Junction City Council December 21, 1977. To properly advertise this action the Planning and Development Department must be notified not later than December 8, 1977.

Sincerely,

Del Beaver
Senior City Planner

DB:dlw

CC: File #85-77



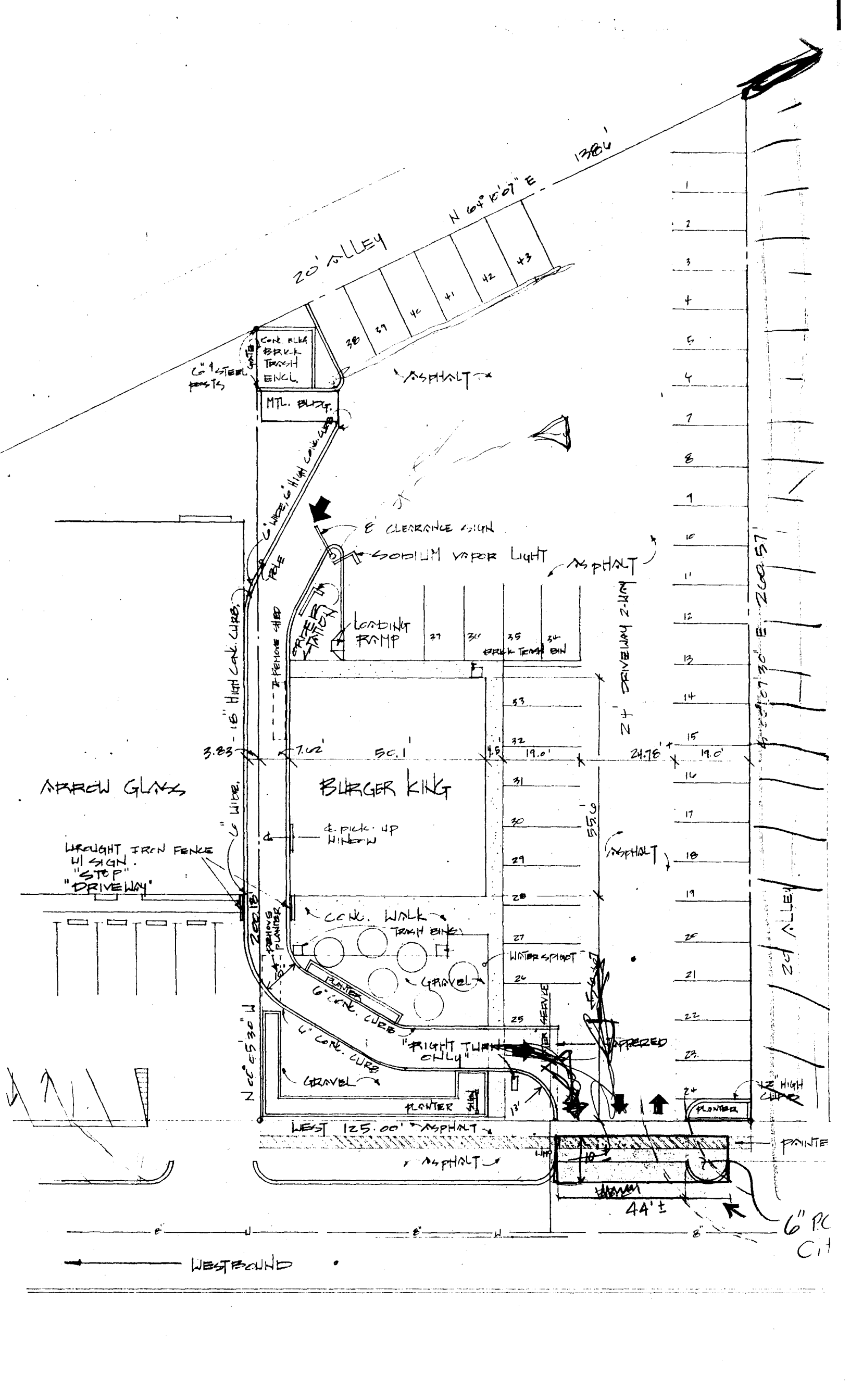
NOTE: CONTRACTOR TO OBTAIN PERMIT FROM CITY ENGINEER

WEST

NORTH AVE.

N OF BEARING

MON LINE



20' ALLEY

N 64° 10' 07" E

1386'

CONC. ALLE
BRUK
TRASH
ENCL.
MTL. BLDG.
6" STEEL
POSTS

ASPHALT

6" WIDE 6" HIGH CONCRETE CURB

E CLEARANCE SIGN

SODIUM VAPOR LIGHT

ASPHALT

LOADING RAMP

BRUK TRASH BIN

18" HIGH CONCRETE CURB

24' DRIVEWAY

BLURGER KING

ARROW GLASS

WROUGHT IRON FENCE
W/ SIGN
"STOP"
"DRIVEWAY"

PICK-UP WINDOW

CONCRETE WALK

TRASH BIN

GRAVEL

WATER SPIGOT

CONCRETE CURB

"RIGHT TURN ONLY"

GRAVEL

PLANTER

WEST 125.00' ASPHALT

ASPHALT

44' ±

PAINTED

6" RC
CIT

WESTBOUND

N 64° 10' 30" E 260.57'

24' ALLEY

12" HIGH CURB

