



City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

CVP-2003-181

September 24, 2003

Mr. Robert Rowlands
Design Specialists, P.C.
917 Main Street
Grand Junction, CO 80501

RE: TEDS Exception No. 37-03, from Minimum Vehicle Storage for a Drive-up Branch
Banking Facility

Dear Mr. Rowlands;

Please find attached the committee's decision on the above request.

You may use this decision to proceed through the development review process. If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me at (970) 256-4047.

Sincerely,

Michael G. McDill, P.E.
City Engineer

C: Laura Lamberty, Development Engineer (256-4155)
Pat Cecil, Development Services Supervisor

VE#37-03 685Horizon09-24

RECEIVED
NOV 02 2005
COMMUNITY DEVELOPMENT
DEPT.



City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

DESIGN EXCEPTION #DE37-03

To: Mark Relph, Director of Public Works & Utilities
Thru: Tim Moore, Public Works Manager
Copy to: Laura Lamberty, Development Engineer
From: Mike McDill, City Engineer
Date: September 12, 2003
RE: Exception from Minimum Vehicle Storage for Drive-up Branch Banking Facility

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a new branch bank on a pad in the parking lot at the new Safeway store at 12th Street and Horizon Drive. Their plan accommodates a total of eighteen vehicles at four windows. TEDS requires a minimum of six spaces per window, or twenty-four vehicles in these four lanes. 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.

This area of our TEDS is currently being considered for adjustment.

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 Safeway 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 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. We looked at moving the building closer to the exit point, but this would only increase congestion there.

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 First National Bank of the Rockies at the Redlands Marketplace, 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?

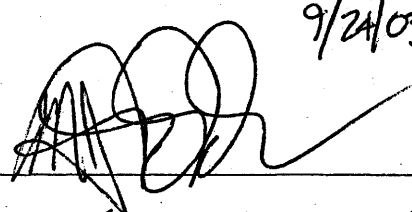
We are considering revising the TEDS to allow this reduced storage at any branch banking facility.

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.

Recommended by: 

Approved as Requested: ✓

Denied: _____
9/24/03

Kathleen Portman
Renee Beatty

#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.

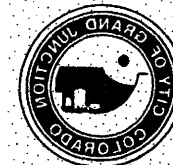
If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me.

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)



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

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 J. McCut

Approved as Requested: _____

Approved as Recommended: ✓

Denied: _____

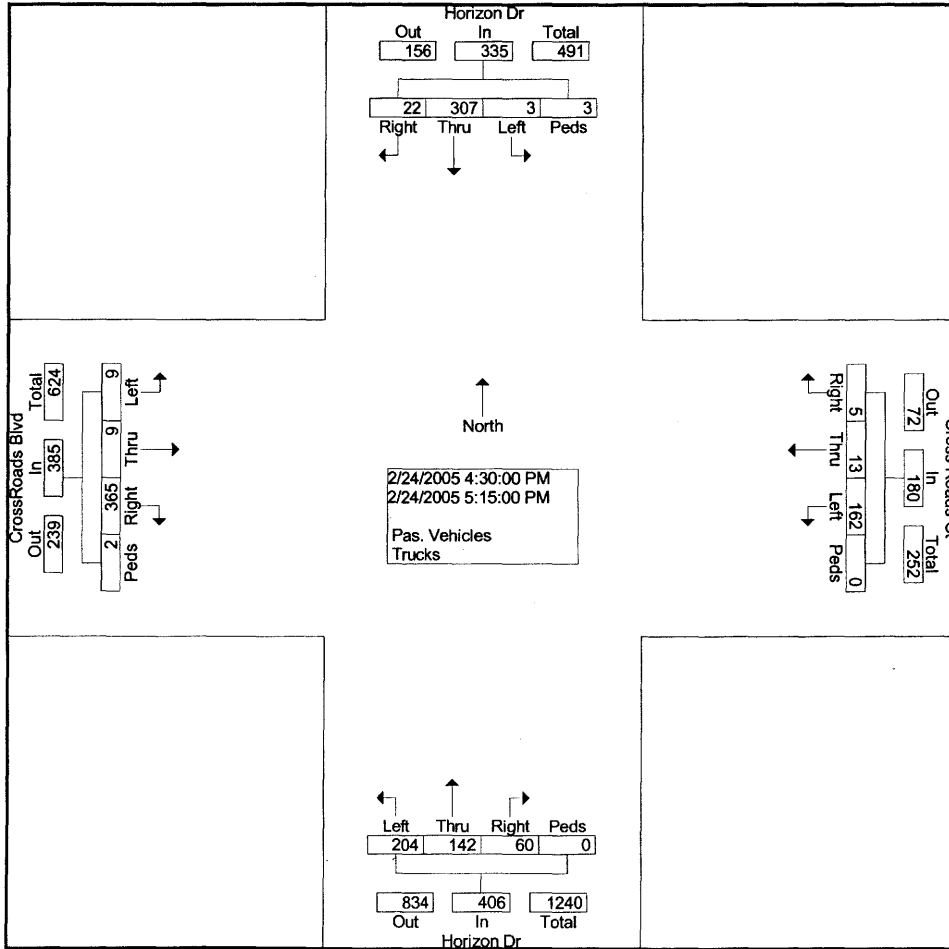
[Signature]
Carl E. Hawland
[Signature]

City of Grand Junction
 Transportation Engineering

Horizon Dr & Crossroads Blvd
 Counted By: Tom L
 Weather: Sunny
 2 signal timing project

2551 River Road, Grand Jct, Co. 81505 Name : horizon & Crossroads Blvd
 (970) 256-4110, fax (970) 256-4115 Site Code : 00000090
 Start Date : 2/24/2005
 Page No : 5

Start Time	Horizon Dr Southbound					Cross Roads Ct Westbound					Horizon Dr Northbound					CrossRoads Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 02:00 PM to 05:15 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	22	307	3	3	335	5	13	162	0	180	60	142	204	0	406	365	9	9	2	385	1306
Percent	6.6	91.6	0.9	0.9		2.8	7.2	90.0	0.0		14.8	35.0	50.2	0.0		94.8	2.3	2.3	0.5		
05:00 Volume	4	85	1	1	91	1	6	48	0	55	12	47	49	0	108	135	4	4	1	144	398
Peak Factor	0.820																				
High Int. Volume	05:00 PM					05:00 PM					04:45 PM					05:00 PM					
Peak Factor	4	85	1	1	91	1	6	48	0	55	22	31	57	0	110	135	4	4	1	144	0.668
	0.920					0.818					0.923										





City of Grand Junction
Public Works Department
Division of Transportation Engineering

2553 River Road/Grand Junction CO 81505-7216/Office: 970/244-1567/Fax: 970/256-4112

November 13, 2000

RMHMO

Att: Terry Buxton

2775 Crossroads Blvd.

Grand Junction CO, 81506

Dear Ms. Buxton:

A field investigation was performed to evaluate your request to remove parking on one side off Crossroads Boulevard. Your concern being, vehicles traversing this roadway drifting into the adjacent lane when vehicles are parked on both sides of the roadway. Below are the findings:

Area of Study: Crossroads Blvd; Horizon Dr. west to vacant land.	
Area Classification:	Commercial
ADT (average daily traffic)	3,444
Pavement Width:	44 ft.
85% Speed (the speed 85% of drivers are at)	20 m.p.h.
Posted Speed	30 m.p.h.

At this time, no changes will be made to Crossroads Blvd. in regards to parking removal and the posted speed limit. The 44' pavement width more than facilitates the current use. The speed study revealed that the majority of drivers are traveling at a speed lower than the current posted speed of 30 m.p.h. Studies have shown that removing parking on a roadway that is built to accommodate parking experiences an increase in speeds. As per our conversation, our office will determine if Crossroads Blvd. would benefit from centerline striping. If approved, striping would take place in late spring or early summer of 2001.

If you have any questions you may contact our office at 244-1567.

Thank you,

Sandra A. Mallory
Transportation Systems Analyst

Bank Queue and Output Volume Count

Location: Alpine Bank 2424 Patterson (Window 4 also an ATM access and Mail Drop)
10/3/2003

Time	Queue Length Snapshot / Drive through window				Total Exit.. Vehs.
	1	2	3	4	
11:55-12	1	1	0	1	2
-5	1	1	1	2	3
-10	0	0	0	1	7
-15	1	1	0	0	3
-20	2	2	0	0	1
-25	2	2	2	0	3
-30	2	0	2	1	8
-35	1	0	1	2	1
-40	1	1	0	0	5
-45	1	0	0	0	2
-50	2	1	0	0	1
-55	1	1	1	1	2
Max Queue Length - 2				1 Hr. Total	38

10/3/2003

Time	Queue Length Snapshot / Drive through window				Total Exit.. Vehs.
	1	2	3	4	
3:50-55	0	1	0	0	2
0	0	1	0	0	1
-5	1	0	0	2	3
-10	0	1	0	0	3
-15	1	2	1	1	5
-20	2	0	1	1	8
-25	1	0	1	0	8
-30	1	1	0	0	5
-35	1	2	1	1	0
-40	0	1	0	1	6
-45	1	2	1	1	2
-50	0	1	0	0	6
-55	1	1	1	1	5
5:00	1	0	1	0	2
-5	2	1	0	0	1
-10	2	1	1	0	2
15	1	1	1	0	4
Max Queue Length - 2				1 Hr. Total	49

MEMORANDUM



Date: September 12, 2003

*To: Kathy Portner, Community Development
Jim Bright, Fire Department*

From: Sandi Nimon, Sr. Administrative Assistant

Sandi

*Subj: DE37-03 Exception from Minimum Vehicle
Storage for Drive-up Branch Banking Facility.*

*Please make your comments on the above design
exception no later than Thursday, September 18,
2003.*

I would appreciate it!

Sn

City of Grand Junction - Development Engineering

Date: 9/8/03

To: Mike McDill, City Engineer

Cc: Lori Bowers, Senior Planner

From: Laura C. Lamberty, Development Engineer *lme*

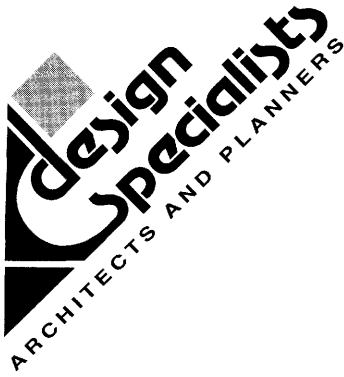
RE: TEDS Exception: 1st National Bank of the Rockies CUP, 685 Horizon Drive
CUP-2003-181

Attached is a request for a TEDS Exception to Section 4.2.5.1 for On-Site Storage for drive-up facilities. This requirement is for 6 vehicles per drive-up banking window.

The site plan indicates four drive-up lanes, with adequate queue length for 6 vehicles in Lane 1, 5 vehicles in Lane 2, 4 vehicles in Lane 3, and 3 vehicles for Lane 4. Inadequate storage capacity would result in blocking an interior drive aisle for the Safeway Plaza, but no obstructions to major drive aisles, or public right-of-way. The building could be shifted to the east somewhat to increase the stacking area available.

The bank building is 2500 SF, comparable to the new facility at Redlands Marketplace (Albertsons).

Attachments



(rec'd by Development)
Engineer 9/5/03

RE: FNBR – Horizon Drive 0306
August 1, 2003

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

ATTENTION: Rick Dorris

SUBJECT: TEDS Exception for First National Bank of the Rockies at Safeway Center
on Horizon Drive.

Dear Rick,

In behalf of our client, First National Bank of the Rockies, 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 that study are attached to support this exception request.

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.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Robert D. Rowlands". The signature is written in a cursive style and is positioned over a large, irregular scribble or stamp.

Robert D. Rowlands, Architect
Design Specialists, P. C.

RDR/dmt

Attachment

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 Safeway Center has space limitations, which do not accommodate this large number of vehicles within the property limitations.

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.

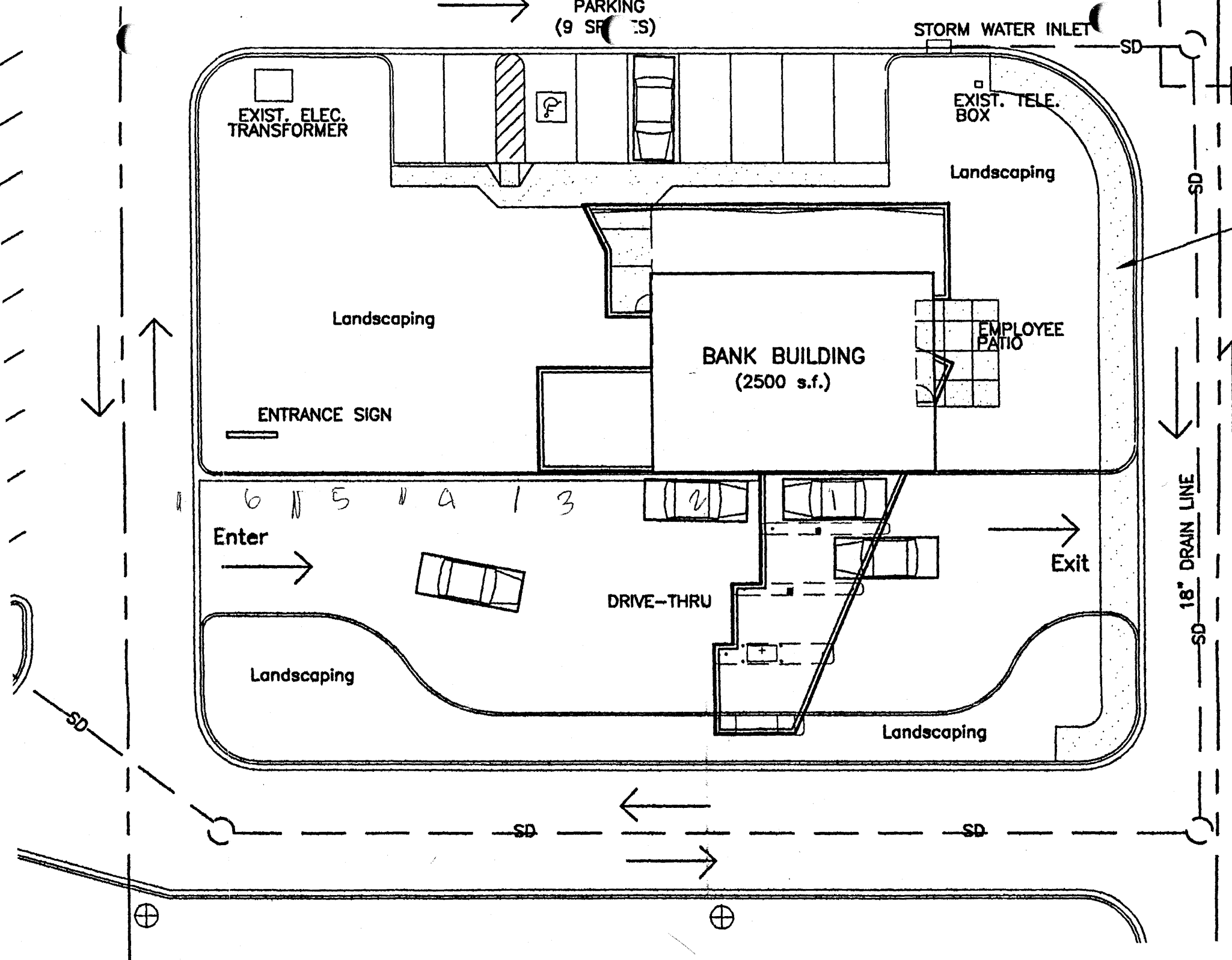
CONCLUSION: Standards for a minimum of 6 queued vehicles is in excess of what is actually observed at the branch bank facilities. Branch banks can be designed to accommodate queuing equal to approximately 2 – 2 1/2 vehicles for each lane at any given time.

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

	<u>Aisle 1</u>	<u>Aisle 2</u>	<u>Aisle 3</u>	<u>Aisle 4</u>	<u>Aisle 5</u>
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 furthestmost aisle).
- As can be seen in table A, the average queue in each lane was less than one vehicle.



PARKING
(9 SPACES)

STORM WATER INLET

EXIST. ELEC.
TRANSFORMER

EXIST. TELE.
BOX

Landscaping

Landscaping

BANK BUILDING
(2500 s.f.)

EMPLOYEE
PATIO

ENTRANCE SIGN

Enter

Exit

DRIVE-THRU

Landscaping

Landscaping

18" DRAIN LINE

SD

SD

SD

SD

SD

SD

From: Rick Beaty
To: Bob Blanchard; Mark Relph; Mike McDill; Sandi Nimon
Date: 9/16/03 9:21AM
Subject: TEDS Round 5000

DE33-03, DE34-03, DE35-03 and DE37-03 -- I concur with Mike's recommendation on these three projects.

DE36-03

I concur with denial of this request. The additional drives increase a public safety risk and will exacerbate the problem with traffic due to the additional drives.

Rickb

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 9/15/03 6:33PM
Subject: TEDS Exceptions

DE33-03

I concur with Mike's recommendations

DE34-03

I support Mike's recommendation of approval.

DE35-03

I support Mike's recommendation of denial. There are some questions here tho': do we know if the removal of parking makes them non-conforming with the ZDC and do we care? Is safety the paramount issue here with the potential of parking spaces directly at the corner? If so, this should be stated in the staff report as a another reason for denial.

DE36-03

As a general rule, I would rather find Code inconsistencies on the second or third round of review and have them corrected prior to approval rather than find them during construction and have to deal with them at that time. However, this issue does not appear to be an issue that would create any engineering issues during construction so letting this one go because it was not discovered during either the general meeting or the first round of comments probably would not cause any problems. IF this project is ready to go except for minor details and this TEDS exception then I can support approving it based on the timing of the discovery of the issue. If there are significant design issues that remain to be addressed that imply that a project redesign wouldn't affect the timing of approval, then I would support Mike's recommendation of denial.

Is there any reason to meet on this one?

DE37-03

I support Mike's recommendation of approval.

CC: Mike McDill; Sandi Nimon