CITY OF
Grand Junction
COLORADO

PUBLIC WORKS
& UTILITIES

File

November 14, 2005

Mr. Thomas D. Rolland
Rolland Engineering
405 Ridges Boulevard, Suite A
Grand Junction, CO 8l503

Re: Design Exception #DE30-05 – 2779 Crossroads Blvd. – Driveway Spacing

Dear Tom:

Please find attached the committee's decision for the above referenced request. This design exception has been denied.

If you have any questions concerning this decision, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works Manager at (970) 244-1557.

Sincerely,

Sandi Nimon

Sandi Nimon,
Sr. Administrative Assistant

Xc: Kent Marsh. Development Engineer (244-1451)

CITY OF Grand Junction COLORADO

PUBLIC WORKS
& UTILITIES

DESIGN EXCEPTION #DE 30-05

To: Mark Relph, Director of Public Works & Utilities
Bob Blanchard, Director of Community Development
Rick Beaty, Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Kent Marsh, Development Engineer

Date: November 8, 2005

RE: 2779 Crossroads Blvd. – Driveway Spacing

DESCRIPTION OF THE SITUATION

The Bank of Colorado is considering the purchase of an existing vacant office building at 2779 Crossroads Blvd. where they intend to install a neighborhood branch bank with three drive-up lanes including an automated teller. This location was previously developed as the State Farm Mutual Insurance Company claims adjusting office. The change of use will require a complete site plan review and the drive up bank requires a Conditional Use Permit.

Site Description:
The building currently has a two-lane drive through garage that was previously used by State Farm for inspection and assessment of damaged automobiles. The applicant plans to convert this garage into two drive-up lanes. The applicant also proposes to utilize the two existing access points onto Crossroads Blvd. in the locations they exist today.

The eastern most existing driveway does not meet TEDS Section 4.1.1 which requires a minimum separation of 50' between adjacent driveways. This driveway is 35 feet from the existing access point to the east.

EXCEPTION CONSIDERATIONS

1. **Will the exception compromise safety?**
   Staff does not believe the reduced spacing between adjacent driveways in this situation does not create a safety issue on this slow speed street.

2. **Have other alternatives been considered that would meet the standard?**
   The applicant did consider relocating the existing driveway to the west to align with the western most of the two opposing driveways at 2784 Crossroads Blvd.
   Moving the driveway west would require reconstruction of the parking lot on the east side of the building and the removal of mature landscaping.

3. **Has the proposed design been used in other areas?**
   Although this is not a desirable design, it currently exists in this area and accident history is low.

4. **Will the exception require CDOT or FHWA coordination?**
   No

5. **Is this a one-time exception or a manual revision?**
   This would be a one-time exception.

Staff Recommendation

Although the condition exists today, it is not desirable and should be corrected. Staff recommends denial of this request.

Recommended by: _____

Approved as Requested: ____

Approved as Modified: ____

Denied ✓

Dated: 11/9/05

\DE#30-05 2779 Crossroads Blvd. – Driveway Spacing

CITY OF
Grand Junction
COLORADO

PUBLIC WORKS
& UTILITIES

Memorandum

Date: November 3, 2005

To: Tim Moore

From: Kent Marsh

Subject: **TEDS Exceptions, 2779 Crossroads Blvd.**

Tim,

Thom Rolland has submitted four separate TEDS Exceptions on behalf of his client, The Bank of Colorado. The Bank of Colorado is considering the purchase of an existing vacant office building at 2779 Crossroads Blvd. where they intend on installing a neighborhood branch bank. Thom Rolland would like each TEDS Exception considered independently. The four TEDS Exceptions include:

1) The offset between Crossroads Ct. and the westernmost driveway into the bank. The two driveways are only 42' apart, TEDS requires an offset of 50'.
2) The offset between the easternmost driveway into the bank and the two driveways on the opposite side of Crossroads Blvd. The easternmost driveway into the bank is centered between two driveways on the opposite side of the street. One driveway is 24' west (center to center) while the other drive is 33' east (see site plan). Again, TEDS requires a minimum of 50' of separation.
3) The driveway spacing between the easternmost entrance in the bank and the exiting driveway east of the site does not meet TEDS requirements. The driveways are spaced 35 feet apart while TEDS requires 50' of separation.
4) The bank is proposing only four storage spaces per drive-up window while Section 4.2.5.1 of TEDS requires 6 spaces per window.

TEDS CHANGES

1) TEDS Exception #1
   a. Description of the Situation. The existing west driveway is offset 42 feet (center to center) from Crossroads Ct. Crossroads Ct. is a low volume dead-end cul-de-sac serving four lots. Section 4.1.2 in TEDS requires a minimum separation of 50'.
   b. Exception Considerations.
      i. Will the exception compromise safety? The reduced spacing creates left-turn conflicts between vehicles turning left out of the westernmost driveway and vehicles turning left onto Crossroads

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Blvd. from Crossroads Ct. The potential exists for low speed, head on collisions.

ii. Have other alternatives been considered that would meet the standard? The applicant considered two alternatives. The first was to move the driveway to the east and bring it into compliance. This options results in the loss of parking adjacent to the building. The second option and the one chosen includes making the driveway a one-way entrance only, thus eliminating the potential for left-turn conflicts.

iii. Has the proposed design been used in other areas? I assume so but have no evidence to support my conclusion.

iv. Will the exception require CDOT or FHWA coordination? No, Crossroads Blvd. is a City street.

v. Is this a one-time exception or a manual revision? The proposed revision will be a one time exception specifically for this property (recommend approval).

2) TEDS Exception #2

a. Description of the Situation. The offset between the easternmost driveway into the bank and the two driveways on the opposite side of Crossroads Blvd. The easternmost driveway into the bank is centered between two driveways on the opposite side of the street. One driveway is 24' west (center to center) while the other drive is 33' east (see site plan). Again, Section 4.1.2 of TEDS requires a minimum of 50' of separation.

b. Exception Considerations.

i. Will the exception compromise safety? The reduced spacing creates left-turn conflicts between vehicles turning left out of the banks easternmost driveway and vehicles turning left onto Crossroads from 2784 Crossroads Blvd. The potential exists for low speed, head on collisions.

ii. Have other alternatives been considered that would meet the standard? The only alternative to leaving the driveway in its current location is to move the driveway west so it aligns with the western most of the two opposing driveways. Moving the driveway west would require a total reconstruction of the existing parking lot on the east side of the building and would remove some mature landscaping.

iii. Has the proposed design been used in other areas? Not that I am aware of.

iv. Will the exception require CDOT or FHWA coordination? No, Crossroads Blvd. is a City street.

v. Is this a one-time exception or a manual revision? The proposed revision will be a one time exception specifically for this property. Leaving the drive in its current location may continue to be a viable alternative when considering how each drive operates. The drive

into 2784 Crossroads Blvd. most likely operates as a right-in entrance into the Rocky Mountain Health offices when considering the large majority of traffic into 2784 Crossroads Blvd. likely comes east from Horizon Drive choosing the first of two driveways, while the majority of traffic leaving the bank will turn right towards Horizon Drive and not left along Crossroads Blvd. to 27 Rd. (Crossroads Blvd. is a circuitous route to the west leading to a less traveled roadway, 27 Rd., than east to Horizon Drive). However, some amount of business traffic may attempt to turn left out of the aforementioned access (probably a 50 / 50 split between the two driveways at 2784 Crossroads) which may create a conflict with right turning vehicles out of the bank property. Again the possibility exists for low speed collisions but this is an existing condition with no significant accident history (recommend approval).

3) TEDS Exception #3
   a. The driveway spacing between the easternmost entrance into the bank and the exiting driveway east of the site does not meet spacing requirements included in Section 4.1.1 of the TEDS Manual. The driveways are spaced 35 feet apart while TEDS requires 50' of separation.
   b. Exception Considerations.
      i. Will the exception compromise safety? No. I can't think of any scenario where leaving the two driveways in place will compromise satiety by creating turning conflicts between vehicles.
      ii. Have other alternatives been considered that would meet the standard? The only alternative to leaving the driveway in its current location is to move the driveway west so it aligns with the western most drive into 2784 Crossroads. Moving the driveway west would require a total reconstruction of the existing parking lot on the east side of the building and would remove some mature landscaping.
      iii. Has the proposed design been used in other areas? Not that I am aware of.
      iv. Is this a one-time exception or a manual revision? The proposed revision will be a one time exception specifically for this property (recommend approval).

4) TEDS Exception #4
   a. The bank is proposing only four storage spaces per drive-up window while Section 4.2.5.1 of TEDS requires 6 spaces per window.
   b. Exception Considerations.
      i. Will the exception compromise safety? No. The reduced storage creates the potential for waiting bank customers to obstruct on-site circulation within the parking lot but should not create an unsafe condition.

ii. Have other alternatives been considered that would meet the standard? The applicant considered eliminating the parking along the west side of the building, creating a separate lane for the drive-up windows.

iii. Has the proposed design been used in other areas? Yes, TEDS Exception 20-02 and 37-03 both allowed for less on-site storage at bank drive-up windows than what is required in TEDS (three spaces per window instead of six).

iv. Is this a one-time exception or a manual revision? Both prior TEDS Exceptions anticipated a manual revision.

ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A
GRAND JUNCTION, COLORADO 81503
(970) 243-8300

November 2, 2005

Mr. Kent Marsh, Development Engineer
City of Grand Junction
250 No. 5th Street
Grand Junction, Co. 81501

Re: TEDS Exceptions, 2779 Crossroads Blvd.

Dear Kent:

Pursuant to Section 14, Design Exceptions of the *Transportation Engineering Design Standards* (TEDS) we are requesting several design exceptions necessary for us to prepare a site plan for a Conditional Use Permit for a branch bank with drive-up banking at the above referenced location. The Bank of Colorado is considering purchasing the property and must make a decision by November 14, 2005. The decisions on the attached design exception request will help us determine our ability to modify the site to accommodate our needs and thus aid us in our decision. Please consider each request individually and not collectively for this will give us the most information to assess our options.

It is our understanding that the committee meets on November 9, 2005, and as we have discussed, a verbal response on the 9th or 10th would be greatly appreciated. Thank you for considering these requests.

Sincerely,

Thomas D. Rolland

Two alternatives were considered for this exception request. The first was to move the driveway to the east to bring it into compliance. This resulted in the loss of the parking adjacent to the building. The second and proposed alternative is to make the driveway a one-way entrance only. This eliminates all exiting traffic including the opposing left turns to the left turns from Crossroads Court.

C. Impact of Change

By making this driveway one-way entrance only and eliminating the opposing left turns it should mitigate the need for the 50-foot offset. This is especially true in light of the limited volume of Crossroads Court; a short dead end cul-de-sac serving only four lots.

East Driveway Offset

A. Proposed Exception

The existing east driveway is offset 24 feet (center to center) to the west drive and 33 feet to the east drive on the opposite side of Crossroads Blvd.. Section 4.1.2 of TEDS requires 50 feet on local commercial streets. We wish to leave the driveway at its current location.

B. Alternatives Considered and Proposed Design

The only alternative to leaving the drive at its present location would be to move it to the west to align with the west most of the two opposing drives. This would necessitate totally reconstructing the parking area on the east side of the building and removing some mature landscaping.

C. Impact of Change

Although the proposed bank will probably generate more traffic than the historic use, it is still relatively low as is that of the opposing driveways. The east most opposing drive is the back entrance to the Grand Vista Hotel property and appears to be primarily an employee and serrvice entrance. The west opposing drive is one of two accesses to an approximately 24,000 square foot office building.

East Driveway Spacing

A. Proposed Exception

The existing east driveway has 35 feet of separation from the nearest driveway to the east. Section 4.1.1 of TEDS requires a minimum of 50 feet on local commercial streets. We wish to leave the driveway at its current location.

B. Alternatives Considered and Proposed Design

The only alternative to leaving the drive at its present location would be to move it to the west. We prefer not to do this for the reasons stated above.

C. Impact of Change

Again, the driveway to the east appears to have a very low volume potential. It is the back entrance to the commercial complex and most likely serves as employee access.

Drive-up Vehicle Storage

A. Proposed Exception

As shown on the concept plan, we are proposing four storage spaces per drive-up window. Section 4.2.5.1 of TEDS requires six spaces per drive-up window.

B. Alternatives Considered and Proposed Design

The proposed design is as shown on the concept plan. The only alternative considered was to eliminate the parking along the west side of the building and create a single, separate lane to provide access and stacking for the drive-up windows. This lane would need to be separated from the normal site circulation lane thus resulting in difficult site circulation design and management. This concept would also make turning movements at the corner much more difficult.

B. Impact of Change

At around 3000 square feet this is a very small branch bank; that combined with its location seem to indicate lower volumes than at more conventional sizes and locations. Although we have no actual data ourselves, we are aware of numerous past granted TEDS exceptions for similar branch

banks that included supporting data. Also in design exception #DE20-02 it was recommended that the standard be revised to 3 spaces per window at branch banking facilities. Our proposed four spaces per window would exceed this recommendation and could probably accommodate 5 without impeding site circulation and under no circumstances would queuing impact City streets.

TEDS EXCEPTIONS
2779 Crossroads Blvd.

BACKGROUND

The property was originally developed in 1991 as the State Farm Mutual Insurance Company claims adjusting office. They recently vacated the property. The attached existing site plan shows the property as developed. The aerial photo shows the site in its current condition. The all brick office building has just under 6,400 square feet. The parking exceeds all requirements and the property has extensive mature landscaping. The improvements and landscaping are very attractive and in excellent condition.

PROPOSED USE

The Bank of Colorado is proposing to convert a portion of the existing building to a small neighborhood branch banking facility with three drive up lanes including an automated teller. The building currently has a two-lane drive through garage that was previously used by State Farm for inspection and assessment of damaged automobiles. This garage can be easily converted to accommodate two drive up lanes. No additions to the existing structure are contemplated at this time. The Bank plans to utilize approximately 3,000 square feet for its banking operation and will lease the balance for general office use. It is anticipated the bank will incur a low volume of traffic primarily by businesses and professionals currently employed in the immediate area of Horizon Drive and Crossroads Blvd.

SUPPORTING INFORMATION

A. Crossroads Blvd.

Functional Classification	Local Commercial
Pavement width	44 feet
Posted speed	30 mph
85% speed (measured 11-13-00)	20 mph

The proposed use will probably warrant a left turn lane at the west driveway. City Transportation Engineering at this time anticipates requiring a continuous left turn lane from Horizon Drive to just west of this property.

B. Accident History

In the past five years there has been one recorded accident at Crossroads Blvd and Crossroads Court. This accident was a sideswipe.

DESIGN EXCEPTIONS

We are requesting your consideration of 4 separate design exceptions as listed below:

1. West driveway offset to Crossroads Court. (Section 4.1.2)
2. East driveway offset to the two driveways across Crossroads Blvd. (Section 4.1.2)
3. East driveway spacing with the existing driveway to the east. (Section 4.1.1)
4. The requirements for vehicle storage for drive-up facilities (Section 4.2.5.1)

West Driveway Offset

A. Proposed Exception

The existing west driveway is offset 42 feet (center to center) from Crossroads Court. Section 4.1.2 of TEDS requires 50 feet on local commercial streets. We wish to leave the driveway at its current location.

B. Alternatives Considered and Proposed Design