

Clavonne, Roberts & Associates, Inc.

SITE PLANNING • LANDSCAPE ARCHITECTURE

844 GRAND AVE., GRAND JUNCTION, CO

www.clavonne.com

81501

970-241-0745 • FAX 241-0765

November 9, 2006

Laura Lamberty, Development Engineer
City of Grand Junction Community Development Department
250 N. 5th Street
Grand Junction, CO 81501

RE: Request for a TEDS Exception for the Human Bean Coffee Drive through at 1430 North Avenue

Dear Laura,

The applicant, SS Blue Sky LLC, is requesting that the city grant an exception to the Transportation Engineering Design Standards to allow a single point of access off of North Avenue to serve a drive through coffee shop. The project site is located at 1430 North Avenue, just west of Pizza Hut. The project is located within the City of Grand Junction *Infill Area Boundary* and *Redevelopment Area Boundary*. The site is located mid-block and has frontage on both North Avenue and Glenwood Avenue. The request will require two exceptions to the TEDS manual.

The request is in keeping with existing developments and historic practices along North Avenue. The Pizza Hut at 1440 North Avenue and the McDonalds located at 1212 North Avenue both have their primary access points off of a North Avenue and secondary access points off of Glenwood Avenue. The applicant requests that his proposed project be allowed to provide access to his site in the same manner.

Requested Exceptions

Exception Request # 1

The applicant is requesting to provide the primary site access driveway off of the higher order street, in this instance North Avenue, instead of the lower order street, Glenwood Avenue. This would require exception to TEDS *Section 3.2.2 Provision of Access* which reads as follows:

"If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street. Additional access points may be allowed based on traffic safety as determined by a TIS as described in Chapter 2."

Exception Request # 2

The applicant is requesting to the City to allow a primary access driveway along North Avenue between two existing driveways. The proposed driveway is less than 150 feet from the centerline of the existing driveway to Pizza Hut. This would require exception to the TEDS *Section 4.1.1 Spacing* which reads as follows:

Section 4.1 Access Locations – 4.1.1 Spacing

“On arterial streets, driveways shall be spaced a minimum of 150 feet apart. On arterial streets where no other access to lower order streets is available, commercial driveways may be allowed where spaced a minimum of 300 feet and may be restricted to right-in, right-out movements. No new residential driveways shall be allowed on arterial streets.”

Basis for the request

The exception will not result in a dangerous condition along North Avenue and the applicant understands that no exception shall be allowed if the resulting design is dangerous or otherwise fails to meet the fundamental needs of the community. The fundamental needs of the community are primarily the provision of safe, efficient and effective transportation.

Alternatives Considered

Multiple alternatives addressing site access have been considered by the applicant. These alternatives have considered principals of traffic engineering, site design, and the development potential of the site. The alternatives considered are as follows:

Alternative 1

Proposed

The applicant considered sharing access with the property to the east of the project site (1440 North Avenue)

Alternative Dismissed Because

Shared access with the property to the east (Pizza Hut) is not feasible due to the location of the existing Pizza Hut building located on the southwest corner of their site. Shared access through the Pizza Hut site would require all of the proposed project traffic to route through the primary parking lot aisle on the Pizza Hut site, eliminate parking stalls on the Pizza Hut site, and negatively impact the ability to efficiently stack cars on the Human Bean site.

Alternative 2

Proposed

The applicant considered sharing access with the property to the west of the project site (1420 North Avenue)

Alternative Dismissed Because

Shared access with the property to the west is not feasible due to the location of the existing building on this site. From the City of Grand Junction GIS page it appears that this site has shared access with 1410 North Avenue. The building located on the 1420 North Avenue site also appears to encompass about 95% of the usable site area thus not allowing for efficient, safe, or viable access from this property to the Human Bean Site.

Alternative 3

Proposed

The applicant considered site access through a single access point off of Glenwood Avenue with no access point along North Avenue.

Alternative Dismissed Because

90% of the customer base for the Human Bean Coffee Drive Through is drawn from traffic already using North Avenue and passing by the site. By eliminating access along North Avenue the majority of the pass-by trips are not provided direct access to this site. Without direct access from North Avenue to the site for 90% of the customer base, the applicant would not be able to develop this site with the proposed use.

Proposed Design

The applicant proposes a primary right-in / right-out access point off of North Avenue and a secondary access point off of Glenwood Avenue. The North Avenue access point will be approximately 125 feet centerline to centerline from the Pizza Hut (1440 North Avenue) driveway. The North Avenue access point will be approximately 150' feet centerline to centerline from nearest driveway west of the project. There is an existing median in North Avenue limiting the site to right-in / right-out access only on North Avenue.

Impacts of Change

The proposed design should have a minimal impact on the function of North Avenue and the driveway for Pizza Hut due to offsetting peak hour trip generations associated with the coffee shop use and the restaurant use (Pizza Hut).

The highest peak hour trips generated from the Human Bean Coffee Drive Through are opposite from the highest peak hour trips generated by the Pizza Hut restaurant use. The Human Bean will serve approximately 30 vehicles during the A.M. peak hour (7:00 am to 9:00 am) and approximately 5 vehicles in the P.M. peak hour. Pizza Hut does not open for business until 11:00 am and thus the greatest peak hour trip volume occurs during the P.M. peak hour (afternoon peak). Because these two uses have opposite peak hour impacts, the proposed driveway for the coffee shop should function as if the Pizza Hut driveway is non-existent or as safely as a driveway that is beyond the 150' separation minimums established by TEDS. Since the Human Bean operates in the morning peak hour and the adjoining businesses operate in the

afternoon peaks, the proposed coffee shop use would create fewer conflicts to traffic than alternative uses that would present higher afternoon peak volumes.

Staff Review

If granted, will the exception compromise safety?

Due to the offsetting peak hour trip volumes between this use and the restaurant use to the east, and the fact that the median in North Avenue will only allow right-in / right-out turning movements, the access point will not compromise safety. This determination is based on the above discussed items and prior city decisions regarding similar access driveways to North Avenue.

Have other alternatives been considered that would meet current standard?

Numerous alternatives have been considered as listed above. While these standards technically meet the standards of the TEDS manual, the proposed access location is a safe and viable alternative.

Has the proposed design been used in other areas – locally, state or national?

Numerous examples of this design are used along the North Avenue corridor. The most visible and similar examples are the Pizza Hut at 1440 North Avenue (immediately adjacent to this site) and the McDonalds at 1212 North Avenue.

Will the exception require CDOT or FHWA coordination?

CDOT coordination will be required to obtain an access permit and to eliminate the two existing curb cuts along the North Avenue frontage of this property. North Avenue is also Colorado State Highway 6.

Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?

This is a one time exception based upon unique circumstances.

Thank you for the opportunity to submit this TEDS exception request and we look forward to a positive recommendation from staff so we can proceed with the proposed development.

Sincerely,



Joe Carter
Ciavonne, Roberts & Associates, Inc.

Clavonne, Roberts & Associates, Inc.

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November 9, 2006

Laura Lamberty, Development Engineer
City of Grand Junction Community Development Department
250 N. 5th Street
Grand Junction, CO 81501

RE: An Addendum to a request for a TEDS Exception for the Human Bean Coffee Drive through at 1430 North Avenue

Dear Laura,

In order to address all anticipated TEDS Exceptions we are submitting this Addendum to our November 9, 2006 request. This Addendum addresses *Section 4.2.5.2 Commercial Uses (On-Site Driveway Vehicle Storage Lengths)* of the TEDS Manual.

Requested Exceptions

Exception Request # 3

The applicant is requesting that the city approve a stacking distance of 4 vehicles lengths per drive up window bay by allowing an exception to TEDS *Section 4.2.5.2 Commercial Uses* as follows:

Section 4.2.5.2 Commercial Uses

"The vehicle storage area that shall be provided for various drive-through commercial uses shall be:

- a. Based on a 20' length vehicle and a 12' wide lane*
- b. Separated from normal parking circulation aisles*
- c. Designed using the appropriate design vehicle turning template*

This section is also accompanied by a table defining Drive-in Restaurant as needing 10 vehicle storage spaces per window.

Basis for the request

The exception will not result in a dangerous condition whereby vehicles will stack out into the North Avenue right-of-way and the applicant understands that no exception shall be allowed if the resulting design is dangerous or otherwise fails to meet the fundamental needs of the community. The fundamental needs of the community are primarily the provision of safe, efficient and effective transportation.

Proposed Design

The applicant has historic data from many Human Bean Coffee shops located in Colorado that indicate 4 vehicle lengths is sufficient for the stacking needs of each window. The applicant would also like to reference the existing coffee drive-through uses at the corner of North Avenue and 7th Street. These uses do not appear to have the required 10 vehicle stacking spaces per window as required by code. We would request that you treat this identical use within those previously adopted parameters.

Impacts of Change

The reduction in the vehicle stacking lengths should not have an impact on the function of North Avenue. Historic traffic data suggests that 4 vehicle lengths per drive up window is sufficient vehicular stacking.

Staff Review

If granted, will the exception compromise safety?

The proposed exception will not compromise safety.

Have other alternatives been considered that would meet current standard?

Alternative site design considerations have been considered as discussed under the original TEDS Exception request. No acceptable alternative was found regarding the request to reduce vehicular stacking distances.

Has the proposed design been used in other areas – locally, state or national?

The proposed reduction in vehicular stacking distance appears to be in place on the northeast and northwest corners of North Avenue and 7th Street with the existing coffee drive-through uses. These kiosks do not appear to have a stacking distance of 10 cars per drive up window.

Will the exception require CDOT or FHWA coordination?

This exception will not require CDOT coordination.

Is this a one-time exception based upon unique circumstances – location, topography, traffic flow, etc?

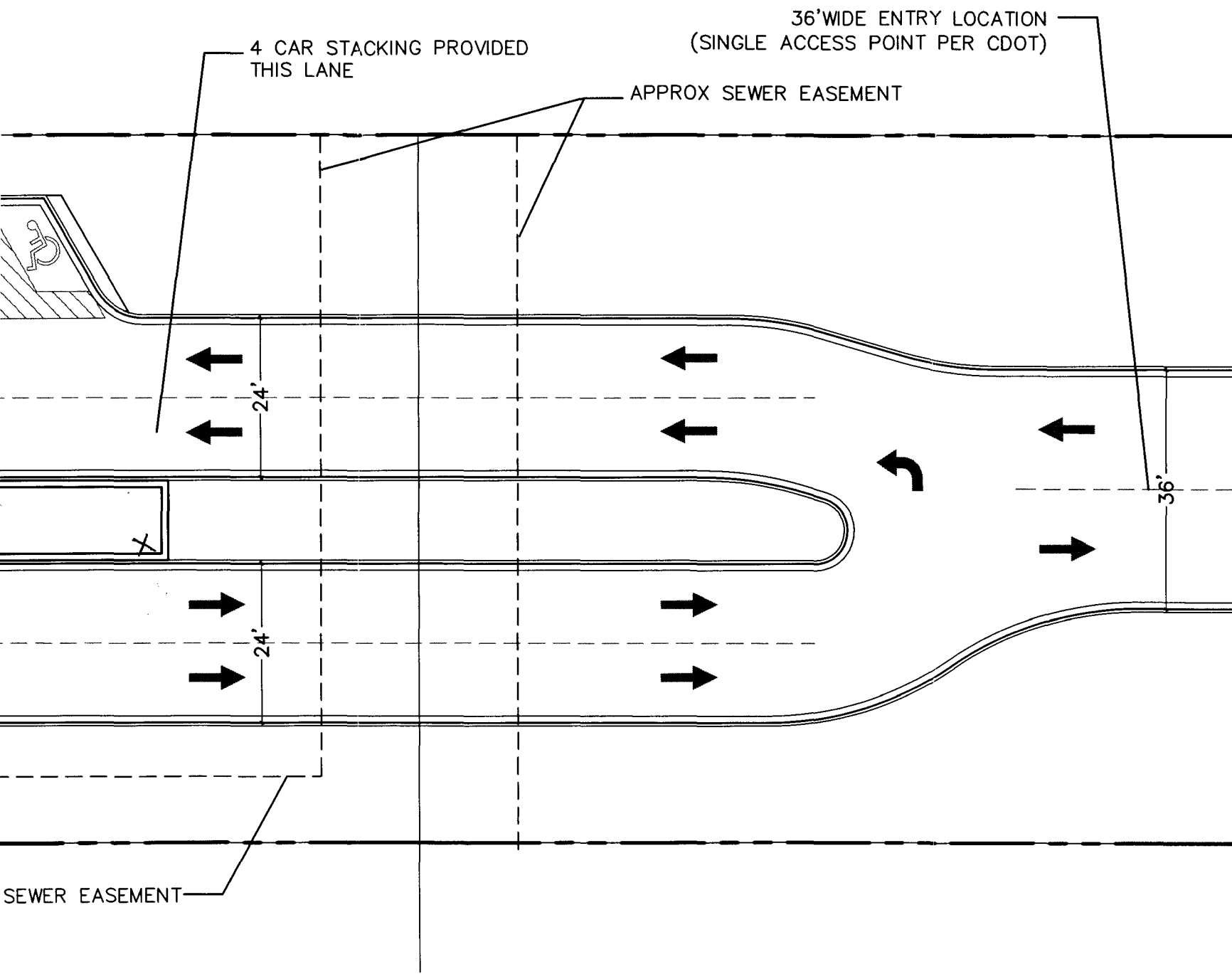
This is a one time exception based upon unique circumstances.

Thank you for the opportunity to submit this TEDS exception request and we look forward to a positive recommendation from staff so we can proceed with the proposed development.

Sincerely,



Joe Carter
Ciavonne, Roberts & Associates, Inc.



NORTH AVENUE

Human Bean Coffee



Proper signage & striping in place
for run

December 12, 2006

Clavonne, Roberts & Associates
Joe Carter
844 Grand Avenue
Grand Junction, CO 81501

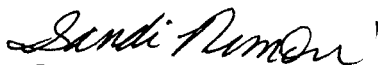
Design Exception #36-06, Human Bean Coffee Drive Through – 1430 North Avenue
TEDS Exceptions for Access Location and Stacking

Dear Joe,

Please find attached the committee's decision for the above referenced request. This design exception has been approved as requested. You may use this decision to proceed through the development review process for this exception. I apologize for the delay in getting this out to you, Joe, we've been short staffed.

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,
Sr. Administrative Assistant

Xc: Laura Lamberty, Development Engineer (256-4155)

DESIGN EXCEPTION #36-06

To: Mark Relph, Director of Public Works & Utilities
Sheryl Trent, Assistant to the City Manager
Jim Bright, Acting Fire Chief

From: Tim Moore, Public Works Manager

Copy to: Laura Lamberty

Date: November 17, 2006

RE: Human Bean Coffee Drive Through – 1430 North Avenue
TEDS Exceptions for Access Location and Stacking

DESCRIPTION OF THE SITUATION

The applicant desires to develop the vacant properties at 1430 North Avenue and an unaddressed property directly north of this parcel which fronts Glenwood Avenue. The applicant proposes to construct a small drive-through coffee shop with dual service windows.

TEDS section 4.2.5.1, Accesses Serving Off-Street Parking Lots – Vehicle Storage, requires a minimum of 10 vehicle spaces window for Drive Through Fast Food Restaurant.

Site Description:

The site is currently two vacant lots, with sewer line bisecting the lots along their common entire property line in an east-west direction. The combined sites have frontage on both Glenwood Avenue (a minor collector) and North Avenue (a minor arterial). Lincoln Park lies south of this site.

The site is between two developed sites, one being Pizza Hut, with the buildings adjacent to the adjoining property lines such that shared access does not appear to be an option at this time. North Avenue has a median such that any access to the site from North Avenue would be right-in/right-out only.



Requested Exceptions:

#1 Access to North Avenue: The proposed access location on North Avenue violates two sections of TEDS: 3.2.2 Provision of Access (access from the lower order street) and TEDS 4.1.1 Spacing (less than 150' from adjacent driveways) being approximately 85' from the edge of the Pizza Hut driveway.

#2 Vehicle Stacking to Drive-Up Window (Fast-Food Restaurant): TEDS 4.2.5.2 lists specific uses and their required stacking lengths. The use that most closely matches the proposed use is Fast Food Restaurant – however it does not seem that the use necessarily would have the intense demands of a fast food restaurant. The applicant' representative has stated that similar stores on the Front Range and other location have a traffic demand of 30 vehicles per hour in AM Peak hour and their current stacking requirements 4 vehicles per window. This stacking is in addition to provided parking and on-site circulation.

A proposed site plan is included in the applicant's request letter.

EXCEPTION CONSIDERATIONS

- 1. Will the exception compromise safety?**
Staff does not believe the exception will compromise safety.
- 2. Have other alternatives been considered that would meet the standard?**

Yes, several alternatives for access have been developed, however, none of the alternatives accommodate all aspects necessary for the site to operate properly. The applicants data indicates that the double windows and the type of use would not demand more than the provide stacking.

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

Driveway spacing TEDS Exception requests on major commercial corridors are common. Staff is unaware of another case where this particular exception to stacking was requested, but other stacking exceptions have been granted where use studies were provided.



4. Will the exception require CDOT or FHWA coordination?

The applicant will need to have separate CDOT approval for access permit at this location.

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

Access location is a one-time approval. Staff should consider modifications to or expansion of the storage length requirement categories as "Coffee Shop" does not truly match fast-food restaurant.

Staff Recommendation

Staff recommends approval of the exceptions as requested with the following modifications:

- a). The applicants execute a cross-access easement across the front 60' of the parcel in event that one or both neighboring parcels redevelop.
- b). The applicants final site plan demonstrate that adequate on-site circulation be provided in addition to stacking.

c). The applicant submits a signing : PAVEMENT MARKING PLAN.

Recommended by: _____

Approved as Requested: X

Approved as Modified: _____

Denied _____

Dated: 11/22/06

_____ *lt*

DE# 36-06 - 1430 North Ave – Access Location and Vehicle Storage Length