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File 1983-0021
Date 9/26/02

Project Name: 1st National Bank – Vacation of alley between Grand & White

P r e s e n t	S c a n n e d	<p>A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some instances, not all entries designated to be scanned by the department are present in the file. There are also documents specific to certain files, not found on the standard list. For this reason, a checklist has been provided.</p> <p>Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick guide for the contents of each file.</p> <p>Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.</p>			
X	X	*Summary Sheet – Table of Contents			
X	X	Review Sheet Summary			
X		Application form			
X		Review Sheets			
		Receipts for fees paid for anything			
		*Submittal checklist			
X	X	*General project report			
		Reduced copy of final plans or drawings			
X		Reduction of assessor's map			
X		Evidence of title, deeds			
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		Public notice cards			
		Record of certified mail			
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		*Final reports for drainage and soils (geotechnical reports)			
		Other bound or nonbound reports			
		Traffic studies			
		Individual review comments from agencies			
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X	X	*Petitioner's response to comments			
		*Staff Reports			
		*Planning Commission staff report and exhibits			
		*City Council staff report and exhibits			
		*Summary sheet of final conditions			
		*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)			
<u>DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:</u>					
X	X	Action Sheet	X	X	Letter from Edward Cleary, Leigh, Scott & Cleary, Inc. to Michael Barber Architecture re: plans for drive-up window – 5/27/83
X	X	Meeting Minutes of First National Bank – 2/2/82	X	X	Memo to Jim Patterson from Jim Bragdon re: concerns about traffic flow patterns – 6/1/83
X		Memo from Jim Patterson to Ron Rish re: proposal concerning relocation of sanitary sewer – approved – 12/30/82	X	X	Ordinance No. 2129 - **
X		Development Application – 3/25/83	X	X	Statement of Justification for Request
X		Public Notice Posting – 4/14/83	X		Development Enforcement Checklist – 12/18/84
X		Letter from John Frederick to Bob Golden re: Mtn. Bell – cable needs to be relocated. Architects contacted repairman – 4/18/83	X	X	Letter from William Prout to Bob Golden re: landscaping completed- 12/27/84
X		Letter from Ron Rish to Walt Wagner re: requirements for revocable permits- 5/5/83	X	X	Location Map
X	X	Letter from Ron Rish to Duane Jansen re: comments on plans – 5/5/83	X		Landscape Plan
X		Letter from Bob Goldin to Walt Wagner re: Engineers comments on drive-up window – 5/5/83	X	X	Letter from James Bragdon to Chris Thomas re: traffic engineering plans accepted – 7/18/83
X		Letters from concerned neighbors	X	X	Site Plan (to be scanned)
X	X	Letter for John Frederick to Bob Goldin re: drive-up window – 5/16/83	X	X	Agreement to Deed Right of Way

STATEMENT OF JUSTIFICATION FOR REQUEST

ALLEY VACATIONS FIRST NATIONAL BANK IN GRAND JUNCTION

The First National Bank in Grand Junction is in the process of designing a new main banking facility in Grand Junction to replace its current building at Main Street and Fifth Street. The new project will provide a bank building of about 53,000 square feet in a three story building, a new motorbank at White Avenue and Fifth Street and the exterior remodelling of the existing motorbank at Grand Avenue and Fourth Street. To enhance the City's downtown beautification efforts, a block long pedestrian arcade and plaza will be provided. These elements and the proposed overall site development are graphically shown on the attached site plan.

To be able to locate the buildings to achieve the greatest site useage potential, it is necessary to vacate the alley. The new bank building would then be located on the west end of the alley in Block 81. Such a location allows the optimal location of buildings and parking, and allows the building of the pedestrian arcade on the south side of the block and the large plaza on the north west corner of the block.

Contact has been made with all appropriate utility companies, and plans are being developed to relocate the sanitary sewer, natural gas, electricity and telephone lines that are located in the alley. All these utilities will be located underground to eliminate their visual impact in the area.

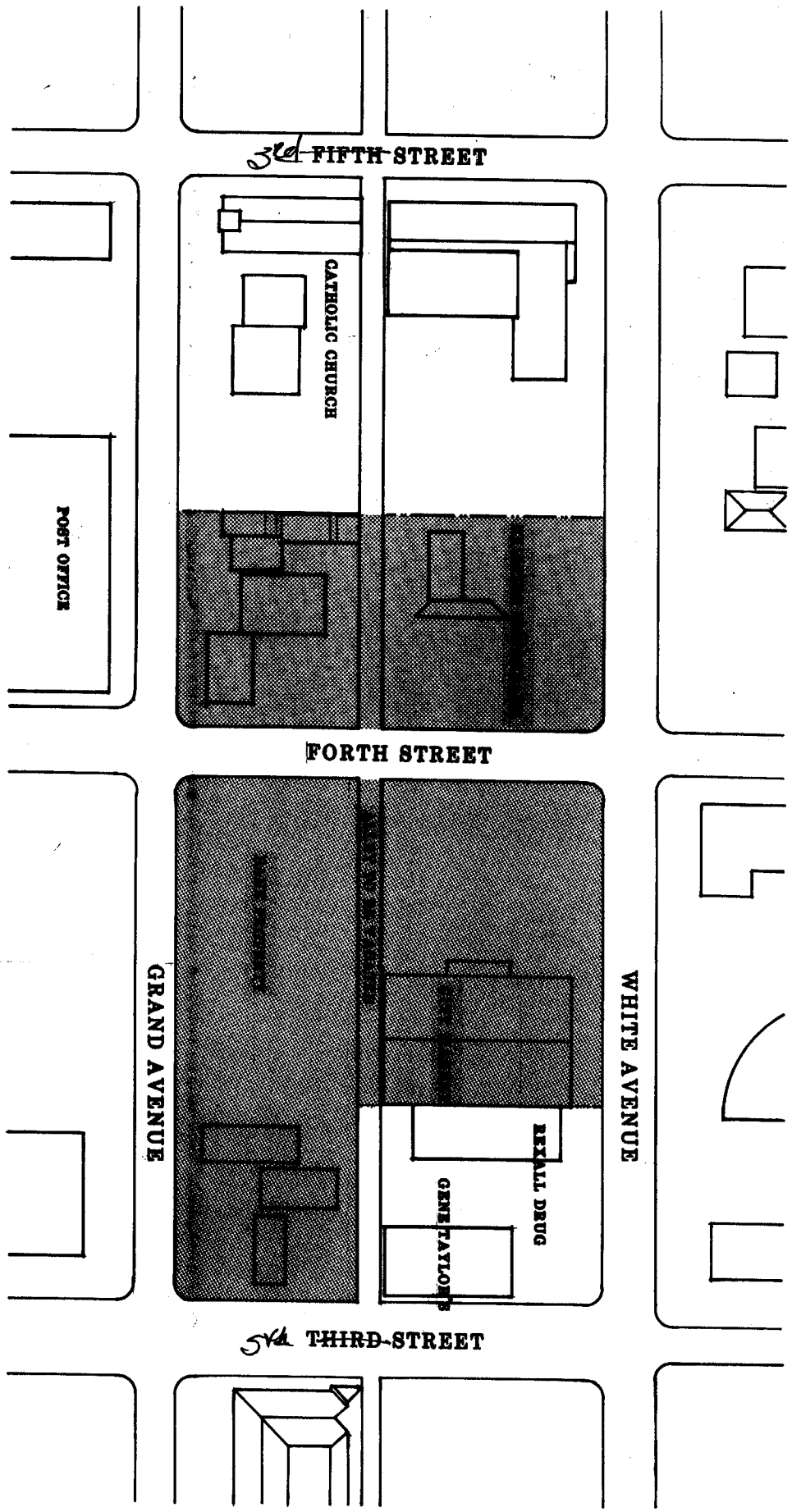
While access to the rear of the main bank facility does not require use of the existing alley, turnouts are being designed and will be provided to ensure that access to the rear of all non-bank owned buildings on each block is retained. The turnouts are shown on the site plans and will be dedicated to the City.

In summary, the proposed alley vacation allows the bank to best utilize the property owned on each side of the existing alley. As a result of being able to locate the bank building on the vacated alley, area is created to provide both the pedestrian arcade and the landscaped plaza for the enjoyment of Grand Junction. All utilities presently located in the alley will be relocated to underground routes in public-right-of-ways. To ensure access, alley turnouts will be provided and dedicated to the City.

We propose to dedicate to the city an L alley with the following legal description:

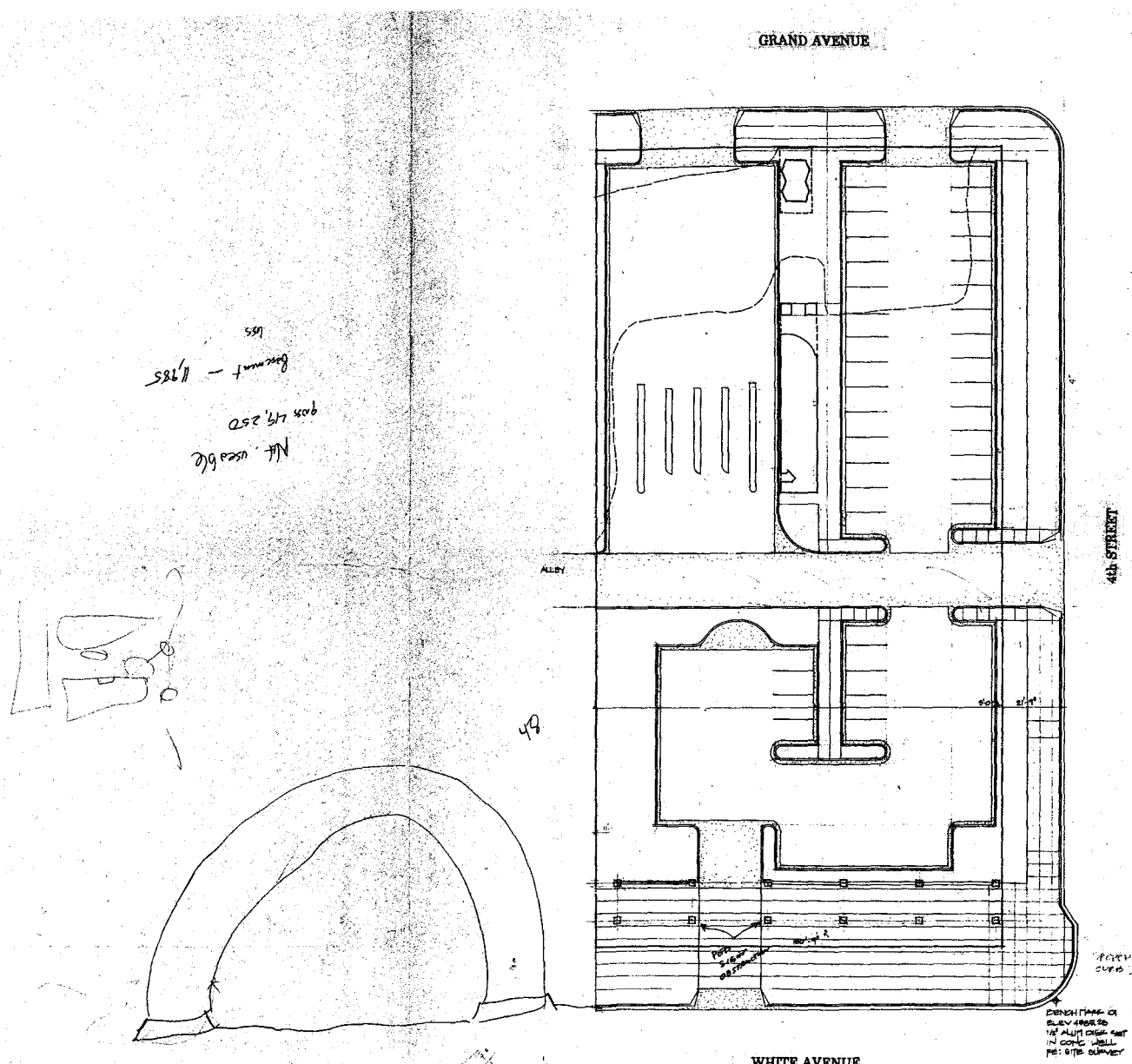
A 20 foot wide alley right of way to be dedicated to the City of Grand Junction, being a part of lots 21 and 22, block 81, City of Grand Junction State of Colorado, more particularly described as follows:

The west 1.43 feet of lot 21, and the east 18.57 feet of lot 22 block 81, City of Grand Junction, State of Colorado, said strip of land containing 0.05 acres more or less.



⊕ LOCATION MAP
 FIRST NATIONAL BANK IN GRAND JUNCTION

OFFICE
 COPY
 21-83



559
 basement - 11785
 25' x 49' 25'0"
 NA. useable

GRAND AVENUE

4th STREET

WHITE AVENUE

**FIRST NATIONAL BANK
 IN GRAND JUNCTION**
 GRAND JUNCTION
 COLORADO

MICHAEL BARBER
PROFESSIONAL CORPORATION
ARCHITECTURE
 DENVER
 COLORADO
 303 837 0555

OWNER
 CENTRAL
 BANK CORPORATION INC
 DENVER COLORADO

**STRUCTURAL-CIVIL
 ENGINEERS**
 K&B INCORPORATED
 CONSULTING ENGINEERS
 DENVER COLORADO

**MECHANICAL
 ENGINEERS**
 BRIDGES & PATTON
 CONSULTING ENGINEERS INC
 ALBUQUERQUE NEW MEXICO

**ELECTRICAL
 ENGINEERS**
 GAMBRELL
 ENGINEERS INC
 ARVADA COLORADO

ISSUED FOR	DATE
OWNER REVIEW	8-20-88
CONSULTANT REVIEW	9-22-88
CONSULTANT REVIEW	9-14-88
CONSULTANT REVIEW	8-29-88
CONSULTANT REVIEW	8-16-88
CONSULTANT REVIEW	8-10-88
PD CORR	1-20-89

4782
 JOB NUMBER
 RJP
 DRAWN BY
 CHECKED BY
 APPROVED FOR ARCHITECT
 APPROVED FOR OWNER

THIS PLAN IS THE PROPERTY OF MICHAEL BARBER ARCHITECTURE AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL BARBER ARCHITECTURE.

SP2

SITE PLAN
 EXISTING MOTOR BANK



DEDUCTIVE ALTERNATES

GENERAL NOTES

DEDUCTIVE ALTERNATES C & D APPLY ONLY TO WORK PRESCRIBED ON GP-2 & LOP-2

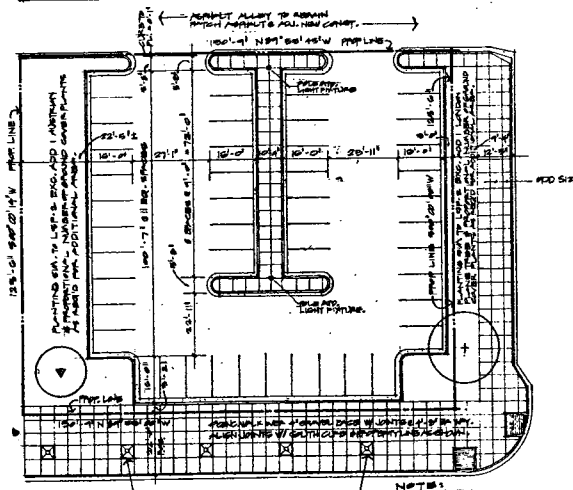
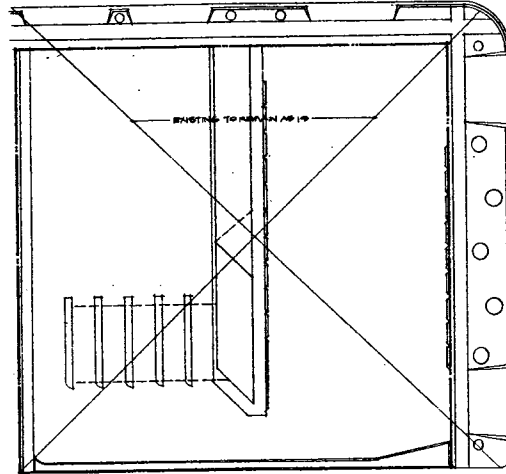
ALTERNATE C

ALTERNATE C RELATES TO "SITE PLAN - EXISTING MOTOR BANK." THIS EIT & FIGHT ALL ARCHITECTURAL, ELECTRICAL, LANDSCAPING & OTHER DISCREPANCIES AT THIS SITE NOT SPECIFICALLY DELETED UNDER THIS DEDUCTIVE ALTERNATE ARE TO REMAIN.

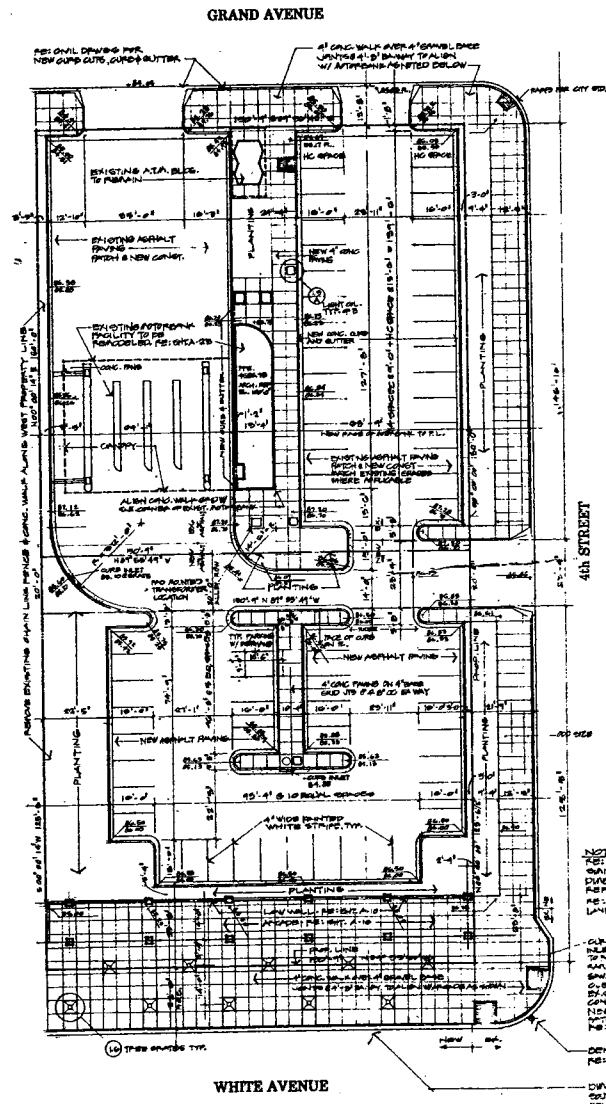
1. DELETE EXISTING CONC. ARCADE & IT'S INTERNAL LIGHTING.
2. DELETE 2'-0" HIGH CONC. WALL ALONG THE CONC. ARCADE.
3. DELETE ALL 9" CONC. LIGHT COLUMNS - SUBSTITUTE 6" CONC. LIGHTS WITH TYPE "M" FLOOR AND LIGHT FIXTURES. RE: ELECT.

ALTERNATE D.

DELETE ALL NEW/OLD WORK TO EXISTING MOTOR BANK & ITS SITE NORTH OF ALLEY. DELETE ALL WORK SOUTH AND SITE TO SOUTH APPROX. IN "SITE PLAN - EXISTING MOTOR BANK" & SUBSTITUTE WORK AS SHOWN IN ALTERNATE "D" SITE PLAN - EXISTING MOTOR BANK. LIGHTS AGAIN & SPRING ARE TYPE "M" FLOOR AND LIGHT FIXTURES. RE: ELECT.



ALTERNATE "D" SITE PLAN
EXISTING MOTOR BANK
1" = 20'-0"



SITE PLAN
EXISTING MOTOR BANK
1" = 20'-0"

**FIRST NATIONAL BANK
IN
GRAND JUNCTION**
GRAND JUNCTION
COLORADO

MICHAEL BARBER
ARCHITECTURE

DENVER
COLORADO
303 837 0555

OWNER
FIRST NATIONAL BANK
IN
GRAND JUNCTION
STRUCTURAL/CIVIL
ENGINEERS
KENIA HICKERLATER
CORRETT ENGINEERS
DENVER COLORADO
MECHANICAL
ENGINEERS
WILSON & PARTNER
CONSULTING ENGINEERS INC
ALBUQUERQUE NEW MEXICO
ELECTRICAL
ENGINEERS
DUMMELL
ENGINEERING
ANVRA COLORADO

NO.	DESCRIPTION	DATE
1	OWNER TELETYPE	8-22-83
2	CONTRACT PLAN (REV)	8-22-83
3	CONTRACT PLAN (REV)	8-22-83
4	CONTRACT PLAN (REV)	8-22-83
5	CONTRACT PLAN (REV)	8-22-83
6	CONTRACT PLAN (REV)	8-22-83
7	CONTRACT PLAN (REV)	8-22-83
8	CONTRACT PLAN (REV)	8-22-83
9	CONTRACT PLAN (REV)	8-22-83
10	CONTRACT PLAN (REV)	8-22-83

ISSUED FOR: DATE:
JOB NUMBER:
PROJECT:
DRAWN BY:
CHECKED BY:
APPROVED FOR ARCHITECT:
APPROVED FOR OWNER:

EXISTING MOTOR BANK
SITE PLAN

SP2

City of Grand Junction
Grand Junction, Colorado 81502
21-83

Included with #4

First Methodist Church
5th Street & White Avenue
Grand Junction, Colorado 81501
21-83

Gus L. Eliopoulous 21-83
c/o J. E. Johnson
101 Mt. Lyell Drive
San Rafael, California 94903

Valley Federal Savings
Valley Federal Plaza
Grand Junction, Colorado 80501
21-83

U. S. Bank Trustee 21-83
O.O. & E.I. Taylor
P.O. Box 908
Grand Junction, Colorado 81502

U. S. Post Office
Grand Junction, Colorado 81501
21-83

21-83
* First National Bank
of Grand Junction
P.O. Box 608
Grand Junction, CO 81501

Catholic Church
3rd Street & White avenue
Grand Junction, Colorado 81501
21-83

First Assembly of God
4th Street and Grand Avenue
Grand Junction, Colorado 81501
21-83

Chamber of Commerce
Grand Junction, Colorado 81501
21-83

~~✓ C. W. and D. Reister
340 Grand Avenue
Grand Junction, Colorado 81501~~

~~✓ Beth A. Harris
407 Dressel Drive
Grand Junction, Colorado 81501~~

~~✓ Thomas H. Nielson
2335 J Road
Grand Junction, Colorado 81501~~

#21-83

REVIEW SHEET SUMMARY

FILE NO. 21-83 TITLE HEADING Vacation of Alley DUE DATE 4/14/83

ACTIVITY - PETITIONER - LOCATION - PHASE - ACRES Petitioner: First National Bank of Grand Junction. Location: The alley between 4th and 5th Streets and White and Grand Avenue. A request to vacate the alley. Consideration of alley vacation.

PETITIONER ADDRESS 1st National Bank of Grand Jct.

ENGINEER _____

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
4/6/83	City Utilities	None.
4/14/83	Fire	The fire department has no objections of the vacation of this alley.
4/14/83	City Engineer	The proposal appears to be as discussed and agreed to in previous meetings with the architects.
4/15/83 LATE	Planning Staff	This department has no problem with the alleyway vacation as long as all other review comments are resolved. We may need the corner radius of the alleyway dedicated where the east-west/north-south intersection occurs (see Engineering if necessary). The major concern lies with the design of the drive-up facilities. The stacking area allows for only 2 cars per stall and if the commercial window has more than 2, the entry off White could be blocked, causing pedestrian and vehicle congestion. The north-south alley should be designated one-way. Sight distance at the entry and exit should be checked to avoid any sight distance problems. The traffic flow of the drive-up should be verified with the transportation engineer prior to the submittal of a building permit to avoid any last minute changes. Any rededication of public ROW can be accomplished through a quit-claim deed process through this department.
4/15/83 LATE	Transportation Engineer	I have no problems with this alley vacation.
4/15/83 LATE	Public Service	Gas and Electric: Will require relocation of gas and electric facilities as shown on plat. No objections after customer agrees to relocation cost and easements involved.
4/18/83 LATE	Mountain Bell	There is an existing aerial 200 pair cable that will need to be relocated at the 1st National Bank's expense or retain alley as utility easement.

GJPC MINUTES, 4/26/83
MOTION: (COMMISSIONER RINKER) "MR. CHAIRMAN, ON ITEM #21-83, VACATION OF ALLEY BETWEEN 4TH & 5TH STREETS AND WHITE AND GRAND AVENUE, I MOVE WE FORWARD THIS TO CITY COUNCIL WITH THE RECOMMENDATION OF APPROVAL, SUBJECT TO STAFF AND REVIEW AGENCY COMMENTS, AND BASED ON THE DEDICATION OF THE NEW ALLEY AND THE RELOCATION OF THE NEW UTILITIES."
COMMISSIONER LITTLE SECONDED THE MOTION.
CHAIRMAN TRANSMETER REPEATED THE MOTION, CALLED FOR A VOTE, AND THE MOTION CARRIED 4-0.
(COMMISSIONER QUIMBY WAS EXCUSED FROM CONSIDERING THIS ITEM.)

777 GRANT STREET
SUITE 201
DENVER COLORADO 80203
303 837 0555

FIRST NATIONAL BANK IN GRAND JUNCTION
MEETING MINUTES OF FEBRUARY 2nd & 3rd, 1982

2 February 1982
1:30 p.m. to 2:30 p.m.

In Attendance:

- Bob Quimby - FNBGJ
- John Frederick - FNBGJ
- Mike Shannon - FNBGJ
- Richard Hollinger - Chief Building Official
- Ron Ruskey - City of Grand Junction
- Bob Goldin - Planning Department
- Jim Patterson - Public Works
- Ron Rish - City Engineer
- Ralph Sterry - City Utilities
- Chief Manto - Fire Chief
- Wes Painter - Battalion Chief
- Price Hatcher - PSCO
- Carl Barnkow - PSCO
- Paul Hage - PSCO
- Jack Brophy - Mountain Bell
- Bill McDaniel - Mountain Bell
- Skip Grkovic - Downtown Development Authority
- Michael Barber, Naras Statkus, Chris Thomas -
Michael Barber Architecture

Meeting Purpose:

Introduction of First National Bank project to City officials
Discussion of broad issues as they relate to all departments
Scheduling of work sessions with each department on Wednesday, February 3,
1982 to discuss more specific concerns.

Meeting Summary:

1. Michael Barber presented the project.
2. Applicable codes in Grand Junction are the 1979 editions of the Uniform Building, Mechanical & Plumbing Codes. 1981 edition of the National Electric Code, 1979 edition of the Uniform Fire Code (NFPA Standards as guides), Colorado Energy Code, Grand Junction Zoning & Development Code (May 1981 edition), State Elevator Code (current edition).
3. City has adopted some amendments to the U.B.C. with respect to fire and safety.
4. Building height as planned, exceeds height limitation of 105 ft. A variance will be required.
5. City does not have standards for compact car parking at this time. Change would require a text amendment to the Planning Code.
6. East/west alley will need to be abandoned (Partially); to be coordinated with public works and voted upon by City Council. New alley turnout could be dedicated back to City.

7. Any deviation in setback requirements will require a variance.
8. All items requiring variances could be packaged together.
9. Any planting within City rights-of-way should be coordinated with City Parks & Recreation Department.
10. City Engineer questioned the proposed building's shading of the intersection of 4th and Grand.
11. Building Department Inc. (private company) will do plan check, not City Building Department. Plan check fee to be paid directly to Building Department Inc.
12. City will require an on-site inspector thru structural erection to be retained by Owner and provided by Architect. City will take over inspection after structure is complete. Copies of daily logs & concrete testing to be sent to City Building Department.
13. City will need copies of survey, soils reports.
14. Required departmental clearances required prior to building permit are: State Health Department on Gamma Radiation Test, Planning Department on variances, Public Works on utilities & Fire Department.
15. Fire Department & Public Works suspect current water utilities not adequate for sprinkler system fire flow.
16. Need to provide City with demand estimates for sewer & water.
17. City streets adjacent to project site (specifically Grand Avenue) are already experiencing congestion. There should be coordination with City Traffic Engineer.
18. City would like to use FNBGJ project as a catalyst to upgrade streets & utilities adjacent to project site.
19. There are currently combined sanitary & storm sewers in downtown. City is looking to separate these in the future.
20. Public Service Co. is concerned with utility coordination with respect to tearing up streets during construction. Also everyone should be aware of long lead times on engineering and construction.

Meeting Minutes for 2 February 1982
2:30 p.m. to 3:30 p.m.

In Attendance: Skip Grkovic, Downtown Development Authority
Michael Barber, Michael Barber Architecture
Naras Statkus, Michael Barber Architecture
Chris Thomas, Michael Barber Architecture

Meeting Purpose:

Familiarization with the Downtown Master Plan & long term City goals.

Meeting Summary:

1. City has adopted a land use plan for the downtown area.
2. FNBGJ project is located within a tax increment district.

3. DDA is developing standards for sidewalk paving, lighting, street furniture, etc.
4. Landscape & master planning were done by Johnson, Johnson & Roy of Ann Arbor, Michigan. Received copies of Downtown Plan & strategy.
5. City has a franchise agreement with Public Service Co. with respect to street lights in City right-of-ways.
6. Public Service Co. will pay some of the cost associated with the relocation and undergrounding of utilities.
7. Expansion of the planned 500 car parking structure to the east (present Rexall Drug Store & proposed new drive-up facility) would help revive downtown parking problems.

Meeting Minutes for 3 February 1982

8:30 a.m. to 10:30 a.m. at Planning Department

In Attendance: Daryl Shrum, Planning Director
 Bob Goldin, Staff Planner
 Jim Bragdon, City Transportation Engineer
 Ron Rish, City Engineer
 Michael Barber, Michael Barber Architecture
 Naras Statkus, Michael Barber Architecture
 Chris Thomas, Michael Barber Architecture

Meeting Purpose:

To review specific planning & traffic concerns.

Meeting Minutes:

1. All requests for variances could be packaged into one application.
2. Procedure for processing variance requests: submit letter(s) describing impacts on issued to the Planning Department on or about the first of the month. Planning Department reviews and makes recommendations to the Planning Commission which meets on the last Tuesday of each month. Planning Commission makes recommendations to the City Council which meets the first & third Wednesday of each month. Council then votes on the issue or issues.
3. Existing traffic on Grand is already a problem due to the narrowness of the street (for 4 lanes). City would like to widen the existing lanes from 9' to 11' and add a 4' wide raised median to control left turns. Widening Grand is a long range project. City would like to expand right-of-way at Grand to the south. This would reduce the sidewalk width on the south side of Grand.
4. City felt that acceleration, deceleration, lanes shown on plans were not effective in facilitating ease of vehicular movement. Better to have large radius curb cuts.
5. Need more car stacking space at parking garage ingress.
6. Building service area off Grand was questioned with respect to existing vehicular congestion. City does not have any requirements with respect to building service areas. City will not allow service maneuvering in Grand Avenue. To dispute a staff recommendation, such as service door off of Grand Avenue, Owner must go through the variance procedure.

7. City will be installing a new traffic signal at 4th & White.
8. Space shown for armored car drop-off was felt, by traffic engineer, to be too large. Smaller area (like a one space loading zone) would seem more appropriate. Coordination with the Police Department would answer security questions.
9. Parking ratio of 1 to 300 is based on gross square feet if there is not designated parking. For calculation purposes, unoccupied areas like mechanical penthouse, stair & elevator shafts can be deducted from parking requirements. Parking requirement could be satisfied at a designated off-site location.
10. New drive-up facility curb cut off 5th to be no wider than 35'; also should be moved away from the corner 35' min. A site triangle of 35' must be maintained at any turnout, max. height within triangle is 30".
11. New drive-up facility exiting should be to White only. City may want to widen White Avenue in the future.
12. Attention should be given to building trash service. If city service is used, this should be coordinated with Bill Reaves of the Sanitation Department.
13. New alley turnout should be dedicated alley to avoid City vehicles having to use private access ways.
14. Making alley one way to the west & south (new dedicated portion) would be advisable.
15. City has no problem with drive-up banking equipment passing under a dedicated alley to the tellers.
16. Access to the west side of the Rexall Drug Store should be checked for coordination purposes. New parking structure will be constructed on the property line.
17. Building height should be checked with the Federal Aviation Administration (FAA) in Grand Junction. (See Paul Bower, Airport Manager)
18. If bank intends to designate employee parking areas in the parking structure, an impact statement must be written to the Planning Department.
19. To get small car parking standards adopted would require amending the Planning Code with a text amendment.
20. Attention should be given to the maintenance of landscape material at City right-of-ways.
21. City should be advised of construction phasing & scheduling for coordination purposes.
22. City does not have handicap parking requirements or bicycle parking, but would like to see some attention in these areas.
23. Attention to lighting in plaza area should be given the coordinated with the Downtown Development Authority (DDA).
24. City street classification adjacent to the project site were classified by the Planning Department as follows:

Grand Avenue	Minor Arterial	45' required setback
White Avenue	Local	25' required setback
4th & 5th Streets	Collectors	35' required setback

Setbacks are measured from centerline of street.

25. Jerry Ashby is the City Attorney.
26. Planning would consider small car spaces if they were designated employee spaces for persons with smaller cars.
27. Fire Department access to building areas should be coordinated with the Fire Department.
28. Exterior lighting for security reasons should be coordinated with the Police Department.
29. Alleys are 20' row with 16' minimum paving typically.

Meeting Minutes for 3 February 1982
10:30 a.m. to 12:00 p.m.

In Attendance: Richard Hollinger - Chief Building Official
 Chief Mantlo - Fire Chief
 Wes Painter - Battalion Chief
 Josephine Thomas - Police Community Relations Officer
 Michael Barber - Michael Barber Architecture
 Naras Statkus - Michael Barber Architecture
 Chris Thomas - Michael Barber Architecture

Meeting Purpose:

To review building & fire safety requirements.

Meeting Minutes:

1. John Hatfield at Building Department Inc. will do plan check. Questions regarding code interpretations should be taken up with Grand Junction Building Officials.
2. Refer to Chapter 3 of UBC for special inspector requirements.
3. Heliport requirement in code amendments is being reexamined by City. Heliport use may be strictly for emergencies, and not a full scale heliport.
4. For emergency purposes only, one bank of elevators (2 elevators) will be required to connect to emergency generator. Fire Department would like to see the capability of switching power to one bank of elevators or the other.
5. Fire Department emphasized need to be able to override emergency systems. See Section 1807 of U.B.C.
6. Fire Department would like to see fire alarm pull stations in parking structure, as well as emergency phones.
7. Fire alarms will terminate at the main Fire Station (Ron Smith, Communications Adminstrator)
8. Need to coordinate emergency P.A. with recorded messages system. Elevators and floors should be numbered at every lobby to facilitate rescue.
9. Need two-way communication with elevators.
10. Fire protection system will need a master control switch & flow switches on each floor.
11. Wet standpipes will be required within each stair. They are to be Class III combination, with 2-1/2" and 1-1/2" connections, National Fire Hose threads.

12. Hose cabinets to be located at inside of stairways. Do not have to provide hoses, though City would like to see this.
13. Fire extinguishers will be required, and requirements coordinated with Fire Department.
14. Sprinkler system and standpipes could be combined if the proper pump capacity can be documented.
15. All stairway door locks have to be electrically interlocked to the fire alarm and unlock automatically.
16. Fire Department will required manual override of intake & exhaust air controls.
17. Need to work with Fire Department on breakout window requirements.
18. Emergency generator needs to be sized to handle mechanical equipment required to pressurize stair shafts. Also emergency lighting and two elevators.
19. Question of more glass in building lobby (exceeding 25% of wall area) should be addressed as a proposal requesting a resolution of the issue to the Building & Fire Department. They will then respond to the proposal.
20. Fire Department would like to see both stairways to roof, but will not require it. Would consider a solution that exits people on the next to highest roof elevation with ladders to an upper roof rescue point.
21. Richard Hollinger verified (from UBC) that an open parking garage be defined as having at least 2 open sides, 40% of perimeter open, 50% of the open perimeter to be open for natural ventilation. Calculations to be based upon each tier. A tier is the floor to the ceiling height. Mr. Hollinger felt the proposed parking structure was adequately open and did not require mechanical ventilation or sprinklers. Mr. Hollinger had some concerns about portions of the grade level. The ramps from grade down to basement will be sprinkled & mechanically vented (to supplement natural ventilation). Mr. Hollinger thought this a satisfactory solution. Basement areas will be completely sprinkled and mechanically vented.
22. Dry standpipes to be located at each stairway in parking structure.
23. Police Department will follow up meeting with a letter discussing more specifically their concerns.
24. Bank needs to designate a Fire Safety Director to coordinate emergency procedures with the Fire Department.
25. Will need 42" high guard rails or parapet at roof level evacuation points.

Meeting Minutes of 3 February 1982
1:00 p.m. to 2:00 p.m.

In Attendance: Jack Brophy, Mountain Bell
 Ray Palmer, Mountain Bell
 Michael Barber, Michael Barber Architecture
 Naras Statkus, Michael Barber Architecture
 Chris Thomas, Michael Barber Architecture

Meeting Purpose:

Telephone service planning to project.

Meeting Minutes:

1. Existing main telephone conduit at manhole is in south side of 5th & White.
2. Mountain Bell will extend service north up 5th to the existing alley, then west in the alley to the east project property line. There they will locate a telephone manhole.
3. Building service will require (2) 4" conduits from the telephone manhole (see Note #2) to the building telephone equipment room. One conduit will be for future needs. A 2" conduit will go from the telephone equipment room to each drive-up facility, and if possible to a telephone closet in the southern area of each banking floor.
4. (2) 3" telephone risers will go up tower.
5. Contact person at Mountain Bell will be: Leon Peach, Mountain Bell Building Industrial Consultant, 735 Road Avenue, P.O. Box 2688, Grand Junction, Colorado 81502 (243-8003).

Meeting Minutes for 3 February 1982
2:00 p.m. to 3:00 p.m.

In Attendance: Price Hatcher III, PSCO
Paul Hage, PSCO
Dick Miller, PSCO
Carl Barnkow, PSCO
Michael Barber, Michael Barber Architecture
Naras Statkus, Michael Barber Architecture
Chris Thomas, Michael Barber Architecture

Meeting Purpose:

To review Public Service Company providing gas & electric service to the project.

Meeting Minutes:

1. Public Service needs to upgrade electrical network near project site. Existing service from east in alley is too small to handle projected loads. Existing power line is 4KV.
2. When alley is vacated, utilities will have to be routed around project. Electrical could be routed thru building. Device to use is an "in building easement". PSCO estimates this would require 3 to 4, 6" conduits.
3. There is an existing 2" gas line in the alley. This to be routed around the site. Gas should be located within City R.O.W. under streets, not sidewalks. Approximate relocation cost is \$7000 to \$10,000 (\$7.50/lin.ft.)
4. Electric customer gets \$5800 credit on each meter set. (Secondary service of 480 or 208 volts.)
5. Cost to reroute electrical around site is estimated at \$75,000 to \$100,000.
6. Primary metering would get a \$55,000 credit if electrical customer provides transformer. Transformer size approximately 1500 KVA. Cost of transformer \$14,000 if pad mounted, \$41,000 if subsurface. Long term maintenance cost a problem with privately owned transformer.

7. Lead time on PSCO engineering and construction is 7 to 8 months.
8. Process to start wheels turning are: 1) get load data (gas & electric) to Price Hatcher, 2) write up commercial service application.
9. Examine routing PSCO utilities to the north of job site, coordinate construction with street improvements on south side of Grand Avenue to reduce construction costs.
10. Should route PSCO utilities to whatever side of building closest to major building utility rooms.
11. Transformer vaults, once occupied with PSCO transformers are controlled by PSCO.
12. When constructing transformer vaults, provisions have to be made to handle the oil (200 to 300 gallons) in the transformer.
13. Air louvers to transformer vaults are calculated thusly: 3 sq. inches of free air per KVA.
14. PSCO will need a 96" long x 60" wide x 90" high switch cabinet to tap power off the electrical network. Cabinet requires 4'-0" clear on long sides (for doors both sides), 2'-0" clear on short sides. Should be located outside, surface mounted. Possible location would be on north side of curb cut for new drive-up facility ingress.

Meeting Minutes of 3 February 1982

3:00 p.m. to 4:00 p.m.

In Attendance: Jim Patterson, Director of Public Works
 Ralph Sterry, City Utilities
 Ron Rish, City Engineer
 Michael Barber, Michael Barber Architecture
 Naras Statkus, Michael Barber Architecture
 Chris Thomas, Michael Barber Architecture

Meeting Purpose:

To discuss City utilities and service as they relate to the project.

Meeting Minutes:

1. Existing water system is being overloaded now. 8" existing in 1st Street, 10" in 5th, 10" in Main Street, 12" in 3rd Street to Gunnison.
2. Need 2 separate water taps, one for domestic water, one for fire protection. Fire protection flow is estimated to be 5000 to 6000 G.P.M. Fire Department will verify.
3. City is trying to develop an equitable fee schedule as to who pays for what when utilities are upgraded. City has agreed to absorb some of the cost.
4. City is currently doing a bond issue for utility improvements.
5. Construction of water main to property line is currently on a time & material basis from utilities in street.
6. City re-examining fees for fire protection water service.
7. Sewers are currently combination storm & sanitary. City has budgeted funds to look at separating these.

8. Sewers flow either south or west. Will need to look at grades & sewer inverts to best determine which side of project to relocate services (north of south).
9. There are existing storm sewers in White and Grand (combination storm & sanitary).
10. City does not require retaining water on site and then metering into system.
11. City does not want roof & plaza areas to drain directly to combination sewers. Liability problem, they feel, if their lines back up. City wants to see free flow to curb flow lines.
12. City would like for garage floor drains and sub-surface drains to go to storm drainage, not sanitary.
13. For coordination of trash pick-up questions, sizes of trucks, etc., contact Bill Reaves.
14. City picks up trash from 3:00 a.m. to 6:00 a.m.
15. There is one private trash hauler in Grand Junction. All residents of Grand Junction are charged at least a minimum City trash fee regardless of who they use. The minimum fee is equal to that for a single residence.
16. City cannot serve compactors with their existing sanitation equipment.
17. City does not have a commercial water tap fee. Fee is based on size of tap as recommended on existing tap fee schedule.

cc: All in attendance
George McKinley
Dick Thomas
Lee Fetters



CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501

(303) 244-1628

May 5, 1983

RECEIVED

MAY 9 1983

MICHAEL BARBER
ARCHITECTURE

Mr. Walt Wagner
Michael Barber and Associates
777 Grant Street, Suite 201
Denver, Colorado 80203

Dear Walt:

As per conversations with John Frederick on 5/4/83, we were advised by him to direct all technical issues and concerns to you.

Following discussions with him, and ensuing conversations with the Transportation Engineer, City Engineer and Director of Planning, I am enclosing a site plan and the below discussion identifying the technical issues not yet resolved.

The Transportation and City Engineers have expressed a strong concern regarding the drive-up facility.

1. There is a problem with the availability of stacking and the probability of the north/south public alleyway being blocked should more than 2 cars be waiting for one of the machines. They will not allow a public alleyway to be blocked.
2. The original intent had shown a one-way alley to the west and south, opposite of what is presently proposed. The City Engineer stated he was never consulted on the redesign.
3. The bank and their representatives have been advised of the sight-distance problem at the egress on to 5th Street. Until that is resolved to the satisfaction of all parties, the City Public Works Department may not issue a curb cut permit for that access.
4. The sewer relocation is acceptable to the City Engineer.
5. A revocable permit for the bollards is required, but the Transportation Engineer does not foresee any problems with it.

Letter to Mr. Walt Wagner
May 5, 1983
Page 2

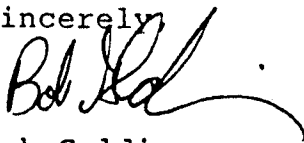
6. The Grand Avenue expansion dimensions are incorrect as shown on page C-7 of the plans. This will be covered by the City Engineer under a separate letter. (DUALS JONES)

The Planning Department has concerns regarding the site plan itself.

1. As previously discussed with you, the site plan does not accommodate minimum City parking stall dimensions. Enclosed is a copy of those minimum requirements. We can accept an overhang, but the aisle width must conform.
2. The driveway points are shown as 22.4 feet wide. It should be widened to 24 feet to better accommodate ingress and egress.
3. By the redesign of the parking lot to the west, and meeting City standards, the bank should be able to provide a minimum of 150-155 parking spaces for customers and employees. This is based in part on the usable square footage, employees, and customer demand anticipated.
4. You should resolve all these issues and those of the other agencies prior to submitting the building permit application to ensure no delay at that time.

If you have further questions, please feel free to contact the affected departments. Your cooperation in this matter is appreciated.

Sincerely,



Bob Goldin
Senior City Planner

BG/mm

xc: Karl Metzner
Jim Wysocki
Jim Patterson
Ron Rish
Jim Bragdon
Dick Hollinger
John Frederick



Atty JAC
FNB
File

City of Grand Junction, Colorado 81501

250 North Fifth St.,

May 5, 1983

Duane A. Jansen
KKBNA
Incorporated Consulting Engineers
4251 Kipling
Wheat Ridge, CO 80033

Dear Duane:

Re: 1st National Bank - Grand Avenue Widening

As requested, I have reviewed the plans for widening Grand Avenue as submitted April 14, 1983, and have the following comments:

1. The horizontal and vertical geometry shown is accepted. Enclosed is a copy of my December 30, 1982, memo to Jim Patterson stating the recommended pavement widths for Grand Avenue.
2. The proposed manner of handling storm drainage is accepted.
3. I am not sure about the impact of the proposed traffic signal support pole relocation as shown. Jim Bragdon should be contacted concerning details of that relocation.
4. I asked Jim Patterson about how the cost of widening Grand Avenue will be shared as you requested. The City will not participate in the cost of the widening abutting the bank property; I am not sure about how the relocated traffic signal support pole and/or storm drainage inlet and pipe will be handled. You should contact Jim Patterson concerning these matters.

Very truly yours,

Ronald P. Rish
Ronald P. Rish, P.E.
City Engineer

RPR/hm

Enclosure

cc - Walt Wagner, Michael Barber Architecture
Jim Bragdon
Bob Goldin ✓
John Kenney
Jim Patterson
File

777 GRANT STREET
SUITE 201
DENVER COLORADO 80203
303 837 0555

MEETING MINUTES

First National Bank in Grand Junction
Project Number 4782
20 May 1983

Location: Planning Department Office

In Attendance: Jim Patterson, Director of Public Works
Jim Bragdon, Traffic Engineer
Karl Metzner, Planning Director
Bob Goldin, Senior Planner
Janet Cunningham, Planner
John Frederick, First National Bank
Connie Bailey, First National Bank
Michael Barber, Michael Barber Architecture
Chris Thomas, Michael Barber Architecture

Agenda: Items identified in the letter of 5 May 1982 from Bob Goldin to Michael Barber Architecture (copy enclosed). Item numbers listed under "Record of Meeting" correspond to the item numbers within Mr. Goldin's letter.

Record of Meeting:

1. Discussion of the new motor bank design centered around the following issues:
 - A. The availability of stacking space and the possibility of cars blocking the alley R.O.W.

Data supplied by the First National Bank was presented that documents the position that blocking of the R.O.W. would not occur. (See attached documentation.)

The question of "what if the data is wrong", was put forth by the Traffic Engineer, Jim Bragdon. The City's position is that they will not allow blocking of the alley. It was pointed out by John Frederick that at the existing 5th and Rood Drive-up facility, peak loads have been handled without incident. The new facility (which will replace the 5th and Rood facility) will have 9 lanes to 5, 6 tellers to 3 (during the peak times), and 27 stacking spaces to 20. In response to earlier discussion with Mr. Bragdon, the bank has decided to change one of the regular lanes to a second commercial lane that doubles the commercial customer capacity. The existing 5th and Rood facility has one commercial lane which to date has served the banks needs adequately. Further, as suggested by Mr. Barber the bank could retain someone to direct traffic to open lanes, or to other banking facilities if ever stacking conditions other than those based upon historical data and documented here in developed.

- B. The policy issue of use of alleys was identified and discussed as follows:

The City's policy on the use of alleys has been to allow it only for service vehicle use and access to parking where there is single family residential conditions. The use of alleys for functions other than the two mentioned has been discouraged in recent years.

Mr. Bragdon's position was that the motor bank in preliminary designs when the project included an office tower and a parking structure used the alley as a means of egress only. The current scheme utilizes the alley for ingress and was therefore, more susceptible to being blocked. Mr. Bragdon stated that while it was the City's policy position not to have alleys used like either design solution indicates he has less problem with an alley used for egress.

Mr. Barber pointed out that the traffic issues that dictated using the current scheme over the preliminary scheme were as follows:

The decision point for a banking customer in the preliminary scheme was at a busy street (5th). Any user pausing to pick a lane would more quickly produce a circulation problem at a major one way street. The current solution allows a customer to first get off the street, and then secondly make a choice as to lane. Secondly, Mr. Barber pointed out if Mr. Bragdon's worst case were applied to each solution, data provided by the bank is incorrect and a blocking problem does result, the preliminary scheme would result in stacking problems on 5th Street, while the current scheme would result in stacking problems at the alley. Also, the preliminary scheme would immediately create problems at the pedestrian sidewalk adjacent to 5th Street.

The current scheme would allow more room for pedestrians due to the depth of the sidewalk along White Avenue. (46 ft. from curb to building.)

Mr. Bragdon's position was that stacking at the street could be dealt with, in that existing parking meters at the west side of 5th could be removed and an additional lane created for ingress.

As a means of more accurately addressing Mr. Bragdon's concerns on whether in fact there exists circumstances that would result in the blocking of a Public Right of Way, it was suggested by Mr. Barber to have Leigh, Scott and Cleary Traffic Consultants evaluate the facts and issue a recommendation accordingly. Mr. Bragdon said he would consider their findings.

2. The direction of the one way alley in the preliminary design had never been considered west and south as stated in Mr. Goldin's letter. The location of the night depository, and the configuration of the new dedicated alley property lines shown on the earlier drawings indicate a north and east direction.

The latest scheme indicates a north and east direction for the alley turnout.

From past conversations with Mr. Bragdon, it is understood that alley directions are an administrative decision by the Traffic Engineering Department.

3. The issue of a sight distance problem at the point of egress shown on the current motor bank was discussed with the following results:

Mr. Bragdon made the point that blind corners such as the one where the existing alley meets 5th Street behind Gene Taylors must not be allowed with new construction.

Mr. Thomas provided for review, a sketch that shows when the movement patterns of vehicles and pedestrians are analyzed, pedestrian/vehicle conflicts as envisioned by Mr. Bragdon, do not occur.

The building line has been pulled back from the property line 4 ft. (Gene Taylors is right on the property line which is typical.) Further, the sidewalk has been extended seven to eight feet beyond the north end of the teller building corner to allow for even greater visibility and subsequently, less vehicular pedestrian conflicts.

Movement patterns indicate that as a vehicle approaches the motorbank egress, only pedestrians some 14 feet north or south from the intersection are screened by the corner column, or the building corner. (The building corner is even less of a problem.) The closer a pedestrian gets to the intersection, the further away from the intersection a vehicle can be and still view the intersection.

Mr. Metzner pointed out that he felt the sidewalk right up against the building was the worst problem and suggested a planting strip at the building would eliminate this. Mr. Barber agreed this would be a good solution and could be incorporated in the drawings.

4. The sewer relocation is not a problem as indicated in Bob Goldin's letter.
5. Mr. Bragdon was provided with a site plan indicating the concrete arcade crossing over the alley turnout, as well as seating bollards and other site improvements.

Mr. Bragdon did not foresee any problems with a revocable permit, and would copy the Architect on his comments to the City clerk.

6. The Architect's consulting civil engineering, Duane Jansen of KKBNA Consulting Inc., contacted the City Engineer and has subsequently resolved any questions on the engineering of the widening of Grand Avenue.

With the regard to the Planning Department Issues, they were resolved as follows:

1. The isle widths will be changed to 25 feet wide. Stalls will be a minimum of 18.5 feet long, including a 2.5 feet overhang. Minimum width of stalls will be 9 feet.
2. Driveway widths were determined to be acceptable at 22.4 feet wide. At the south entry to the parking the radius at the planting island could be made larger to facilitate greater ease of movement.
3. The parking count as presently designed, allows spaces for 145 vehicles. The Planning Department approved parking calculations based on gross building area minus unoccupied building areas such as mechanical rooms, vaults, stair/elevator cores and toilet rooms. The resulting calculation is 40,880 S.F. divided by 300 S.F./per space which equals 136 parking spaces.

The following additional items, not related to Bob Goldin's letter were discussed.

1. The City's position as indicated by Jim Patterson, on who pays for the relocation of the traffic signal at the southeast corner of 4th and Grand was decided. The Owner will be responsible for the cost of the material and the City will pay for labor and installation costs. Due to the new configuration of Grand Avenue after widening, two new traffic signal poles will be required to replace the one existing.
2. Cost for relocation of the existing storm drain inlet will be the same arrangement as for the Traffic Signal.
3. The drawings of the new bank indicate gates at the trash enclosure. This is contrary to a City Ammendment prohibiting gates. Bill Reaves of the City Sanitation Department will have to approve any solutions that include gates at the enclosure.

Enc.

cc: All Attendees
George McKinley

CT/pm

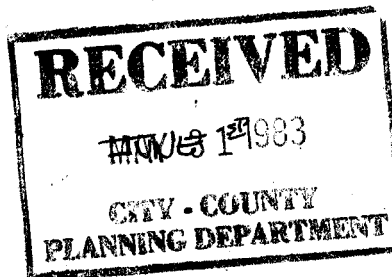
Leigh, Scott & Cleary, Inc.

TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING
CONSULTANTS

1889 York Street
Denver, Colorado 80206
(303) 333-1105

May 27, 1983

Michael Barber Architecture
777 Grant Street
Suite 201
Denver, CO 80203



RE: Drive-in Facilities
First National Bank
in Grand Junction

Dear Mike:

We have reviewed the two attached plans of a new drive-in facility for the First National Bank in Grand Junction. Plan A is characterized by entry from 5th Street with a west movement through the drive-in area and an exit to White Avenue. Plan B shows entry off White Avenue to an alley and then an east movement through the drive-in to an exit on 5th Street. Fifth Street is operated as one-way northbound while White Avenue is a two way operation.

Both plans are designed to provide nine drive-in stations, two commercial and seven personal, an increase of 55% over the 4th Street and Rood Avenue facility which it will replace. Also as given conditions will be an increase of tellers from a maximum of three to a maximum of six and a mode of operation wherein all stations will be open whenever the facility is in service. This latter point simplifies the decision process of the drivers in selecting the most desirable lane by allowing them to go to any lane that is open without checking to see that it is in service.

Plans A and B are good in that they provide a facility totally separated from other Bank vehicular and pedestrian traffic while providing for vehicular movements which are both simple and direct. The design is also most generous of space allowing for other than minimum radius turns.

Plan B we see as providing a good view of all the windows by a glance to the right as the drivers enter the alley.

This simplifies the decision process and improves the efficiency of the drive-in operation. The only design problem we encountered is in the turn requirements for the easternmost commercial lane. Maneuvering into this lane will be somewhat difficult under normal conditions and impossible with three vehicles waiting in the adjacent commercial lane. As Mr. Frederick pointed out in his May 16, 1983 letter to Mr. Goldin this will be an unlikely condition to occur based on their experience at the present facility.

Plan A is flawed by a requirement that drivers make a decision on lane selection as soon as they enter the facility from 5th Street. This is a condition which should be avoided since it may cause a driver to hesitate or move erratically and perhaps be involved in a collision. Plan A also provides an exit to White Avenue, a two way street. Delays to drive-in patrons and other users at the alley are more likely to occur due to drivers attempting to negotiate left turns across traffic moving in one direction to merge with traffic moving in the opposite direction. During peak traffic periods this can be difficult. By comparison Plan B shows traffic discharging into a one-way street where the driver will have only a merge maneuver to negotiate.

Our recommendation is to implement Plan B because of its better entrance and exit conditions, its easier lane choice and its potential for greater efficiency.

Respectfully Submitted,

LEIGH, SCOTT & CLEARY, INC.

By Edward F. Cleary
Edward F. Cleary, P.E.

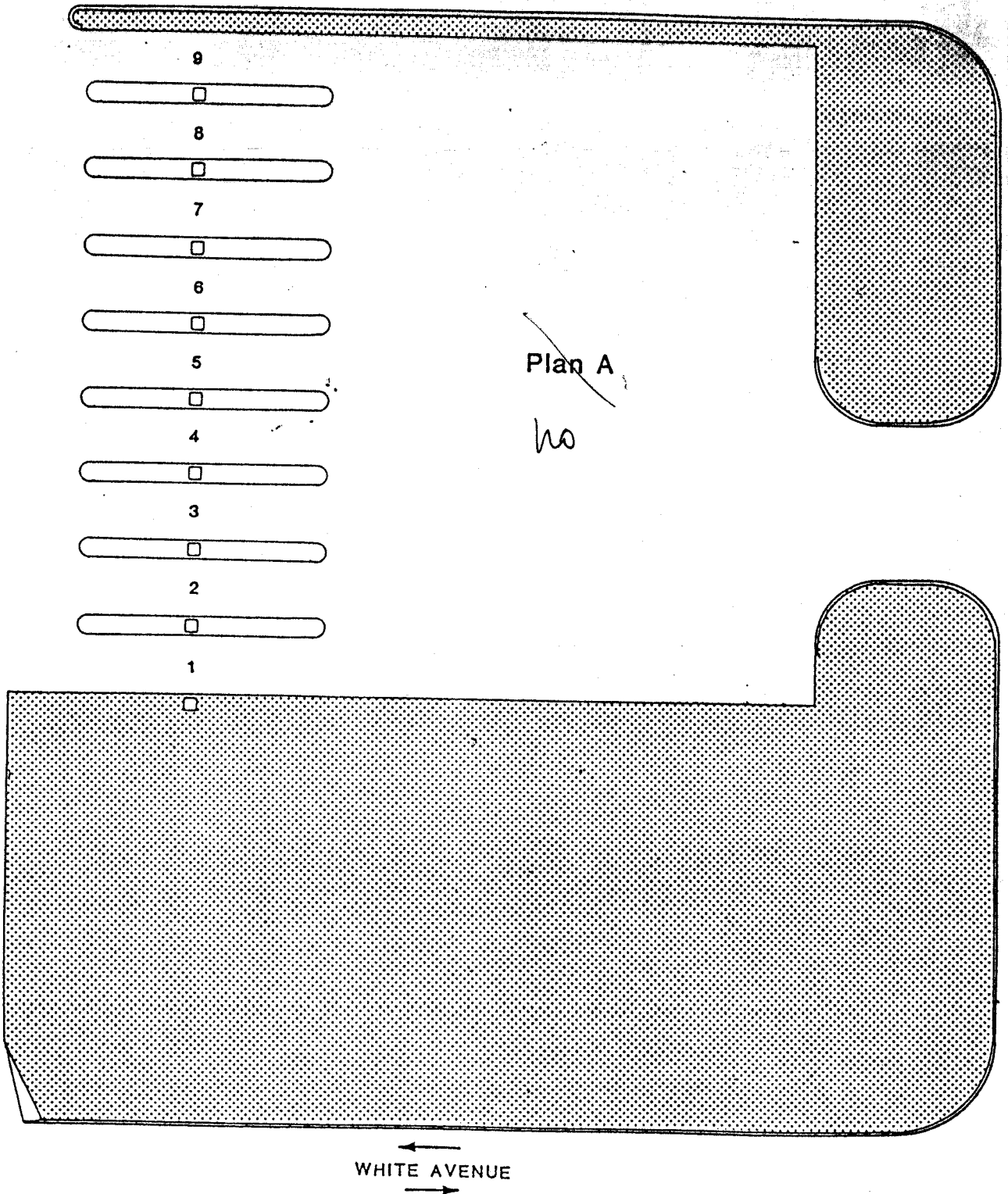
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SCALE :
1" = 20'

ALLEY

TELLERS



~~Plan A~~

no

WHITE AVENUE



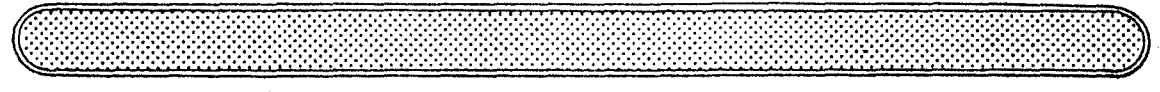
Drive In Facilities
First National Bank in Grand Junction

6TH STREET

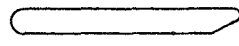


SCALE :
1" = 20'

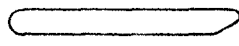
ALLEY



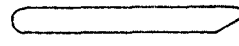
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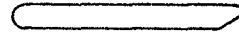
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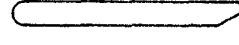
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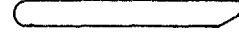
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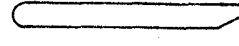
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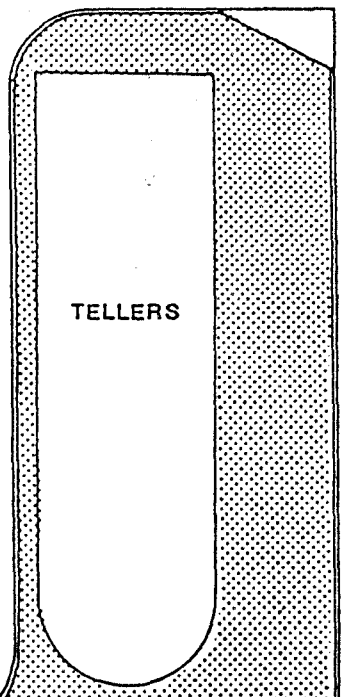


2



1

yes
Plan B



TELLERS

5TH STREET

←
WHITE AVENUE
→

Drive In Facilities
First National Bank in Grand Junction

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested

Yes No

Date

June 1, 1983

To: (~~XXXX~~) Jim Patterson From: (~~XX~~) Jim Bragdon *JB*

SUBJECT: First National Bank Drive-In Facility.

I have reviewed the attached letter of May 27, 1983 from Edwrad F. Cleary to Mike Barber concerning the proposed drive-in facility for the new First National Bank (FNB). This letter was a result of a meeting that you and I attended with representatives of FNB, Michael Barber Architecture, and the City Planning Staff on May 20, 1983.

The purpose of the May 20th meeting was to discuss several concerns that we had about the traffic flow patterns for the revised drive-in banking facility. As I recall, a good deal of time was spent during that meeting discussing the potential problems of having a public alley blocked by vehicles waiting in line to conduct business at the drive-in teller kiosks. Under the original plan (Plan A), this problem would not occur. Under the revised plan (Plan B) I felt that there would be a real possibility of the alley being blocked. There was also discussion of the policy problem with using a public alley for access to a business. The policy problem is of real concern to me but is not a technical issue and was not discussed further.

Since there was obviously a difference of opinion on the traffic circulation matter, it was agreed by all that Michael Barber would contract with LEIGH, SCOTT & CLEARY, INC., a traffic engineering consultant, to perform an objective traffic engineering analysis of the two plans.

After reading Mr. Cleary's letter several times, I would like to make the following observations:

1. My main concern with the drive-in bank is the use of a public alley for access to a commercial establishment, and the potential problems associated with vehicles lined up waiting to use the drive-in tellers and blocking the public alley. I can find no mention of this problem, assurances that there will not be a problem, or suggested solutions if a problem occurs in Mr. Cleary's letter.
2. A traffic engineering analysis of any facility usually includes facts and figures about trip generation. I see no discussion of how many trips will be generated by this facility or the impact of the trips on the alley, 5th Street, or White Avenue.
3. The discussion about lane selection from a single entrance point is very interesting. The Intrawest drive-in bank on Ute Ave. operates this way with no known problems.
4. I do not understand the discussion concerning the exit problem on to White Avenue with Plan A. We have many driveways that exit onto two-way street. However, this is really a moot point in this case since it is my understanding that under both Plans A & B the traffic patterns for the alleys are one-way to the North and East, exiting onto 5th St..

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested

Yes No

Date

June 1, 1983

To: (~~From~~) Jim Patterson From: (~~To~~) Jim Bragdon

First National Bank Drive-In Facility

Page 2

In summary, it is my opinion that while we asked for, and were promised, an objective, technical evaluation of two alternatives for FNB's drive-in banking facility, what was delivered was a letter that did not address the major concern - the alley. Until this problem is adequately addressed I do not see how a recommendation for either plan could be made.

Attachment

Leigh, Scott & Cleary, Inc.

TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING
CONSULTANTS

Alleyway VAC file
1st Nat'l Bank,

#21-83

1889 York Street
Denver, Colorado 80206
(303) 333-1105

June 14, 1983

Michael Barber Architecture
777 Grant Street, Suite 201
Denver, CO 80203

ATTENTION: Mr. Chris Thomas

RE: Drive-in Facilities
First National Bank
Grand Junction, Colorado

Dear Chris:

In response to the concerns of the officials of the City of Grand Junction, we offer the following as a supplement to our letter of May 27, 1983. Jim Bragdon, the City Traffic Engineer, requested a more detailed discussion of the traffic to be generated by the drive-in facility. He had some additional concerns with the juxtaposition of the bank and the alley exits, and with the sight distance of the drivers entering 5th Street from these egress points.

We have utilized a number of data sources for the traffic generation figures. These include:

1. "Quick-Response Urban Travel Estimation Techniques and Transferable Parameters," User Guide, National Cooperative Highway Research Program Report 187, Transportation Research Board, Washington, 1978.
2. "Trip Generation," Second Edition, 1979. Institute of Transportation Engineers Information Report, Committees 6A-6 and 6A-17.
3. "Trip Generation Intensity Factors", Travel and Facilities Section, Transportation Planning Division, Arizona Department of Transportation.
4. "Transportation Planning Design and Policy Standards for Development Review", Traffic Engineering Division, Department of Public Works, City of Lakewood, Colorado, March, 1983.
5. "Traffic Planning for Drive-In Financial Institutions", Traffic Engineering, September, 1975, pp. 21-24.

6. Various studies of drive-in banks by Leigh, Scott & Cleary, Inc.

In general, the data are as shown in Table I, below:

Table I

DRIVE-IN BANK TRIP ENDS

(Average per Window)	
Daily	297
Peak Hour (Generator)	33
Peak Hour	19

In Lakewood (Ref. 4 above), it was found that the amount of floor space devoted to banking had an inverse relationship with the average daily trip ends per drive-in window. Where 5,000 to 10,000 square feet of an adjacent building were banking facilities, the generation was 200 trips per window. When that figure increased to 20,000 or more square feet, the average daily trips per window dropped to 100.

In studies conducted by our staff, we have determined the average service time (car waiting at window) to be two minutes. We have also determined that there appears to be a general decline in drive-in usage. The figures for one large Denver bank showed a drop of three percent for 1980, as compared with 1979. This drop was attributed to the increased use of ATM's (Automatic Teller Machines) and electronic banking, whereby certain types of checks (payroll, Social Security) are not written but simply handled as fund transfers executed by computers. The decline has continued for the period since 1980.

For the purposes of this study, it will be assumed that the peak figures in Table I are representative of conditions in the State of Colorado. Applying these data to the subject facility would mean serving 85 vehicles during the peak commuter hours and 150 during the bank's peak hour. Therefore, the maximum discharge rate to the City street system would be two or three vehicles per minute.

Using the greatest generation figure encountered, 28 vehicles per window entering during the bank's peak hour (Reference 4, Appendix I), it is unlikely that the 26-car reservoir provided by Plan B will be fully utilized. Actually, the discharge rate is higher than the entry rate for any service rate data given in the literature, or found in our experience. Figure 1

was prepared to illustrate these points. The two vertical lines marked "26 vehicles" show vehicular accumulations where the reservoir will overflow, but in both cases, the entry rate is higher than the data indicate will be encountered.

The question of site entry and exit was examined from both a theoretical, and pragmatic viewpoint. During the evening peak hour traffic, the bank will generate an estimated 85 vehicles exiting to 5th Street. The two stores north of the site are estimated to generate 45 exiting vehicles, two-thirds of which will use the alley to enter 5th Street. The combined total of vehicles estimated to be leaving the site during the peak traffic flow on 5th Street is 115. This will be one vehicle every 30 seconds on the average.

If Plan A is implemented by the bank, the 115 vehicles will all use the eastbound alley to enter 5th Street. The most serious problem will be the conflict with southbound pedestrians stepping out from behind the sporting goods store.

If Plan B is implemented, only 30 vehicles will be using the alley, with 85 using the adjacent bank driveway. Visibility will be good for both the drivers on the parallel paths and on 5th Street. Visibility will require restriction of parking on the west side of 5th Street for at least 50 feet south of the south curb line of the driveway.

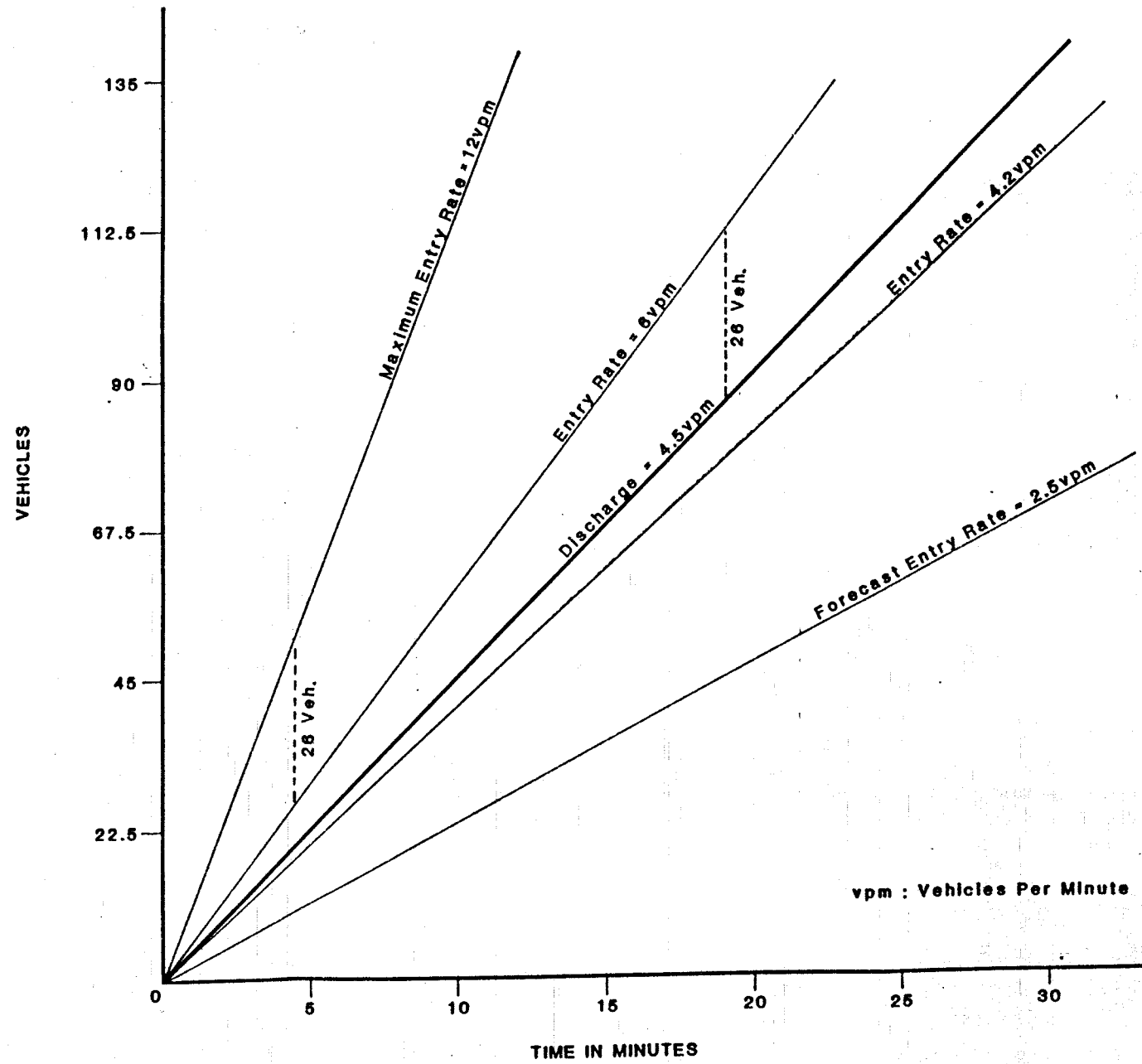
The apparent restrictions to visibility for Plan B exiting vehicles involve the columns between the alley and the driveway and the tellers building on the south side of the driveway. The columns are widely enough spaced (15 feet on centers), that two drivers, one in the alley and the other in the driveway, can see each other and even make eye contact before entering 5th Street. The tellers building is set back 12 feet from the west curb line of 5th Street and the driver of a mid-size car is approximately nine feet from the front extremity of the vehicle. Therefore, when stopped at the edge of the sidewalk, the driver can see anything on the sidewalk within 35 feet of the vehicle. When the driver is stopped at the curblines prior to entering 5th Street, visibility is virtually unlimited provided parking is restricted at the west curb line.

Visibility for the drivers of vehicles entering the bank site is excellent for either Plan A or B.

Normal safe driving practices require stopping before entering a street from a driveway or alley, however, it is recommended that Stop signs be placed at the property line for the driveway and/or the alley.

Figure 1

Comparison of Vehicle Entry, Exit and Accumulation



June 14, 1983
Michael Barber Architecture
Page Four

It is also recommended that the drive-in storage lanes be clearly defined using double white lines, probably of a plastic material, which will last through the winter.

* * * *

We trust this additional information will be adequate response to the City's concerns.

Very truly yours,

LEIGH, SCOTT & CLEARY, INC.

By Ed Cleary
Edward F. Cleary, P.E.

EFC/mlc

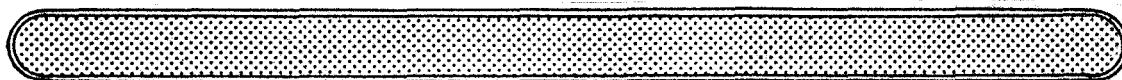
Enclosures: Traffic Generation Figures

cc: Mr. Jim Bragdon, Grand Junction Traffic Engineer



SCALE :
1" = 20'

ALLEY



9



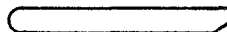
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7



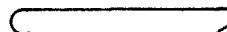
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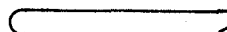
5



4



3



2



1

Plan B

TELLERS

5TH STREET

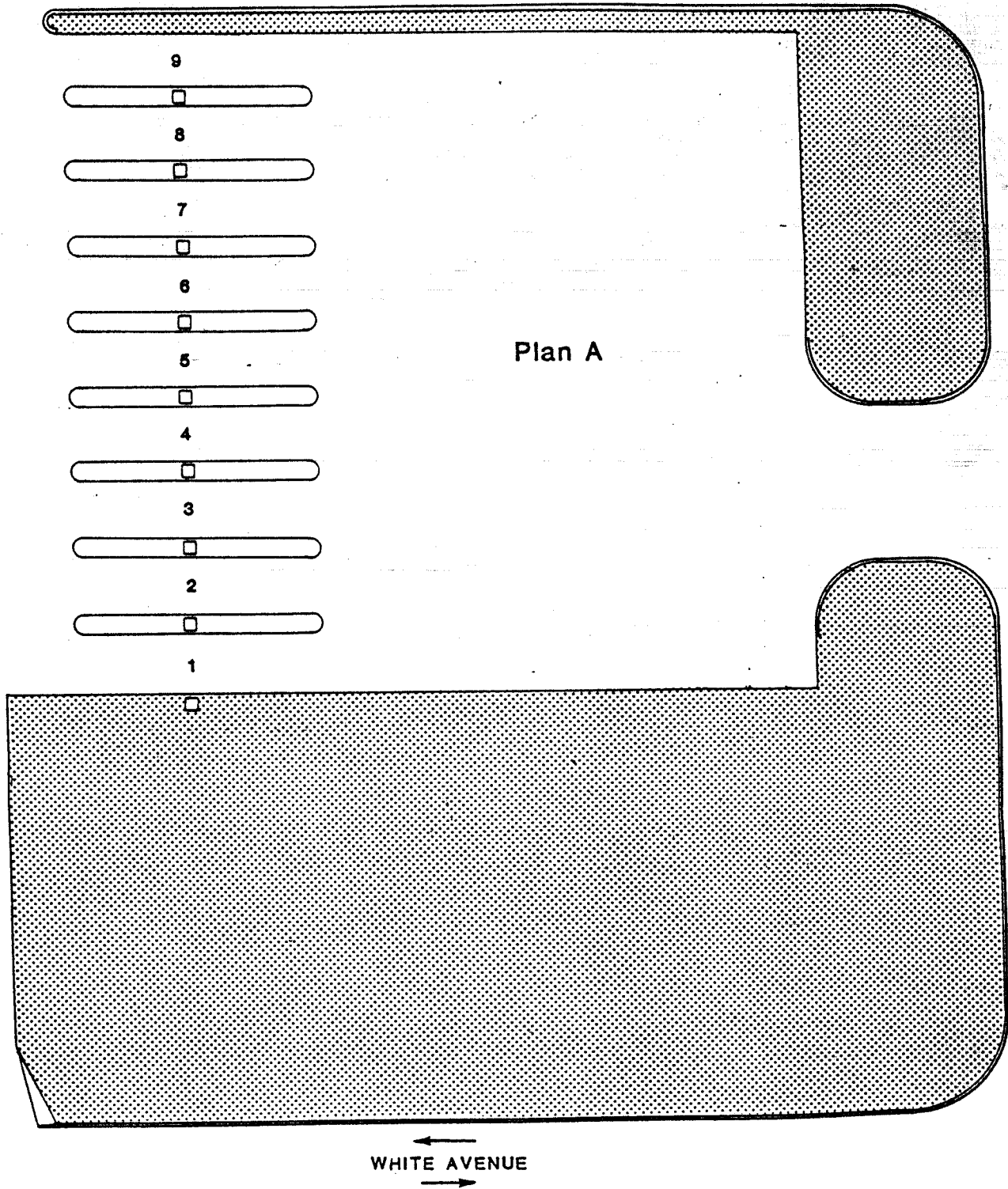
WHITE AVENUE

Drive In Facilities
First National Bank in Grand Junction



SCALE :
1" = 20'

ALLEY

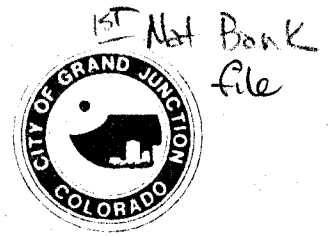


TELLERS

Plan A

←
WHITE AVENUE
→

Drive In Facilities
First National Bank in Grand Junction



City of Grand Junction, Colorado 81501
250 North Fifth St.,

July 18, 1983

Mr. Chris Thomas
Michael Barber Architecture
777 Grant Street
Suite 201
Denver, CO 80203

Dear Chris:

This letter is a confirmation of our telephone conversation on June 30, 1983, concerning the First National Bank drive-up banking facility at 5th Street and White Ave.

I have reviewed the traffic engineering analyses performed by Leigh, Scott & Cleary, Inc. In accordance with the agreement made at our May 20, 1983, meeting, I will accept the findings of Leigh, Scott & Cleary, Inc., that the proposed PLAN "B" will not adversely affect the traffic operations on White Avenue or 5th Street and that "the drive-in traffic to the First National Bank of Grand Junction will not block or interfere with traffic in the alley". There were also some recommendations concerning stop signs, pavement markings and parking restrictions that should be implemented.

Based on the Leigh, Scott & Cleary study, my concerns about traffic problems with the drive-in facility have been addressed, and I hope that the entire project is a great success.

Very truly yours,

A handwritten signature in black ink that reads "James A. Bragdon, Jr." in a cursive style.

James A. Bragdon, Jr., P.E.
Transportation Engineer

JAB/hm

- cc - Jim Wysocki
- Jim Patterson
- Ken Ready
- Bob Goldin ✓
- File

MEMORANDUM
 RECORD OF TELEPHONE CONVERSATION

MICHAEL BARBER

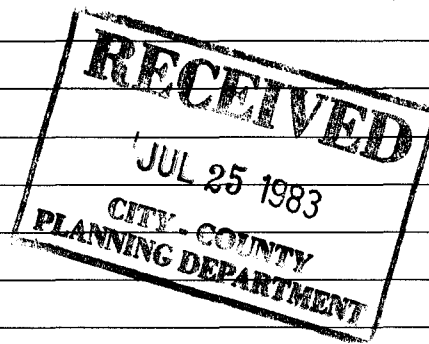
PROFESSIONAL CORPORATION

ARCHITECTURE

777 GRANT STREET
SUITE 201
DENVER COLORADO 80203
303 837 0555

Job no: 4782
Date: 1 July 1983
Time: 1:10
To: Bob Goldin
From: Chris Thomas
Re: Letter from Bob Goldin confirming the 20 May meeting minutes.

1. I asked Bob if we were in agreement on the Planning Department's concerns, he said yes.
2. He will have letter in mail today to that effect.
3. Only remaining item to be completed is the filling out the "Application for Planning Clearance for Building Permit". This is filled out by the Contractor. At the time the Building Permit is requested, we can fill out a head of time if we desire.



Distribution: Bob Goldin Michael Barber

FIRST NATIONAL BANK
IN
GRAND JUNCTION

GRAND JUNCTION
COLORADO

MICHAEL BARBER

PROFESSIONAL CORPORATION

ARCHITECTURE

DENVER
COLORADO

303 837 0555

OWNER

FIRST NATIONAL BANK
IN
GRAND JUNCTION

STRUCTURAL-CIVIL
ENGINEERS

KRBA INCORPORATED
CONSULTING ENGINEERS
DENVER COLORADO

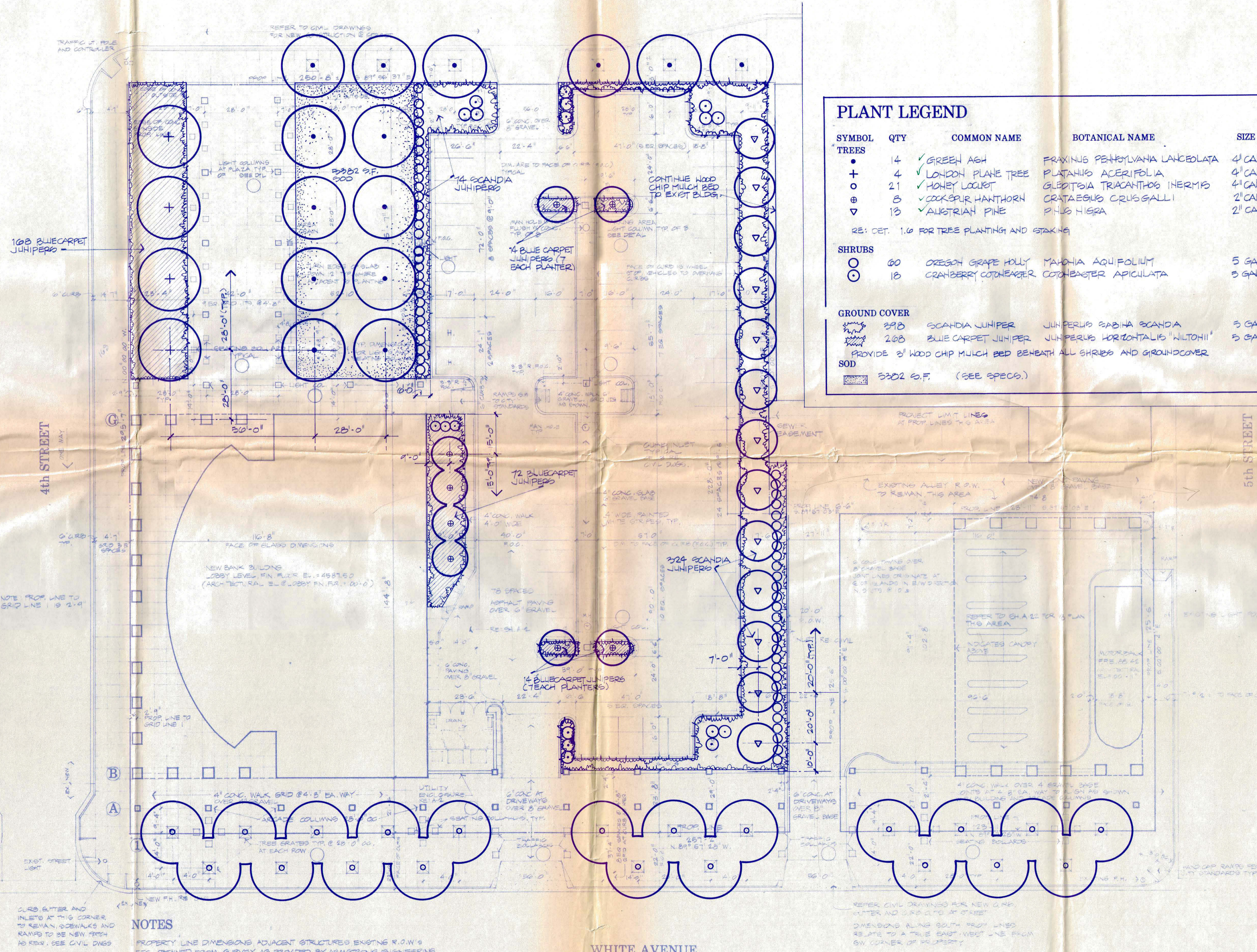
MECHANICAL
ENGINEERS

BRIDGERS & PAXTON
CONSULTING ENGINEERS INC
ALBUQUERQUE NEW MEXICO

ELECTRICAL
ENGINEERS

GAMBRELL
ENGINEERING INC
ARVADA COLORADO

GRAND AVENUE



PLANT LEGEND

SYMBOL	QTY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES					
•	14	✓ GREEN ASH	FRAXINUS PENNSYLVANIA LANCEOLATA	4" CAL.	AS SHOWN
+	4	✓ LONDON PLANE TREE	PLATANUS ACERIFOLIA	4" CAL.	AS SHOWN
o	21	✓ HONEY LOCUST	GLEBITOIA TRIACANTHOS INERMIS	4" CAL.	AS SHOWN
⊕	3	✓ COCKSPUR HANTHORN	CRATAEGUS CRUSSGALLI	2" CAL.	AS SHOWN
▽	13	✓ AUSTRIAN PINE	PINUS HENRI	2" CAL.	AS SHOWN
RE: DET. 1.6 FOR TREE PLANTING AND STAKING					
SHRUBS					
○	60	OREGON GRAPE HOLLY	MAHONIA AQUIFOLIUM	5 GAL.	4'-0" O.C.
○	18	CRANBERRY COTONEASTER	COTONEASTER APICULATA	5 GAL.	AS SHOWN
GROUND COVER					
⊞	298	SCANDIA JUNIPER	JUNIPERUS SABINA SCANDIA	5 GAL.	4'-0" O.C.
⊞	208	BLUE CARPET JUNIPER	JUNIPERUS HORIZONTALIS 'WILTOHII'	5 GAL.	4'-0" O.C.
PROVIDE 3" WOOD CHIP MULCH BED BEHEATH ALL SHRUBS AND GROUND COVER					
SOD					
⊞	5302 S.F.	(SEE SPECS.)			

RE: SHEET LSP-2
FOR LANDSCAPE
DEVELOPMENT THIS AREA

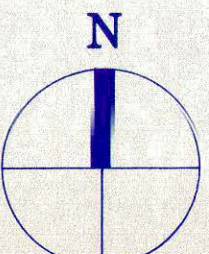
NOTE PROP. LINE TO
GRID LINE 1 IS 2'-4"

NOTES

- PROPERTY LINE DIMENSIONS ADJACENT STRUCTURES EXISTING R.O.W.'S ETC. OBTAINED FROM SURVEY AS PROVIDED BY ARMSTRONG ENGINEERS REFER TO AS-1 AND AS-2.
- PROJECT LIMIT IS DEFINED AS ALL NEW CONSTRUCTION SHOWN CONFINED STORAGE OF MATERIALS TO WITHIN PROP. LINES SHOWN ON SP-1 OR SP-2.
- DIMENSIONS FROM PROP. LINES TO FACE OF CURB OBTAINED FROM ARMSTRONG ENG.
- CONCRETE FINISH AT SITE PLAN TO BE GRIDED AT 4'-0" O.C. EA WAY FROM MAIN BANK, BANK COLUMN AND ARCADE COLUMN. GENERAL CONTRACTOR TO PREPARE A PLAN SHOWING LOCATIONS OF CONSTRUCTION JOINTS, EXPANSION JOINTS, CONTROL JOINTS AND TOOLED JOINTS THAT ALIGN 8' GRID AS SHOWN, FOR ARCHITECTS REVIEW.

LANDSCAPE SITE PLAN

1" : 20'-0"



CONSTRUCTION	4-28-88
CONSULTANT CORR. 1	5-7-88
CONSTRUCTION	8-20-88
CONSULTANT CORR. 2	9-15-88
CONSTRUCTION	9-11-88
CONSULTANT CORR. 3	9-29-88
CONSTRUCTION	10-18-88
CONSULTANT CORR. 4	11-01-88
CONSTRUCTION	2-8-89
CONSULTANT CORR. 5	1-20-89
ISSUED FOR	DATE

4782
JOB NUMBER
CBT - CUA
DRAWN BY
NS
CHECKED BY
APPROVED FOR ARCHITECT
APPROVED FOR OWNER

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LANDSCAPE PLAN

LSP-1