

#20



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

August 27, 2002

Mr. Robert Rowlands
Design Specialists
917 Main Street
Grand Junction, CO 81501

RE: TEDS Exception from Minimum Storage for Drive-up Banking Facilities for Branch Banks

Dear Robert;

Please find attached the committee's decision on the above request. You may use this decision to proceed through the development review process.

We plan to use your analysis to adjust the TEDS manual minimum requirements for branch banking facilities.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Rick Dorris, Development Engineer (256-4034)



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DESIGN EXCEPTION #DE20-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Rick Dorris, Development Engineer

From: Mike McDill, City Engineer

Date: August 2, 2002

RE: Exception from Minimum Vehicle storage for Drive-up Banking Facility

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new branch bank at Redlands Marketplace. Their plan accommodates two vehicles at each of four windows plus nine more in the approach lane. TEDS requires a minimum of six spaces per window. Applicant surveyed other local branch banks to support their request.

Applicant requests an exception to the second table in Section 4.2.5.1, *Access Serving Off-street Parking Areas*, which requires minimum vehicle storage for various types of drive-up facilities.

Rick Dorris, the Development Engineer, suggests that we review this area of our TEDS and consider adjusting the standard to allow this reduced storage.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This reduced storage creates the potential for waiting bank customers to backup into the rest of the bank's parking lot. Data indicates that this will not be the case. In any event, it will not compromise safety on City streets.

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

The applicant has considered the other available options including reducing the number of windows. This would only seem to increase the potential queue length because the same amount of customers will have fewer windows to serve them.

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

The applicant surveyed five other branch bank facilities in the area during the peak PM hour and found that no more than three spaces per window were ever used at any of these facilities. Lesser requirements were approved for the new Alpine bank and the Weststar bank.

4. Will the exception require CDOT or FHWA coordination?

No.

5. Is this a one-time exception or a manual revision?

If this exception is approved, we should consider revising the TEDS to allow this reduced storage at any branch banking facility. Changing the standard to require three storage spaces per window at a branch bank facility would seem to be a more accurate expectation.

Staff Recommendation

I recommend approval of this Design Exception to the second table in Section 4.2.5.1 to allow reduced vehicle storage at this branch bank drive-up facility. I would also recommend that the standard be adjusted to require a minimum of three spaces per window at branch banking facilities.

Recommended by: Michael G. McCall

Approved as Requested: _____

Approved as Recommended: _____

Denied: _____

[Signature]
Carl E. Starcher
[Signature]



RE: FNBR
DATE: July 2, 2002

Grand Junction Community Development
250 North 5th Street
Grand Junction, CO 81501

RECEIVED

JUL 02 2002

ATT: Rick Dorris

COMMUNITY DEVELOPMENT
DEPT

SUBJECT: TEDS Exception for 1st National Bank of the Rockies at Redlands
Marketplace

Dear Rick,

On behalf of our client, First National Bank of the Rockies, we are requesting a TEDS exception for this Project.

Proposed Exception - We are requesting an exception from City Standards which require up to (6) 'queued' or waiting vehicles at each drive-up lane for outside teller service. Our research indicates that this number of vehicles is in excess of what is actually required for a typical Branch Bank Facility. In respect to this request, our office conducted on-site surveys of (5) area Branch Banking Facilities. The results of our survey shows that a maximum of 2.5 'queued' vehicles on an average is appropriate with the typical number of waiting vehicles rarely being more than (2) at any time. The results of that study are attached to support this exception request.

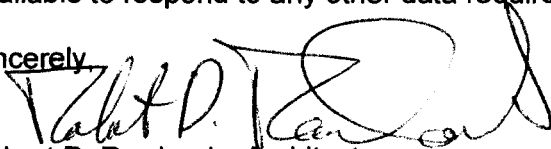
Alternatives Considered – Reduction in the number of Drive-up Teller Windows was considered, but it was felt that this would increase traffic congestion through the queuing area.

Proposed Design – The proposed design is to provide for (4) Drive-up Teller Windows (1 being a ATM) with a one-way loop road around the proposed building. Each Teller Window will be able to queue (2) cars together. The loop road will be able to queue (9) additional cars. Proposed site plan is attached in the Appendix.

Impacts of Change – No impacts are expected with the proposed design for this site.

We would appreciate your consideration of our request in a timely manner, and are available to respond to any other data required in support of this exception.

Sincerely,


Robert D. Rowlands, Architect

RR/sds

Enclosure

QUEUING STUDY OF GRAND JUNCTION BRANCH BANKS

INTRODUCTION: The Grand Junction Standards state that banks with drive-up teller lanes are required to accommodate a minimum of six queued or 'waiting' vehicles at a time in each lane. The site for the proposed 1ST National Bank of the Rockies Branch facility at Redlands Market Place has space limitations which do not accommodate this large number of vehicles within the property limits.

PURPOSE: The purpose of this Study is to determine the queues at similar branch banks in the Grand Junction area in order to mitigate the required queue lengths. The study will show that branch banks with drive-up teller lanes do not generate sufficient vehicle traffic to justify the queuing requirements as identified in the City of Grand Junction Standards.

PROCEDURES AND FINDINGS: Design Specialists completed an on site analysis of 5 branch bank facilities of approximately the same size and in the same geographical area as the proposed 1ST National Bank of the Rockies branch bank. The facilities analyzed are:

- Alpine Bank – 709 Horizon Drive
- Alpine Bank – 2424 F. Road (at Mesa Mall)
- Bank of Grand Jct. – Broadway and Redlands Pkwy.
- 1ST National Bank of Rockies – 2452 Hwy. 6 & 50
- Weststar Bank– 2448 F. Road (at Mesa Mall)

The banks were analyzed on the first Friday of the month, June 7, 2002, from 4:00 p.m. to 6:00 p.m. in the afternoon. This time period is recognized as the busiest period for the facilities. Each of the banks had a person counting the queues for each of the drive-up teller windows. The peak number of queued vehicles in each lane was recorded in 5-minute increments. A summary of the results of the data collected is found in Table A. Using the collected data, a summary of observations can be found in Table B. The raw data can be found in the Appendix.

CONCLUSION: Standards for a minimum of 6 queued vehicles is in excess of what is actually observed at the branch bank facilities. Branch banks can be designed to accommodate queuing equal to approximately 2 – 2 1/2 vehicles for each lane at any given time.

TABLE A
SUMMARY OF RESULTS
Average Queue / Aisle / 5 Minute Intervals

	Aisle 1	Aisle 2	Aisle 3	Aisle 4	Aisle 5
Alpine Bank 709 Horizon Drive	1.04	0.75	0.54	0.125	0.66
Alpine Bank 2424 F. Road	1.04	0.79	0.54	0.66	-
Bank of Grand Junction, Broadway	0.50	0.33	0.125	0.083	-
1 ST National Bank 2452 Hwy. 6 & 50	0.16	0.75	0.58	0.41	0
Weststar Bank 2448 F. Road	0.16	0.04	0	-	-
Average – all drive-ups per Aisle / 5 min. intervals	0.58	0.53	0.357	0.319	0.33

TABLE B
SUMMARY OF OBSERVATIONS

- 9 times out of 120 / 5-minute intervals did all aisles become occupied.
- 22 times out of 120 / 5-minute intervals did 2 cars queue the same aisle.
- 1 time out of 120 / 5-minute intervals did 3 cars queue the same aisle (this was to use the ATM machine).
- The average queue for all aisles for all drive-ups were a high of 0.58 cars to a low of 0.319 cars.
- 27 times out of 120 / 5-minute intervals did all aisles become unoccupied.
- In all cases, where the aisles extended out from the building, the maximum number of queues occurred at the drive-up window closest to the building and descended in numbers the further away the aisles were (exception – the ATM machine use in the furthest aisle).
- As can be seen in table A, the average queue in each lane was less than one vehicle.

4.2.5.1

We should
TETS on
for small
GJ doesn't
the traffic
in FTE

Mike,
I support this.
Allowed it
previously on
Weston Bank and
Maybe Alpine
downtown
Tech.

APPENDIX

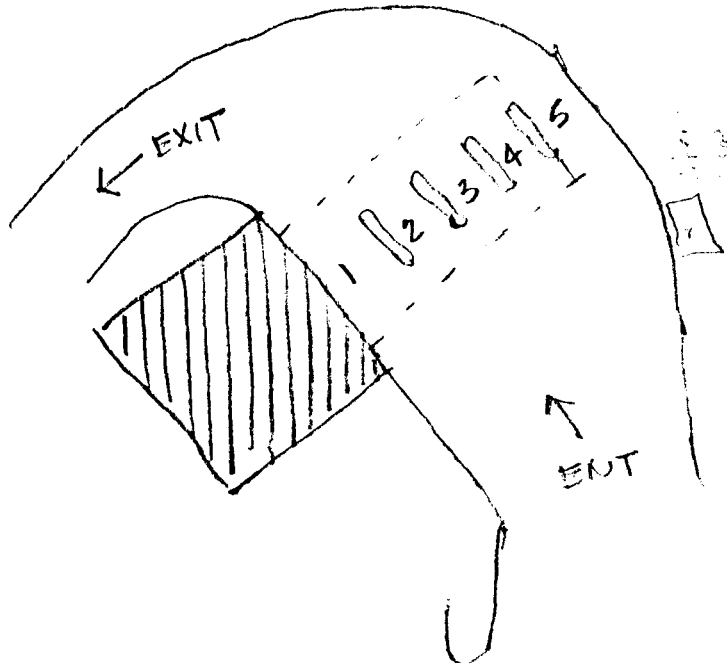
Bank Name:
 Location:
 Observer Name:
 Date:

ALPHE BANK
709 HORIZON DR.
Scott Sharp
06/07/02

Maximum Queue

	Isle #1	Isle #2	Isle #3	Isle #4	+ATM Isle #5
4:00 - 4:04					
4:05 - 4:09					
4:10 - 4:14					
4:15 - 4:19					
4:20 - 4:24					
4:25 - 4:29					
4:30 - 4:34					
4:35 - 4:39					
4:40 - 4:44					
4:45 - 4:49					
4:50 - 4:54					
4:55 - 4:59					
5:00 - 5:04					
5:05 - 5:09					
5:10 - 5:14					
5:15 - 5:19					
5:20 - 5:24					
5:25 - 5:29					
5:30 - 5:34					
5:35 - 5:39					
5:40 - 5:44					
5:45 - 5:49					
5:50 - 5:54					
5:55 - 5:59					
	25	18	13	3	16

Diagram



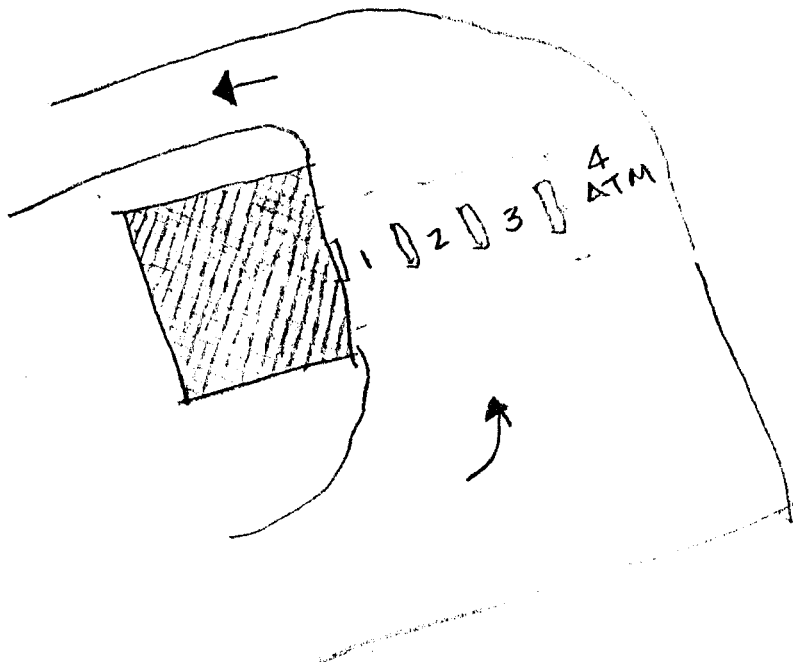
Bank Name:
 Location:
 Observer Name:
 Date:

ALPINE BANK
2424 F ROAD
Rick Elmer
6-7-03

Maximum Queue

	Isle #1	Isle #2	Isle #3	+ ATM Isle #4	Isle #5
4:00 - 4:04	1	1	1	1	
4:05 - 4:09	2	1	2	0	
4:10 - 4:14	1	1	2	0	
4:15 - 4:19	1	1	0	1	
4:20 - 4:24	1	0	0	0	
4:25 - 4:29	2	1	1	0	
4:30 - 4:34	1	1	1	1	
4:35 - 4:39	1	2	1	1	
4:40 - 4:44	1	1	1	1	
4:45 - 4:49	1	1	0	1	
4:50 - 4:54	2	1	1	1	
4:55 - 4:59	1	1	0	1	
5:00 - 5:04	0	1	1	0	
5:05 - 5:09	0	1	1	1	
5:10 - 5:14	1	1	0	1	
5:15 - 5:19	1	1	1	2	
5:20 - 5:24	0	0	0	0	
5:25 - 5:29	1	1	0	1	
5:30 - 5:34	1	1	0	1	
5:35 - 5:39	1	1	0	1	
5:40 - 5:44	1	0	0	1	
5:45 - 5:49	1	0	0	0	
5:50 - 5:54	1	0	0	0	
5:55 - 5:59	0	0	0	0	
	25	19	13	16	

Diagram



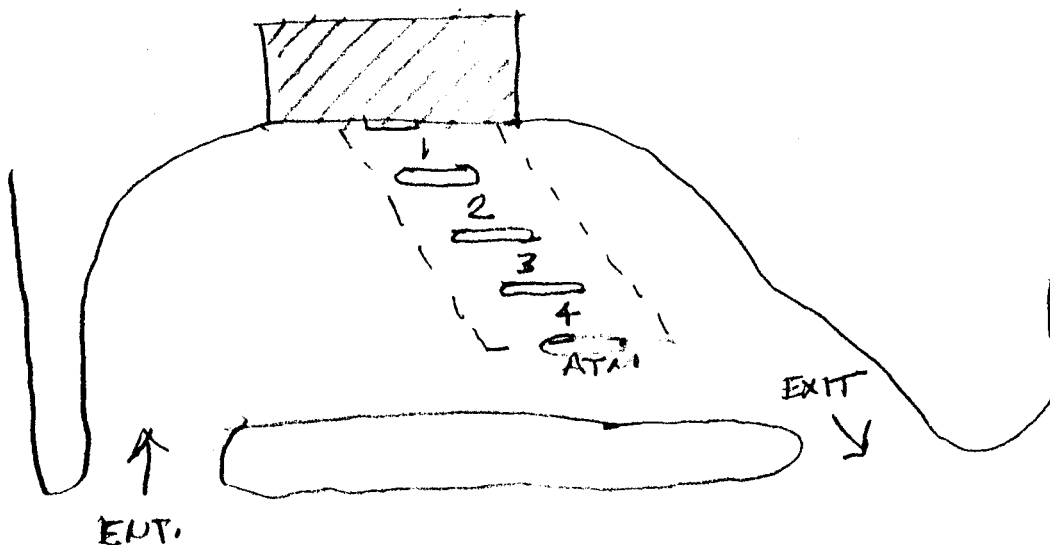
Bank Name:
 Location:
 Observer Name:
 Date:

BANK OF GRAND ST.
BROADWAY & REPLANTS PKWY
Mark Flmer
6-7-02

Maximum Queue

	Isle #1	Isle #2	Isle #3	ATM Isle #4	Isle #5
4:00 - 4:04	1	0	0	0	
4:05 - 4:09	0	0	0	1	
4:10 - 4:14	1	0	0	0	
4:15 - 4:19		0	0	0	
4:20 - 4:24	0	0	0	0	
4:25 - 4:29	1	0	0	0	
4:30 - 4:34	1	1	0	0	
4:35 - 4:39	0	1	0	0	
4:40 - 4:44	1	2	0	0	
4:45 - 4:49	1	1	0	0	
4:50 - 4:54	1	0	1	0	
4:55 - 4:59	0	0	1	0	
5:00 - 5:04	1	0	1	0	
5:05 - 5:09	0	0	0	1	
5:10 - 5:14	0	0	0	0	
5:15 - 5:19	1	0	0	0	
5:20 - 5:24	0	0	0	0	
5:25 - 5:29	0	1	0	0	
5:30 - 5:34	0	1	0	0	
5:35 - 5:39	1	0	0	0	
5:40 - 5:44	0	0	0	0	
5:45 - 5:49	0	0	0	0	
5:50 - 5:54	0	0	0	0	
5:55 - 5:59	0	0	0	0	
	[12]	[8]	[3]	[2]	

Diagram



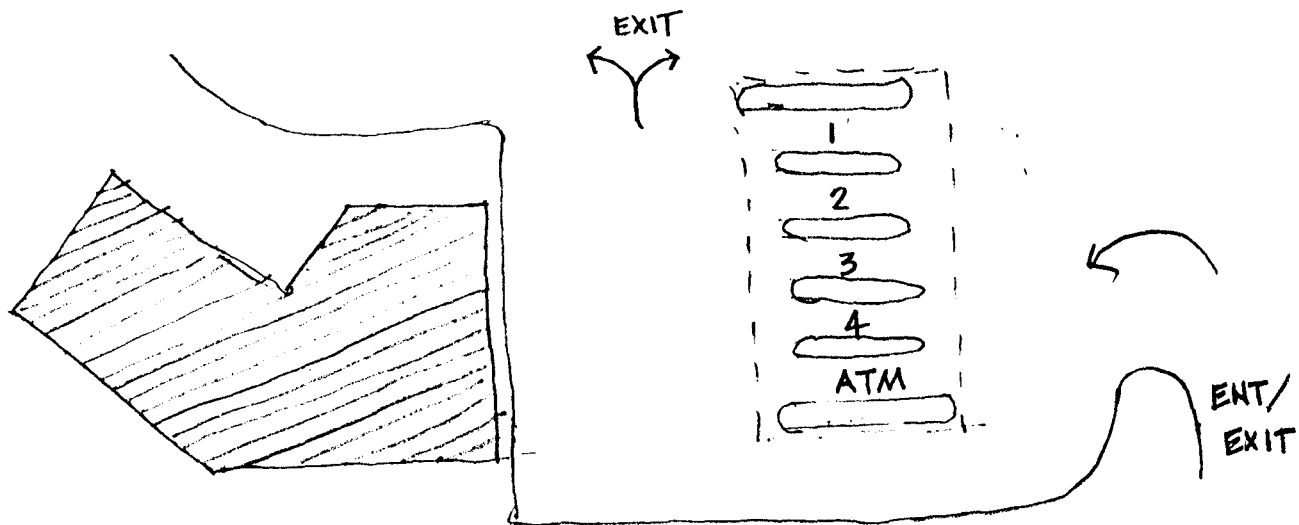
Bank Name:
 Location:
 Observer Name:
 Date:

1ST NATIONAL BANK OF ROCKIES
2452 HWY 6 & 50
Sean Pany
6/7/02

Maximum Queue

	ATM				
	Isle #1	Isle #2	Isle #3	Isle #4	Isle #5
4:00 - 4:04	0	1	0	0	0
4:05 - 4:09	0	1	1	1	0
4:10 - 4:14	1	1	1	1	0
4:15 - 4:19	1	1	1	1	0
4:20 - 4:24	1	1	1	1	0
4:25 - 4:29	0	1	0	1	0
4:30 - 4:34	1	2	2	1	0
4:35 - 4:39	0	2	1	1	0
4:40 - 4:44	0	1	1	1	0
4:45 - 4:49	0	1	1	1	0
4:50 - 4:54	0	1	0	0	0
4:55 - 4:59	0	0	1	0	0
5:00 - 5:04	0	0	1	0	0
5:05 - 5:09	0	0	1	0	0
5:10 - 5:14	0	0	1	0	0
5:15 - 5:19	0	1	0	0	0
5:20 - 5:24	0	1	0	0	0
5:25 - 5:29	0	1	1	1	0
5:30 - 5:34	0	1	1	1	0
5:35 - 5:39					
5:40 - 5:44					
5:45 - 5:49					
5:50 - 5:54					
5:55 - 5:59					
	4	18	14	10	0

Diagram



Bank Name:
 Location:
 Observer Name:
 Date:

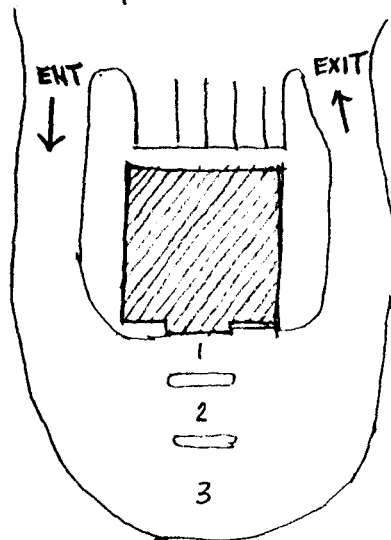
WESTSTAR BANK
2448 F ROAD
Anton
05/07/00

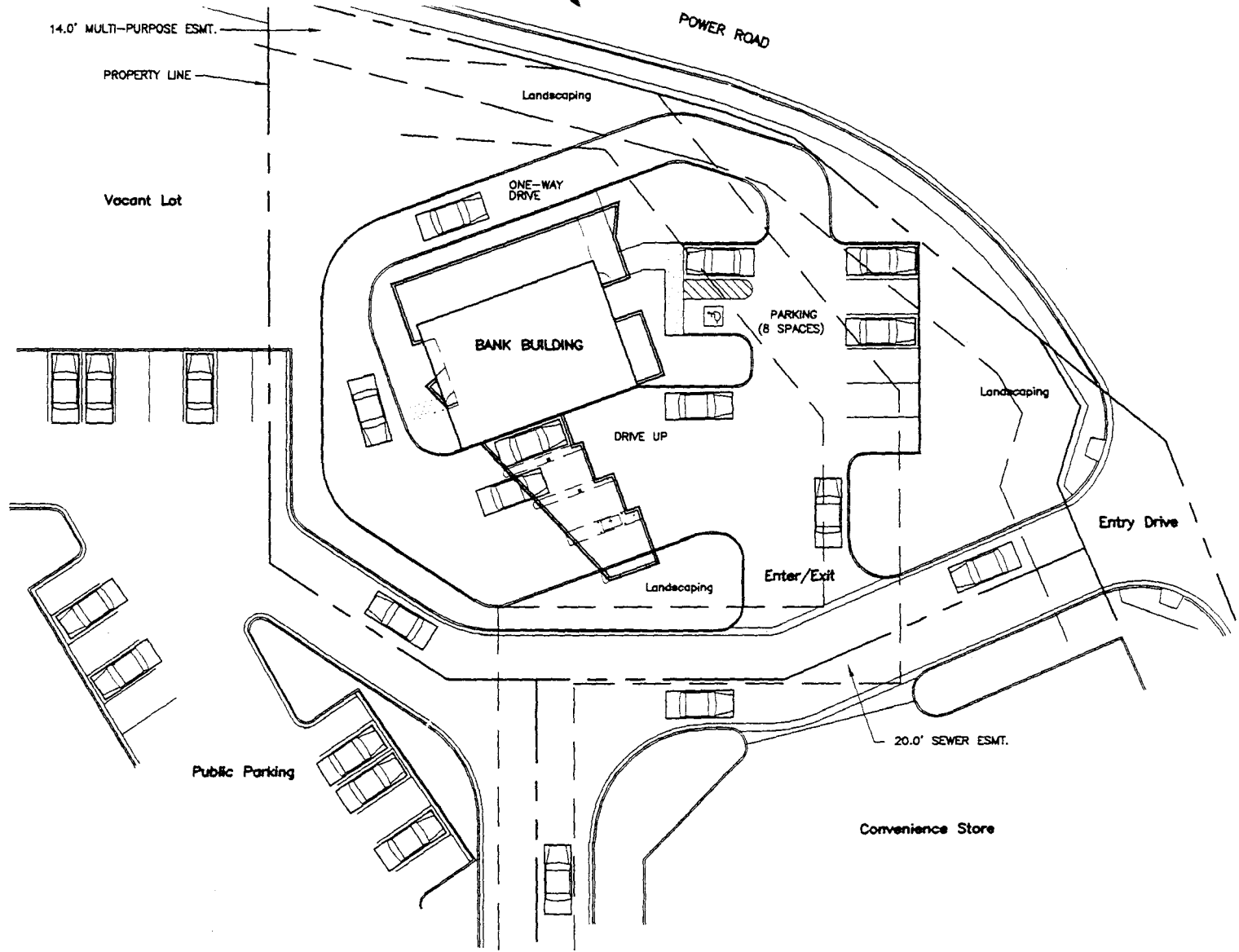
Maximum Queue

	Isle #1	Isle #2	ATM Isle #3	Isle #4	Isle #5
4:00 - 4:04	1	0	0		
4:05 - 4:09	0	0	0		
4:10 - 4:14	0	0	0		
4:15 - 4:19	1	0	0		
4:20 - 4:24	0	0	0		
4:25 - 4:29	0	0	0		
4:30 - 4:34	0	0	0		
4:35 - 4:39	0	0	0		
4:40 - 4:44	1	0	0		
4:45 - 4:49	1	0	0		
4:50 - 4:54	0	0	0		
4:55 - 4:59	0	0	0		
5:00 - 5:04	0	0	0		
5:05 - 5:09	0	0	0		
5:10 - 5:14	0	0	0		
5:15 - 5:19	0	0	0		
5:20 - 5:24	0	0	0		
5:25 - 5:29	0	0	0		
5:30 - 5:34	0	0	0		
5:35 - 5:39	0	0	0		
5:40 - 5:44	0	0	0		
5:45 - 5:49	0	0	0		
5:50 - 5:54	0	0	0		
5:55 - 5:59	0	0	0		

4 1 0

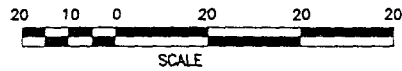
Diagram





PROPOSED SITE PLAN

Lot 5, Redlands Marketplace



To: Mike McDill

From: George Miller 8-2-02

Re: TEDS Exception Application comments 1st Nat'l Bank of the Rockies (Power Rd.)

This is a borderline TEDS exception, and so I recommend approval. However, the site should provide sidewalk along it's frontage, from Power Rd. to it's west property line (as should have been provided in the original Albertson's Complex planning review).

This site has borderline drive through storage, if the entire access length through this parcel is considered. Should that available storage be exceeded, though the impact to the Albertson's complex main access route may be compromised, there is little chance backups could effect Power Rd. flow. So, though this site's parking access / egress may be periodically obstructed by potential drive-through backups, the only derived detriment would be to this site's own circulation.

From: Sandi Nimon
To: Beaty, Rick; Blanchard, Bob
Date: 8/5/02 10:37AM
Subject: Design Exceptions

Today I am placing copies of the following design exceptions in your mailboxes for your review.

DE20-02 - Exception from Minimum Vehicle storage for Drive-up Banking Facility.
DE21-02 - Exception from Access Spacing for the Larson Subdivision 2919 ½ B ½ Road
DE22-02 - Exception from Driveway Corner Clearance Criteria at 109 W. Kennedy Avenue.

Please E-mail your comments to Mark Relph and copy me no later than Friday, August 9.

Thanks,

Sandi

CC: Relph, Mark

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 8/5/02 5:54PM
Subject: TEDS Exceptions

Minimum Vehicle Storage For Drive-up Banking Facility

✓ I support approving this request

✓ Exception from Access Spacing For The Larson Subdivision

I recommend denial of the exception request: No alternative designs were presented and it appears that staff has determined that the requirements can be met with a redesign of the project. If a redesign is impractical, the applicant needs to show that.

Exception From Driveway Corner Clearance Criteria, 109 W. Kennedy

This one is confusing to me.....could we have a short meeting?

From: Bob Blanchard
To: Rick Beaty; Sandi Nimon
Date: 8/13/02 3:48PM
Subject: Re: Design Exceptions

I forwarded my comments on the 1st two to Mark and Rick - sorry I forgot to include you. I also asked that we meet on the 3rd request.

>>> Sandi Nimon 08/13/02 03:07PM >>>

Early last week I forwarded the following exceptions to you asking for comments by August 9. To date, I have received no comments. I know you are busy, but am wondering if you've had a chance to look at them and what your responses are to each. Please send them to Mark and copy me.

DE20-02-Exception from Minimum Vehicle storage for Drive-up Banking Facility.
DE21-02-Exception from Access Spacing for the Larson Subdivision 2919 ½ B ½ Rd.
DE22-02-Exception from Driveway Corner Clearance Criteria at 109 W. Kennedy Ave.

Sandi

CC: Mark Relph

From: Rick Beaty
To: Sandi Nimon
Date: 8/14/02 8:41AM
Subject: TEDS Exceptions

1. DE20-02: I have no problem with this exception as submitted. I recommend approval.
2. DE21-02: Based on our previous actions, I would have a difficult time supporting an exception with an incomplete submittal. There are no alternatives suggested and there are no comparisons. I recommend denial.
3. DE22-02: The proposal increases traffic flow congestion with a potential of increasing congestion problems in the future. This is a concern for emergency response and traffic safety. I recommend denial.
4. DE23-02: The exception increases the potential for traffic flow issues. While the applicant talks to the rationale of their proposal, they don't really address any options nor have they given any comparisons. I concur with the applicant that this area of Gunnison presents challenges and that development is likely to occur. I concur with Staff Recommendations and believe a better design is possible, therefore I recommend denial.

Rickb

CC: Bob Blanchard; Mark Relph

8/26/02

I RECOMMEND APPROVAL

