


MEMORANDUM

**TO:** Mannelle Miner, Zoning Administrator  
Georgetown Charter Township Planning Commission

**FROM:** Larry Nix, Planning Consultant

**DATE:** June 14, 2006 (Revised June 19, 2006)

**RE:** Meijer Pharmacy Site Plan



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*This memo has been revised to clarify the recommendation to the Planning Commission contained in the last paragraph.*

We have reviewed the site plan information provided by the applicant to alter the recently constructed drive-up window for the Jenison store. Apparently, the tube system constructed to accommodate orders and to deliver the orders to the customer is not capable of handling a segment of the orders due primarily to weight. The applicant desires to reverse the flow of the traffic, eliminate the use of the tube system, and allow the customer to utilize a tray system for delivery of the product. This would eliminate the current challenge of the tube system.

Our research for this application included making observations at many fast-food restaurants and pharmacies, visiting six Meijer locations in west and east Michigan and talking with the Cascade Charter Township Planner.

Fast food restaurants perfected the idea of the drive-up window. The vast majority of these drive-up windows are located on the side of the building and isolated from the primary entrance to the facility. A secondary entrance is common on the side of the building near the drive-up window to accommodate the parking on that side of the building. We did not find a drive-up window near or adjacent to the main entrance of the building. Notable pharmacies that we visited included Walgreen's, CVS and Rite Aid and each had their drive-up window at the rear of the building or the side of the building. In no instance did we find a drive-up window near or adjacent to the main entrance to the building.

Of the six Meijer stores visited we found two with an operating drive-up window. In both instances, the window was located between a store entrance and the garden center consistent with the new internal store layout. We did not observe any usage of the window during our

visit. We did observe the parking layout, traffic patterns and pedestrian flow of these two locations. Both locations had a similar parking/traffic pattern. This consisted of a large parking lot with maneuvering lanes perpendicular to the store face, and a main traffic aisle/route parallel to the front of the store. No aisle serving the parking lot was a main or feeder aisle to the other parking areas or the main front route parallel to the front of the store. A cross walk was marked connecting the door entry to the parking area warning drivers of the pedestrian crossing and portable stop signs were also present. Entry to the drive-up window was from the store entry door side with the exit from the garden center side. Mr. Steve Peterson, Cascade Planner, indicated this pattern and the limited usage of the drive-up window has not presented a problem to date.

The Jenison store is a little different. The primary difference is the flow of traffic from the primary streets serving the store, Baldwin and Cottonwood. These two streets merge at the northeast corner of the store creating an intensive traffic intersection encountering a large portion of the traffic entering and leaving the site. This traffic apex area is also complicated with the location of a main store entry and now the pharmacy drive-up window. The design of a drive-up window at this location is less than desirable. As designed and approved by the Planning Commission, the drive-up access point is located at the convergence of the main drives and the store entry. Traffic moves very slowly in this area and we are of the opinion this is the best design for this location given the busy location of both automobile and pedestrian traffic. The potential for an accident is minimal since traffic moves slowly through this area. If this flow were reversed, a potential drive-up customer in the busy intersection would cause a conflict with pedestrian traffic as the pharmacy customer would be adjacent to the pedestrian lane of the entry door and also attempting a turning movement from the exit lane. Based on this, it is our opinion the current design should stand as approved.

